
Fairview Design Workshop #1

Summary Report



“Good design creates enjoyable physical spaces for people and elevates the human spirit. When we design better neighborhoods and more livable cities, we not only create better spaces, but our efforts nurture creative innovation, spark new business ventures and contribute to the on-going conversation about how we can build a better, more vibrant and sustainable community for all of us.”

The Fairview Community Council wishes to thank The Lucky Wishbone for their generous donation of food and refreshments for the event.

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**Winter City Design Considerations
Workshop Powerpoint Presentation
Visual Preference Survey Instrument**

**Prepared for: Fairview Community Council
Prepared by: Allen Kemplen
Date: 1-22-2017**

Fairview Design Workshop January 16, 2017 Fairview Community Recreation Center

This event was the first in a series sponsored by the Fairview Community Council. It represents a key Action Item from the Fairview Neighborhood Plan. The lack of good design in the Council Area was a recurring theme during the public involvement process for the Neighborhood Plan. It is the Council's intent to address this important issue through engaging community members in a conversation about urban design and how it can contribute to or detract from our neighborhood's quality of life.



The 4-hour workshop began a few minutes late due to the difficult snow conditions from an on-going winter snowstorm. An opening presentation by Council President Harry Need led to audience introductions where each individual was asked to describe what brought them to today's event. Executive Board Member SJ Klein gave a presentation describing his experiences with development in Fairview through construction of his home at 10th and Medfra and redevelopment of his business at 15th and Gambell.

Workshop attendees were asked to fill out a Visual Preference Survey. Upon completion, each member took advantage of the lunch provided by the Council and the Lucky Wishbone. The Survey is included as an attachment.

Executive Board Member Allen Kemplen gave a presentation describing the importance of community design and how this workshop is directly linked to implementation of the Fairview Neighborhood Plan. This presentation is included as an attachment.

After Allen's presentation, workshop attendees participated in three different design sessions: Gambell-Ingra Corridor, West Fairview and North Fairview. Each of the work sessions exhibited a spirited atmosphere of discussion. As a result, there was inadequate time left to address East Fairview or engage in the LEGO Density and Mass exercise.



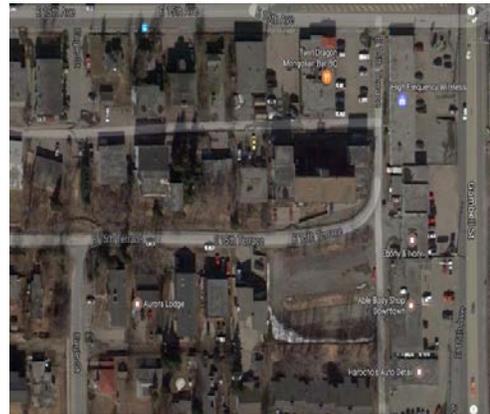
A general impression from the workshop sessions was reinforcement of community values and policy preferences outlined in the Fairview Neighborhood Plan. No one

at the event raised any concerns with the Plan. If anything, there was a sense of inadequate progress toward the betterment of the area.

There was much discussion regarding the utility of engaging in a design effort for Fairview when there was such uncertainty about what the State DOT&PF was going to do with their on-going effort to connect the Glenn and New Seward Highways. How could we envision a future land use scenario for Fairview’s heart when there exists the possibility of its destruction.

The end result was the recognition that while there was indeed uncertainty about the exact alignment, there was general agreement about a reasonable foreseeable direction. This allows for strategic development of those areas safe from acquisition by the mega-transportation project. For example, any future connection between the Interstate facilities would not require taking out the Sullivan Arena. Thus the area immediately north of the Arena and west of Gambell Street would not be impacted.

The sub-area between the Arena and 15th Avenue sees a great deal of pedestrian traffic when large events occur at the Sports Complex. One idea for redevelopment that could be facilitated by an Overlay Zone is establishment of a Mixed-use Pedestrian Plaza with the alley way and East 15th Terrace becoming a “Living Street” and the corner lot allowed to develop as mixed-use with a ground floor café/coffee shop and residential/office on upper floors. The site is located on a south-facing slope and with northern wise design has the potential to become a compelling location for investment.



Current zoning does not allow for such redevelopment to occur. This is a specific example of how an overlay zone could incentivize tangible economic growth within the Fairview area.

While the above reflects a short-term opportunity, the design workshop group realized there still needed to be some way to deal with the larger uncertainties. As such the group explored various concepts including one referred to as the “Mountain House”. The person mentioning the concept brought up an image on her phone and showed it to session participants. Later research revealed the image as being that of Block 6 in the Sorenga Quay redevelopment district of Oslo, Norway.



Block 6

This development occupies an entire block. Most blocks in the Fairview area consist of two parallel rows of 7,000 square lots separated by an alley. Converting any of these to match Block 6 would be unrealistic due to the expense of site consolidation. However, there are a few locations in the Gambell-Ingra Corridor, formally occupied by auto dealerships, where past re-platting actions have eliminated lot lines and created a single block size tract of land. These sites could be re-developed in the manner shown in the Block 6 image. This type of relatively high-density residential development in the urban core could make a substantial contribution to the Municipality's projected housing shortage.

However, such redevelopment on these sites represents a significant investment. The threat of a future mega-transportation project possibly taking the site through the use of eminent domain presents significant risk to a developer--risk high enough to preclude any prudent investor from committing valuable resources to such a project.

It was recognized by the group that a new approach had to be identified to address the uncertainties along the Gambell-Ingra Corridor before an Overlay Zone could be implemented. One possible solution to the quandary was for the Municipality to take a greater leadership role in defining and clarifying what would be the future land uses intended for the corridor after any future H2H project. An Overlay Zone would reflect the desired future land uses. Developers could then explore potential investments along the top of the covered transportation facility.

To spur interest in such a significant and visionary approach, one could look at how Oslo, Norway advanced redevelopment of the 8-block long Sorenga Quay. Oslo is located at nearly the same position on the planet as Anchorage. They are subject to the same environmental extremes including significant amounts of darkness for half the year. In order to identify development designs that could both accommodate higher residential densities and maintain a high quality-of-life, the City of Oslo facilitated a Design Competition for the area. The development at Block 6 was one of the winning ideas.

The Municipality of Anchorage could follow a similar approach and facilitate a Design Competition for the Gambell-Ingra Corridor. The parameters could include a vision for the corridor with specific suggestions for major developable sites and also ideas for transition strategies to guide development actions between where we are now and the ultimate future vision.

A second Design Workshop is scheduled for Sunday, February 19, 2017 at the same venue to further explore frameworks for future Overlay Zones within the Fairview area.

Draft Write-up of Flip-Chart Notes

Facilitated Discussion: Impressions of Visual Preference Survey

- Would like images of northern communities
- Walkable Solid Waste/Recycling depots
- “Mountain Style” multi-family design (Terraced to the south, underground parking, mixed-use, sun for everyone, view for everyone)
- Don’t like super-wide streets, unless there are decent sidewalks plus on-street parking and ground-level retail
- Walkable neighborhood level services
- Integration of view corridors in design
- What to do about parking?
- Likes alleys
- Doesn’t like cookie-cutter housing development
- How to incentivize development/design that we want
- Likes greenery and trees
- Snow storage – even on residential street lots with different street designs
- Issue of snowplows putting snow on sidewalks as a part of official municipal policy – needs changing
- Encroaching on roadways – BAD
- Need to explore neighborhood-based snow removal, snow cisterns
- Efficiency of maintenance versus Quality of Life
- Likes the feel of Fire Island Bakery and other small service businesses that could fit in the Fairview neighborhoods
- Landscaping needed between the curb and sidewalk, get rid of rolled-curbs
- Where is the center of Fairview? Coffee shop, etc.
- Explore the concept of a pedestrian plaza by the Sullivan Arena
- More sidewalk space
- More mixed-use housing/commercial: Where are there opportunities for this kind of development without taking trees
- Pay more attention to solar access; could use reflective building surfaces, angled design elements to bounce sunlight into shadow areas
- Buffer for snow storage; require property owners to clear sidewalks
- Consider having housing built to edge of sidewalk

Main Street Corridor Breakout Session

- Consider snow removal
- Reevaluate minimum off-street parking requirements
- Consider central parking facilities (South at Crazy Horse and North end in conjunction with major redevelopment such as a hotel, shops)
- Consider DOT planning to align with neighborhood plan; excessive emphasis on traffic issues ignores other important neighborhood values

- Consider approaches to setback requirements (build-to rather than setback)
- Consider allowing Hyder/Ingra alignment for H2H highway while retaining Gambell as Main Street
- Proposed Solutions include parking garage to service Sullivan downhill from 15th on Gambell with mixed-use development including retail at street level of 15th Avenue
- Goal of this community-driven effort to be mixed-use zoning requirements advancing neighborhood vision with fewer restrictions for developers.

West Fairview Breakout Session

- Large apartment buildings are out of sync with the neighborhood
- Need a zone of transition for residential density going south from 9th avenue, lower density in north part, higher density in south part
- What do developers want? More green space and smaller units; more units + bigger units?
- Need to retain alleys + quality small houses
- Gambell Street should be where residents go to access shops below with residential above
- What about accommodations for the homeless people in the neighborhood?
- Housing for homeless is a community-wide concern; must not be the sole responsibility of Fairview
- Need more market-rate housing; their disposable income makes the small shops viable
- Where do we tolerate higher density?
- Consideration of mutual interests between Fairview and South Addition at the boundaries, especially south of ninth avenue

North Fairview Breakout Session

- What do we want size, scale, and function of businesses to be in this area?
- Use alleys for pedestrians since the main roads emphasize high traffic volumes, trucks
- Consider re-vamping land use approach to alleys; not just for utility use
- Identify key alley corridors and change code to require structures to have a retail face on the alley
- Creates a unique pedestrian-scaled environment separate from high-volume streets

Notes from Event's Designated Note Taker

GAMBELL INGRA CORRIDOR

What we want?

- A hotel, a legitimate hotel. (Why are they all built at C Street and Tudor?)
- Live/work spaces, public space and private space
- We like- Pearl Street, Mission District, Boulder Busses district. Can Gambell be our walking main street?
- Mexico – central garden. Plaza-type gathering areas
- Need another anchor.
- Centralized Parking: Leverage planning for Sullivan arena sports complex. Put the parking where Crazy Horse is located. Make this attractive sloping down the hill. Another parking garage on the north end of the corridor.
- Pedestrian area above Sullivan, behind where SJ is developing. Large vacant lots a great place for mixed-use development with bistro on ground floor. “Woonerf” or “Living Street” concept for the streets in this area.
- Fairview sub-area shuttle to circle around the businesses of f-view.
- Form based code more appropriate for this area.
- “MOUNTAIN HOUSE” FROM SCANDANAVIA as example of good northern design. Terraced to the south with views and gardens.
- Take advantage of the “fair” view- view corridors.
- Housing/shadows-how to deal with them. Idea of “Winter Space” where unavoidable shadow spots are designed to celebrate Winter.

Issues/Considerations:

- DOT doesn't do land use.
- How do you merge the vision re: city does land use/DOT does not. City to regulate over DOT's development (e.g. cut & cover over Ingra/Gambell)
- Need a map of DOT vs. Muni
- Good history of fighting DOT – for 15th, the city took over and did the design.
- 15th used complete streets.
- Parking issues, too many required, doesn't warrant Walkable development. Parking on alley, not on street/front, centralized parking zones – could this take away requirements like downtown?
- Setbacks – how can we tweak them? Do we need them in Ingra/Gambell- BUILD TO, vs. setbacks.
- Snow Removal
- Connect to u-med district -

WEST FAIRVIEW

Issues –

- A lot of large buildings that don't match (Salvation Army bldg.) Some big buildings next to small single-family homes.
- Using example of high density and how everything will change. Not appropriate.
- We need to identify the areas to focus the higher density.
- There is going to be more market pressure in W. Fairview for density.
- Homeless – what are our considerations (Allen reminded everyone of the neighborhood plan and that it has recommendations).

What we like

- Alley
- Older Homes, historic, survived the quake.
- Little zones of transition. Gradual transition into high density
- Fun, single family, smaller character
- Link to Mulcahy, “Arena district”
- Link arms with neighbors to the west (city view).

Q. Can we affect the zoning still?

Look at the book, “Visualizing Density”. Helpful.

- Density near Gambell is appropriate but in the smaller neighborhoods, people don't like it.

NORTH FAIRVIEW

What we would like to see

- Stretch the downtown pedestrian area into this area – not safe for people.
- Safety issues, lost pedestrian lives on these streets.
- Allen suggests using the alleys as pedestrian walkways – complement to the street. Would require better lighting, “eyes” on the alley; celebrate them, retail on the alley.
- Engage the institutions that exist in the neighborhood. (ML&P).
- Transition area/transition strategy.
- Case study of alleys where they are used well.
- Determine an alley pedestrian network. (Covered)...

Issues

- Auto dealership chunks of land – could yield bigger redevelopment
- Won't see much until H2H gets resolved.

- Homeless in the Alleys – doing service patrol, unsafe.

SJ'S NOTE FROM N. FAIRVIEW

- Draw downtown into this area – same pedestrian style
- Dangerous for Brother Francis Residents, Karluk
- Pedestrian scale design necessary
- Transition area

What we have

- Hodgepodge of activity.
- Haven't really put much input into it.
- Large uses – ML&P, PIP, prison, etc.
- Large tracks of land available.
- PiP is developing/expanding. Not vacating the alley.

Tom super great idea: Just take one block and shut it down and make it commercial.

Closing-What stuck with me.

- Harry - Face to face, neighbor-to-neighbor interaction is essential – that's the thread through all of this. Bistro on sidewalk, walking with your neighbor on the sidewalk. We have front doors that face one another. Kids play in the streets. In Fairview people make the difference.
- S.J. – Residential - Value trees, green, (not just structure.) Commercial – people connected with the parking issue.
- Sharon – how can we have higher density that is not just for lower income people. Balance to keep mixed income. We are a great neighborhood for pilot projects, testing.
- Denise – Better informed, I think we all have similar ideas for what we would like to see in Fairview. As the gateway to the incoming traffic to the highway – hotel in that area. 2 parking garages and 2 hotels. Like the character; like that I can walk in the streets, know my neighbors. Keep this characteristic.
- Tom – I liked the idea of rejuvenating the alleys and the concept of spot zoning to create a Fairview Downtown. Moving east.
- Merri Lynn - Fire island Bakery – lots of places to go and see neighbors
- Chris Constant – We don't control much, we influence. Keep in mind.
- Maria – I'm anxious. A lot of the values that I hold dear are not here. I'm struggling to find a good way to influence. The right way to do it. Appreciate the hard work and years of struggle. It's a good posse of people. I have unique experiences and information regarding trees.

- Evelyn – Dichotomy between small single-family lot and also higher density and commercial. Need a lot of people to service the higher density corridor. Should be more aligned toward Gambell/Ingra. Model of the new Brooklyn is actually a good one. Craft/artisan type of workshops.
- Paul – I like thinking about how we can reinforce what we like about the neighborhood.
- Leslie – I appreciate all the people that came before this meeting. I've lived in this community for a very long time, and I understand very little about these details. I think our future is needing to be able to have spaces where we can walk and meet each other
- Daniel – I like what everyone has said. I like the maps – put some of the technical aspects into graspable terms. 2 things that the maps illustrated – the pedestrian plaza around the Sullivan arena – parking lot down the hill. I liked talking about H2H from a positive – how can we make the most of this. If we have to work with the highway how do we preserve the neighborhood that we want.

Results from “How It Feels” Worksheet:

Gambell-Ingra Corridor

How It Feels Now

Dark, Poorly lit
 No pedestrian space
 Speed limit too high
 Too commercial
 Unsafe

How Should It Feel in the Near Future?

Better, more consistent lighting
 Protected sidewalks

How Should It Feel with the Cut-and-Cover?

Community Asset
 Places for People

Winter City Design Considerations

Definition of a Winter City

Winter Cities are considered to be communities where the average January temperature is 32 degrees Fahrenheit or colder.

What is a Livable Winter City?

A Livable Winter City embraces winter by making the city more livable year-round, adopts strategies that reinforce the winter city “sense of place” and celebrates living in a cold environment.

The keys to enjoying winter are to have thermal comfort (stay warm), a visually stimulating environment and convenient access to plenty of recreation and leisure activities.

If we are to be competitive in an increasingly globalized economy, it is vitally important that Anchorage, as a community with a six-month long winter season, explicitly recognize the importance of designing the built environment for Winter City living.

We must acknowledge the six stages of winter adaptation - enduring, tolerating, accepting, respecting, appreciating and celebrating - and develop specific strategies that appreciate, celebrate and strengthens our Winter City Sense of Place.

Why consider Winter City concepts in the Design process?

As the Anchorage Bowl grows in total people and jobs, there is increasing pressure to increase the density of development in order to provide more affordable housing and lower lease rates for offices and other businesses. Due to our location on the planet, increased densities will create shadows on the north side of structures. It is not realistic to think that every section of every block will have access to sunlight.

Increasing densities will create more and more shadow sidewalk environments. Rather than ignoring this situation, it is vitally important to both take advantage of the shadows and to mitigate their negative impact on the pedestrian experience. One way is by explicitly developing a *Sense of Winter Space* and integrating such a sense into the way we design our community.

How can we make Anchorage a more livable Winter City?

- * Make it easier to go play outside and provide more opportunities for outdoor activity.
- * Improve the winter experience for pedestrians, cyclists and users of public transit.

- * Design our neighborhoods and business districts for winter safety and comfort.
- * Incorporate urban design elements for winter fun, activity, beauty and visual interest.
- * Develop a four-seasons “patio culture”.
- * Increase the capacity and sustainability of Anchorage Fur Rendezvous.
- * Strive to become a leader in innovative winter related business/industry.
- * Recognize the different phases of the winter season (Early Winter, Deep Winter, Late Winter) and embrace daily living in a cold climate.
- * Promote to the Lower 48, and to the world, that as America’s only major metropolitan area located in the sub-arctic, we are unique.
- * Learn how to Think Winter!

More than one Winter

Early Winter - Mid-October to late November when darkness returns and the temperature is below freezing on a recurring basis.

Deep Winter - December and January when darkness is a dominant feature and the temperature remains below freezing with extended periods below zero.

Late Winter - February to Mid April when the sun starts its ascent, temperatures begin their steady rise and residents eagerly embrace the returning warmth.

More than one “Sense of Space”

Deep Winter Space - the area on a site little visited by the sun and temperatures are colder than average. Located most prominently at the northeast area of a site. This is the optimal location for winter ice sculptures and dynamic light treatments.

Edge Winter Space - the area on a site touched by the arc of the sun where temperatures vary by time of day. Morning sun creates a different feeling than evening sun.

Sol Winter Space - the area on a site where solar heating is maximized and temperatures are raised by passive solar radiance. Last to feel the impacts of cold and first to embrace the return of the sun. Optimal location for facilitating expansion of an active sidewalk interface environment or “Patio Culture”.

Techniques to strengthen the Winter City Sense of Place

Individual

- Put up lights that are appropriate beyond the Christmas holiday
- Think “Winter Landscaping” and make creative use of light, snow and ice
- Go outside and enjoy the new cold-themed opportunities
- Celebrate the Winter with new activities
- Evaluate how your site can be re-made to celebrate the winter seasons

Developer

- Design new and remodel old facilities acknowledging the Winter Sense of Space
- Support development of a stronger “patio culture” with multi-season semi-outdoor seating
- Create pedestrian and bicycle friendly streets
- Support winter thinking with color and landscaping treatments

Public Official

- Learn how your decisions can shape a more livable winter city
- Ask for more civic discussion about celebration of our unique winter environment
- Seek input on how to change current standards and procedures to better embrace the winter
- Acknowledge that creating a more livable winter city represents a good investment of tax dollars

Business Leader

- Examine how winter conditions affect your bottom line
- Learn how winter-wise decisions improve net returns over medium to long term investment horizon
- Support civic efforts to create a more livable winter city through sponsorships
- Engage with your peers how investing in a more livable winter city improves overall business conditions

The Fairview Design Initiative

Creating a Winter City Neighborhood's "Sense of Place"



Why the focus on Design today?

- ▶ Key Action Item identified in the Fairview Neighborhood Plan
- ▶ First of several Design Workshops
- ▶ Address neighborhood design issues

"Design is all around us – not just the beautiful things – it's done by all of us, and it affects all of us."



Why care about Design?

- ▶ Design determines "Sense of Place"
- ▶ Design shapes the Livability of a Space
- ▶ Good Design is critical to quality Density and a vibrant urban community
- ▶ Good Design draws people to a place
- ▶ Good Design creates positive feelings
- ▶ Good Design attracts investment dollars



Why care about Design?

- ▶ Bad Design makes Fairview less desirable to live and raise a family
- ▶ Bad Design makes Fairview less attractive for investment
- ▶ Bad Design acts at an unconscious level to shape one's thinking
 - The item badly designed is not of high value
 - Often badly designed items, including people, tend to be grouped together
 - Creates the value structure that allows the formation of "slums"



What do we hope to accomplish?

- ▶ Identify Purpose and Need for new Designs in the Fairview part of town
- ▶ Review what the Neighborhood Plan says about Design
- ▶ Re-affirm or modify neighborhood guidance
- ▶ Lay foundation for the next step – Design Workshop #2
 - Development of the Regulating Plan for Design
 - Framework for a Form-Based Code Overlay Zone

Purpose and Need

- ▶ Visual Preference Survey
 - Handed out at today's event
 - Will also be made available via the web
 - Tool to gather quantitative data for design preferences of community stakeholders
 - Will provide foundation for what we value in terms of design
 - Analysis of results will be presented at Design Workshop #2

Purpose and Need

- ▶ Workshop Session today
 - Fairview broken out into sub-areas
 - East, West, North and Gambell-Ingra Corridor
 - How does this part of Fairview feel today?
 - How should it feel in the future?
 - Special exercise with LEGOS
 - Explore the issue of building mass
 - Develop a sense of scale for density of development by sub-area

Neighborhood Plan

- ▶ Chapter 5 Implementation
 - 1. Protect and Improve Neighborhood Character
 - 1.2 Adopt design standards
 - 1.2 Determine boundaries of overlay districts
 - 1.14 Strengthen "Sense of Place"
 - 2. Connect People to Places
 - 2.4 Implement the Gambell Street Redevelopment Plan
 - 2.5 Plan for active use redevelopment of H2H covers

Neighborhood Plan

- ▶ 3. Create Incentives for Economic Development
 - 3.1 Invest in attractive commercial area sidewalks
 - 3.2 Reduce on-site parking requirements
 - 3.5 Improve Fairview reputation and “brand”
 - 3.6 Develop Sullivan Arena partnership program

Neighborhood Plan

- ▶ 4. Foster Clean, Safe Positive Streets/Sidewalks
 - 4.1 Improve the year-round walking experience
 - 4.3 Improve neighborhood design
 - Promote a more pedestrian scaled walking environment
 - Move parking to the rear
 - Use “build-to” requirements

Neighborhood Plan

- ▶ 5. Maintain Green Space
 - 5.4 Improve neighborhood landscaping
 - * Require a three to five foot landscape buffer between sidewalks and travel lanes
 - * Maintain and improve existing green space

Neighborhood Plan

- ▶ Fairview Land Use Plan Map
 - Identifies intentions for future types and intensities of land use and development
 - Reference point for recommended zoning
 - Incorporates similar land use categories being proposed in the Municipal-wide update
 - Communicates the desired future development and redevelopment goals and strategies specific to Fairview

Neighborhood Plan

- ▶ Fairview Land Use Plan Map
 - Each Break-out Table has one
 - Use the Map as guidance for upcoming Design exercise
 - Think about appropriate and reasonable boundaries for land uses
 - Important issue as we move forward to constructing the Overlay Zones

Neighborhood Plan

- ▶ Residential
 - Low-Intensity Detached
 - R-1 and R-1A zoning districts; up to 4 DUA
 - Low to Medium Intensity
 - R-2F, R-2M and R-3 zoning; range of 8-15 DUA
 - Medium Intensity
 - R-2M and R-3 zoning; range of 15-40 DUA
 - City Center Intensity
 - R-3, R-4 and R-4A zoning; > than 35 DUA allowed

Neighborhood Plan

- ▶ Commercial
 - Office/Low Intensity
 - R-O and R-3 zoning; up to 40 DUA
 - Commercial Corridor
 - B-3 and I-3 zoning; > than 35 DUA in B-3
 - Fairview Mixed-Use Corridor
 - Also referred to as Fairview Main Street
 - Between Ingra and Fairbanks Streets, Chester Creek to 3rd Avenue
 - Major City Center
 - DT-1, DT-2 and DT-3 zoning; between 20 to 60+ DUA

Neighborhood Plan

- ▶ Industrial
 - Issue for Discussion at Tables
 - How should design be considered in these areas?
 - Industrial/Commercial
 - I-1 and I-2 zoning districts; no housing
 - Industrial
 - I-2 zoning district; no housing

Neighborhood Plan

- ▶ Public and Other
 - Park or Natural Area
 - PR and PLI zoning districts; no housing
 - School or Community Institutional
 - PLI zoning district; no housing
 - Major Transportation Facility
 - I-1 zoning district; no housing

Neighborhood Plan

- ▶ Fairview Mixed-Use Corridor
 - Purpose: Create a robust pedestrian-scale residential and commercial corridor
 - An overlay for this area will be created (page 88)
 - Goal: Generate smaller-scale commercial shops and employment, high-density residential, and a thriving street-level storefront
 - Current zoning and land use designations preclude this kind of development
 - Diversity of zoning designations to be allowed

Neighborhood Plan

- ▶ Fairview Mixed-Use Corridor
 - Zoning to include B-3, R-3, R-4 and R-4A
 - Intention to protect and increase high-density housing in the corridor with intent to develop a new overlay designation that enables the highest and best use of all properties in the corridor
 - Provide edge of development transition in northern section of East Fairview to promote harmony with Mixed-Use Corridor
 - Redevelopment to promote pedestrian-scaled street environment and Winter City Design principles

Neighborhood Plan

- ▶ Fairview Mixed-Use Corridor
 - Commercial areas in northern section of East Fairview should develop in harmony with Mixed-Use Corridor
 - Redevelopment should promote the integration of a pedestrian-scaled street environment and winter city design principles

Neighborhood Plan

- ▶ Appendix A: Overlay Districts/Design Guidelines
 - Four overlay district areas
 - Sullivan Arena Overlay District
 - Gambell Street Corridor Overlay District
 - East Fairview
 - West Fairview

Neighborhood Plan

- ▶ Overlay District Areas
 - Tables are to review these designations
 - Are they the appropriate ones?
 - Should they be amended?
 - Should additional ones be identified?
 - How do they feel today?
 - How should they feel in the future?

Neighborhood Plan

- ▶ Design Overlay District Areas
 - Work today is to provide greater clarity and definition
 - What are the appropriate boundaries?
 - What are suggested transition strategies?
 - How do they feel today?
 - How should they feel tomorrow?
 - For the Gambell/Ingra Mixed Use Corridor Area
 - What could a transition strategy look like?
 - i.e. Priority sub-areas for re-investment?
 - What should it feel like after the H2H?

Fairview Design Workshop

“Good design is about creating spaces for people to enjoy and where you elevate the spirit. An individual’s efforts at designing better neighborhoods and more livable cities not only creates better spaces, but creates jobs, new industries and contributes to our common conversation about how we rebuild a better, more vibrant and sustainable world for all of us.”

Fairview Design Workshop

Go Forth and Design!



VISUAL PREFERENCE SURVEY



DIRECTIONS:

Photos are rated from a possible low of -3 to a possible high of +3

Positive numbers indicate how appealing you feel the photo is

Negative numbers indicate how unappealing you feel the photo is

“0” means that you have no opinion or think the image is neutral

Please jot down any specific comments about the photo explaining why you made your choice

(-3)	(-2)	(-1)	(0)	(+1)	(+2)	(+3)
Strongly Unappealing	Unappealing	Somewhat Unappealing	Neutral	Somewhat Appealing	Appealing	Strongly Appealing



COMMERCIAL

Comment:

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COMMERCIAL

Comment:

-3 -2 -1 0 +1 +2 +3

C20



COMMERCIAL

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-3 -2 -1 0 +1 +2 +3

C21



COMMERCIAL

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-3 -2 -1 0 +1 +2 +3

C22



COMMERCIAL

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-3 -2 -1 0 +1 +2 +3

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-3 -2 -1 0 +1 +2 +3

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COMMERCIAL

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-3 -2 -1 0 +1 +2 +3

C25



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-3 -2 -1 0 +1 +2 +3

C26



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-3 -2 -1 0 +1 +2 +3

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-3 -2 -1 0 +1 +2 +3

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-3 -2 -1 0 +1 +2 +3

C39



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-3 -2 -1 0 +1 +2 +3

C40



COMMERCIAL

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-3 -2 -1 0 +1 +2 +3

C41



COMMERCIAL

Comment:

-3 -2 -1 0 +1 +2 +3

C42



RESIDENTIAL

Comment:

-3 -2 -1 0 +1 +2 +3

R1



RESIDENTIAL

Comment:

-3 -2 -1 0 +1 +2 +3

R2



RESIDENTIAL

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-3 -2 -1 0 +1 +2 +3

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-3 -2 -1 0 +1 +2 +3

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