

Fairview Community Council
Resolution # 2006-00

A Resolution relating to the 2nd Public Draft of the Land Use Plan Map

Whereas, the Fairview Community Council is engaged in an on-going effort to develop a Neighborhood Plan that serves as a positive vision for the area, and

Whereas, a Land Use Plan Map is an essential component of this plan, and

Whereas, the Map recognizes the need for a Highway to Highway connection between the Glenn highway and the New Seward Highway in order to facilitate the movement of regional traffic, and

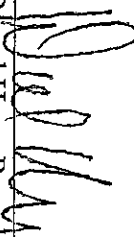
Whereas the Fairview Community Council has provided substantive comments to the first public draft of the Land Use Plan Map, and

Whereas, the Municipal Planning Department has distributed a second public draft of the Land Use Plan Map with significant differences from that proposed by the Fairview Community Council.

Therefore, be it resolved that the Fairview Community Council opposes changes that are detrimental to the common interest of the Fairview residents, businesses and property owners, and

Therefore, be it resolved that the Fairview Community Council requests that the attached recommendations from the Neighborhood Plan Committee be considered and adopted by the Planning Department prior to publication of the final Land Use Plan Map,

Passed this 9th day of March, 2006



Darrel Hess, President

Vote: 13-0

Fairview Community Council
Land Use Plan Map Public Draft #2

Summary of proposed actions as discussed by the Neighborhood Plan Committee
3-09-2006

Response

1. Support the recommended changes in East Fairview to a lower residential intensity.
2. Oppose the recommended changes in South East Fairview of the residential lots along Juneau/17th/LaTouche to a higher residential intensity. The residential intensity should remain as it is.
3. Support the recommended changes of the area designated as a Neighborhood Center (generally from Ingra to Fairbanks/16th to 12th) from Commercial to Community Mixed-Use.
4. Oppose the identified alignment of the Highway-to-Highway Connection. The alignment should reflect the proposal identified in the Long Range Transportation Plan supplement and the Council Land Use Plan Map submitted to the Planning Department. In addition, an additional two-block cover should be shown from 7th to 5th Avenues as "Other Areas that function as Park or Natural Resource"
5. Support the recommended changes along Gambell Street (north of 12th to 8th) from Commercial to Residential.
6. Oppose the recommendations for the two lots north of 15th Avenue, east of the alley between Juneau and Ingra as Community Activity Center. These lots should be changed to residential.
7. Support the recommendations for the lots along Ingra Street south of 14th be changed to Community Mixed-Use.
8. Support the recommendation to change the Industrial land use destination in the area south of 8th and along Orca to Residential.
9. Oppose the recommendations to classify the area along Gambell Street north of 8th Avenue as Commercial Corridor. This area should be changed to either Major City Center or Residential Encouraged in Major City Center.
10. Recommend that the Fairview Community Council boundaries be shown as a Internodal Transit Focus Area since 20 percent of residents rely on non-motorized alternatives for movement around town.
11. Oppose the designation of Sitka Park and associated area south of 15th Avenue as Major Transportation Facility. This should be shown as either Park and Natural Resource or Other Areas that Function as Park or Natural Resource.
12. Question why the area east of the Sullivan Arena and across Gambell Street is designated Major Institutional. This area should be shown as the Highway-to-Highway alignment.
13. Oppose the recommendations for the area between Ingra Street and Karluk, 8th to 11th as Medium Residential Intensity. This area should be designated as Low/Medium Residential Intensity.