

Fairview Community Plan

Revised Final Draft

“Where People Make The Difference”

TABLE OF CONTENTS

EXECUTIVE SUMMARY

CHAPTER 1

Background and Existing Conditions

INTRODUCTION

COUNCIL CHARACTER

Early History
Memorial Park Cemetery
Merrill Field
Urban Growth Influences

THE DIFFICULT YEARS

Defensible Space
Pedestrian Safety
Indigents/Panhandlers/Inebriates
Zoning
Housing

TRANSPORTATION INFLUENCES

5th and 6th Avenues
Gambell and Ingra Streets
Traffic Safety
Merrill Field

EXISTING CONDITIONS

Neighborhood Conditions - 1990
Community Council Boundaries
Neighborhood Conditions - 2000
Demographic Characteristics
School Demographics
Housing Characteristics
Commercial Characteristics
Industrial Characteristics
Office and Institutional
Environmental Characteristics
Noise Concerns

PUBLIC INFRASTRUCTURE

Streets
Sidewalks
Alleys
Street Lighting
Trails

COMMUNITY ASSETS

Businneses
Places of Worship
Physical Landmarks and Scenic Views
Community Organizations

PUBLIC FACILITIES

Fairview Elementary
Denali Elementary
Fairview Recreation and Community Center
Anchorage Neighborhood Health Center
Anchorage Senior Center
City Jail
Inebriate Transfer Station
Brother Francis Shelter
Beans Cafe
Sullivan Arena and Sports Complex
Parks and Greenways

CHAPTER 2

Summary of Past Efforts, Recent Successes and Enduring Challenges

PAST EFFORTS

Neighborhood Improvement Workshop #1
The Fairview Strategy
Neighborhood Improvement Workshop #2
Fairview Community Patrol
Neighborhood Improvement Workshop #3
Winter City District Design Charette
Neighborhood Improvement Workshop #4
Community Preference Survey
Neighborhood Improvement Workshop #5

DISCOVERING NEIGHBORHOODS

East Fairview
West Fairview
North Fairview
South Fairview
Revitalization Opportunities
Relationship to Neighboring Areas and City Context

RECENT SUCCESSES

Traffic Calming
15th Avenue Design
New Elementary Schools
Pedestrian/Trail Improvements
New Police Sub-Station
Landlord Education
Fairview Beautification
Park Improvements
Public Transit Improvements

ENDURING CHALLENGES

Traffic Volumes
Pedestrian Safety
Design of Multi-family Dwellings
Attracting Quality Investment
Disinvestment within the Highway-to-Highway Corridor
Sports Complex
Merrill Field

Inebriates/Indigents/Panhandlers
Civic Responsibility and Participation
Fairview Community/Recreation Center

CHAPTER 3

Vision, Measures of Success, Guiding Policies

VISION STATEMENT

CORE VALUES

Safety
Design
Health
Education
Opportunity
Housing
Prosperity
Mobility
Community
Recreation

GUIDING PRINCIPLES

Safety
Design
Health
Education
Opportunity
Housing
Prosperity
Mobility
Community
Recreation

CHAPTER 4

Goals and Objectives, Actions, Strategies

INTRODUCTION

TRANSPORTATION GOAL
LIVABLE WINTER CITY GOAL
PUBLIC SAFETY GOAL
LAND USE GOAL
DENSITY GOAL
PARKS AND RECREATION GOAL
CIVIC CAPITAL GOAL
EDUCATION GOAL
HEALTH GOAL
PROSPERITY GOAL

Revised Final Draft



List of Tables

**CHAPTER 5
Plan Implementation**

- INTRODUCTION
- COORDINATION WITH OTHER PLANS
- NORTHERN NEIGHBORHOOD OVERLAY ZONE
- NORTHERN NEIGHBORHOOD DESIGN GUIDELINES
- PEDESTRIAN/BIKE/SKI SYSTEM
- FAIRVIEW PARKWAY
- LAND USE POLICY MAP
- NEIGHBORHOOD BENCHMARKS
- NEIGHBORHOOD CENTER
- MAIN STREET DEVELOPMENT
- PARKS AND GREENWAYS
- COMMUNITY FACILITIES
- HOUSING
- MERRILL FIELD
- FINANCING

APPENDICES

- APPENDIX A - PUBLIC PROCESS
- APPENDIX B - NORTHERN NEIGHBORHOOD
OVERLAY ZONE
- APPENDIX C - FOUNDATION DOCUMENTS

Acknowledgements

Many people have contributed to the development of the Fairview Community Plan. The support of Anchorage Neighborhood Housing Services was invaluable. The Municipal Planning Department provided important technical support and the constructive comments of Tom Davis, Tyler Robinson, and Erica McConnell have made this a better document. Ruth Moulton and Celeste Benson were early advocates of neighborhood planning and organized a number of community planning forums. The Plan could not have been produced without the financial support of neighborhood residents and businesses. Many thanks to Alaska Sales and Service, ANHS, First National Bank, City Electric and others.

Revised Final Draft

Special recognition goes to the members of the Neighborhood Plan Committee: Sharon Chamard, Michael Howard and Paul Benson with important contributions from Noel Rea, Dan Loring, Celeste Benson, Darrel Hess and Harry Deuber.

Plan layout and narrative was produced by Fairview resident and Neighborhood Plan Committee Chairperson, Allen Kemplen.



EXECUTIVE SUMMARY

It is said that the greatness of a city can be measured by the vitality of its people and the quality of its neighborhoods. If Fairview can be used as a proof of this saying, then Anchorage is on its way to becoming a great city.

This Community Plan is an expression of Fairview residents commitment toward the continued revitalization of the area and the larger goal of making Anchorage a more livable Winter City. The Community Council has long advocated for the chance to shape the common destiny of residents, businesses and property owners. When the Anchorage Assembly passed an Ordinance authorizing the creation of official Neighborhood Plans, the Fairview Community Council was the first non-Municipal group to step forward with a concrete strategy. The Council worked in partnership with businesses and non-profits for many years to address the challenges of the area. This Plan is built on the foundation established by these efforts.

The neighborhoods of Fairview have witnessed some difficult times. The 1980's and early 90's were particularly tough for the neighborhoods. Housing and land use policies created a built environment that was increasingly hostile to middle-income families. Fortunately, the true character of Fairview's homeowners proved up to the challenge. Residents have fought hard to overcome ill-thought development and to keep the forces of urban decay at bay. Their successes have pro-

duced a growing sense that Fairview is a revitalizing part of town. However, there is still much that needs done to overcome the stigmas of the past if we are to create truly dynamic winter city neighborhoods of choice.

The Fairview Community Plan documents the history of the area, identifies important demographic, economic and land use characteristics, recognizes our common values and establishes important goals, objectives and action strategies. The end product is a new vision for this part of town that is rooted in Fairview's past but also looks toward to a more prosperous future.

This future accepts the need for a connection between the Glenn and the New Seward Highways but requires that the project contribute to Fairview's revitalization. New opportunities are identified. They include creation of a truly viable neighborhood center, restoration of Gambell Street to its original function as a Main Street, setting aside parks and open space to accomodate the higher densities of West and North Fairview, integrating northern design concepts and the emphasis on Northern Neighborhoods, developing a pedestrian/bicycle beltway around the urban core and acknowledging the emergence of a New Downtown.

Recognition and thanks must be given to the Municipal Planning Department and Anchorage Neighborhood Housing Services for their enduring support. They have been crucial members of our team.

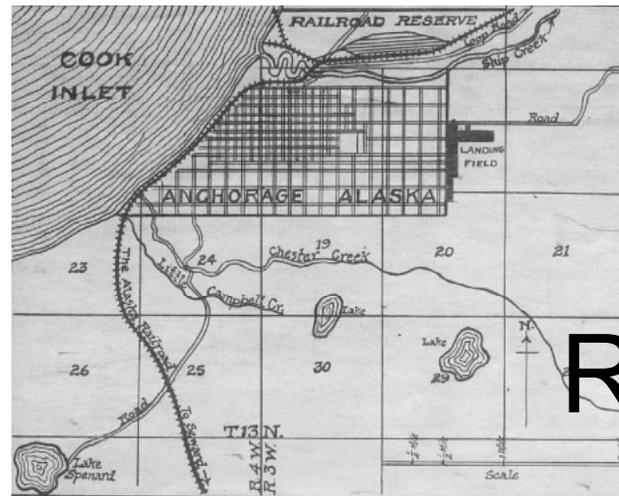


"Winter is the true season of the North, Spring is only a promise that something greate is about to happen; Summer is only an illusion of what people, during some hot days or weeks, at the most, believe to be true; Autumn means death, is the dark grave of the promises of the Spring and of the illusions of the Summer. But Winter is something that really exists. Winter - it never deceives. It always comes back."

*Tolvo Pekkanen
Finland -1945*



CHAPTER 1 Background and Existing Conditions



Map showing platted street network and location of new Aviation Field. November 24, 1931

INTRODUCTION

Fairview Community Council is the designated voice for the eastern half of the greater downtown area. Although the original boundaries have changed since it was originally established, the Council continues to represent neighborhoods in a revitalizing part of the urban core. Community Councils are recognized by the Municipal Charter as the civic voice of the citizenry.

This Plan serves to clarify the sense of place for the eastern half of a New Downtown. It provides a positive vision to guide private development and public investments. The goals, strategies and action steps outlined in this document move the community a step closer to our common vision of a more livable winter city.



original lot size tended to shape the land use patterns of the area. Close to town, the small lots were developed similarly to townsite lots. The one acre lots were subdivided in very small parcels or developed with larger buildings. Where five acre lots originally existed, the use of large parcels is still maintained, primarily in auto dealerships. ("Patterns of the Past", Carbarry)

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Early History

The Fairview Community Council consists of East (East of Cordova Street and bounded by 9th Avenue on the South) and Third Additions (South to 16th Avenue) platted lots added to the Original Townsite in 1916.

The East Addition consisted of three types of lots: "townsite" sized lots (50 by 140 feet), one acre lots, and five acre lots. The townsite sized lots adjoined the original townsite; the others were farther removed with all five acre lots located east of Gambell Street. The differences in the

Anchorage Memorial Park Cemetery

The Anchorage Memorial Park Cemetery, located between 6th and 9th Avenues and Fairbanks and Cordova Streets in downtown Anchorage, Alaska was originally established as the Cemetery Reserve by President Woodrow Wilson in 1915, coincident with the federal survey of the original Anchorage Townsite. Through the years, the cemetery has undergone many changes. In 1951, a portion of the original Cemetery Reserve was conditionally sold to the Alaska Housing Authority for public housing in the form of the Willow Park Apartments. Subsequently, the Willow Park Apartments



were razed in 1991 and the land reverted to the Municipality of Anchorage and ultimately back to the Cemetery. This land is now the "New" cemetery grounds and has added 4690 graves to the existing 12,835. On April 26, 1993, the Anchorage Memorial Park Cemetery was listed in the National Registry of Historic Places.

Tomas S. Bevers was a 1930's real estate developer who was instrumental in developing what is now known as Fairview Subdivision in Anchorage. He served on the City Council for six years and was the driving force in the development of Merrill Field, our first municipal airport.

Merrill Field

By 1929 both Anchorage and its aviation demands were growing so rapidly that the golf course/park strip could no longer safely accommodate the aviation needs of the city. The park strip was being surrounded by residential development. This created numerous conflicts with the surface traffic, power poles and the activities of the local population. This also created the demand to relocate the landing facilities. A petition was circulated requesting the acquisition of land and matching city funds to construct a suitable new landing strip for Anchorage.

Portions of two homesteads were purchased by the City and the remainder of the land was released for aviation purposes by President Wilson. Aviation Field was cleared, plowed and available for use by August of 1929. An active

Anchorage Woman's Club pushed a resolution to name "Aviation Field" in honor of the late Russel Hyde Merrill. This resolution passed and on April 2, 1930 Merrill Field received its current name. By the summer of 1931, all aircraft operators were advised to discontinue their use of the Park Strip. Merrill Field was the new aviation facility for Anchorage.

Urban Growth Influences

Anchorage experienced a major growth spurt after World War II. The construction of Fort Richardson (now Elmendorf Air Force Base) on the bluff north of Ship Creek and continued military building after the war resulted in a population boom; Anchorage grew from a little more than 4,000 in 1940 to 44,000 in 1960.



"People began building small homes in Fairview after World War II. The Syren log cabin built in 1947 still sits in the middle of the neighborhood"

Anchorage Daily News, June 20, 1999

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Fairview Public Utility District
December 1954

The first annexation of a suburban area - South Addition - occurred in 1945, and the first zoning ordinance was enacted in



“Outside city limits and beyond city laws, Fairview also attracted rebels. It became part of Anchorage in the early 1960s only after the Legislature forced it to.” ADN, June 20, 1999



12th Ave. and Gambell Street, 9-10-1953
Two-way traffic

1946.

As the federal government expanded its presence, population growth created



Carrs first grocery store
14th Avenue and Gambell Street
January 23, 1953

demand for development of the platted lots in the Third Addition. The residential city continued to spread south and east.

Fairview became an established community after World War II as veterans built homes and started small businesses in the area. Gambell Street was the easternmost north/south route out of town and provided a connection to many of the homesteads in the lower half of the Anchorage Bowl. It took on a Main Street feel as abutting lots were developed for commercial purposes. Many local entrepreneurs started their enterprises in the area including the first store of the Carrs Grocery Chain. The Lucky Wishbone opened in 1955 at Fifth Avenue and Karluk Street.

The citizens of the Fairview Public Utility District were an independent and self-sufficient group and liked the idea of

being beyond the City limits in the “boondocks.” South of 16th Avenue were the old Smith and White Homesteads. The White homestead came to be the site of East Chester Flats, an eclectic mix of individuals, dwellings and activities that was transformed by urban renewal efforts in the 1960’s.

As the area population increased and community growth placed increasing demands on basic services, civic leaders began advocating for consolidation. There was a great deal of resistance from Fairview property owners. They took the forced consolidation of Fairview into the City to the highest possible courts but were eventually forced to accept merger with the City of Anchorage. The Greater Anchorage Area Borough was incorporated on January 1, 1964. The scarcity of housing during this period of population growth caused city leaders to respond to developer desire to take advantage of new-to-Alaska workers. The new Greater Anchorage Area Borough enacted interim zoning regulations for all areas outside the City on June 7, 1965, and final zoning regulations four years later. The small lots and homesteads of Fairview were zoned to allow for medium to high-density residential development. Over time, these land use policies resulted in a significant change in the character of the Fairview area.

The discovery of oil at Prudhoe Bay in 1968 resulted in another boom for Anchorage, which became regional headquarters to the oil companies. Between 1970 and 1980, the population

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grew from 48,000 to 174,000 and the City of Anchorage consolidated with the surrounding borough. The Municipality of Anchorage was formed by the "unification" of the GAAB, the cities of Anchorage, Basher, and Girdwood, and Spennard Public Utility District No. 1 on September 16, 1975. The zoning regulations of the Borough continued in force until they were replaced by Title 21 of the Municipal Code on November 22, 1977.

Beginning in the spring of 1974, pipeline workers began entering the state. At peak construction, more than 28,000 workers were drawing pipeline wages. Housing was at a premium and large numbers of rental units were constructed to satisfy the demand associated with the pipeline boom. The majority of Anchorage's housing stock was built between 1970 and 1986 as shown in Table ?? The Anchorage economy experienced a significant downturn with the dramatic 1986 drop in oil prices. This economic contraction occurred at about the same time that the country was experiencing the "crack" era.

THE DIFFICULT YEARS

The transformation of Fairview from a self-sufficient community of independent homeowners accelerated during the 1970's and 1980's as large numbers of poorly designed rental complexes provided a fertile ground for people with no stake in the future of the community.

"Anger about street crime and traffic lights drew two candidates to challenge incumbent Assemblywoman Heather Flynn in the

downtown district. Edward Jenkins said he got into the race after crooks broke into his parent's home in Fairview in August, for the second time. "That's what tipped the scales," he said, criticizing the way the city serves its street population and accusing the police of ignoring crime in his neighborhood"

Anchorage Daily News, September 18, 1989



"Some nights, the view behind Delbert Lee's LaTouche Street home reminds her of a fast food drivethrough with cars coming and going, stopping only for a few minutes while people dash inside a neighboring fourplex. Until recently, Peggy Webb, a single mother recovering from a back injury, could not look out her Juneau Street window any time of the day without seeing streetcorner drug runners. So she didn't look."

Anchorage Daily News, September 24 1989

Defensible Space - The grid network of wide streets combined with fast, cut-through traffic contributed to a weak sense of neighborhood. Residents felt under constant siege from strangers.

**Table 1
Anchorage Population Growth**

Year	Anchorage	Alaska	% of State
1929	2,736	59,278	4.6%
1939	4,229	72,524	5.8%
1950	30,060	128,643	23.4%
1960	82,833	226,167	36.6%
1970	126,385	302,361	41.8%

"Chronic public drunks are highly visible in certain parts of town, particularly the city core and Fairview. As they traipse from the homeless shelter and soup kitchen on Third Avenue, their radar is often attuned to the liquor stores on Gambell Street."

Anchorage Daily News, January 7, 1995

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Fairview's a dumping place for social services



Table 2
Population by Community Council

Council	1980	1985	1990	1996
Down-town	1,055	1,065	788	839
Fairview	7,420	8,964	8,699	9,522
Gov't Hill	2,249	2,669	1,873	1,614
South Addition	3,766	3,766	3,736	4,306

Source: MOA, CP&DD

Pedestrian Safety - The wide expanse of asphalt on most streets with no buffer between pedestrians and vehicles combined with significant cut-through traffic from congested 15th and 5th Avenue and poor snow removal to create a dangerous street environment.

Indigents / Panhandlers / Inebriates -The expansion of Bean's Cafe and Brother Francis Shelter along with siting of the Sleep-off Center established an institutional support structure for homeless residents with poor coping skills. The easy availability of liquor only compounded the problem.

"But Schmelz was thinking about plans for the rest of his day. Wander south along C Street, then cut east to Gambell Street to the liquor store at 13th Avenue. Maybe stop in at the Baranof Lounge on Gambell along the way and say hi to the barmaid. Maybe see if buying a drink today. Maybe not. Maybe by the time he reaches 13th and Gambell he'll have bummed enough change and dollars off enough people to get half a case of beer"

Anchorage Daily News, September 26, 1999

Zoning - As the Fairview neighborhood lost more and more of its traditional character, residents began to lose respect for their properties. When local civic leaders asked for assistance from Municipal officials, the response was couched in terms of inadequate budgets and too few enforcement officers.

"The Fairview Community Council is poised to sue the city because it says the municipality has failed for years to act on zoning complaints from the neighborhood. Celeste Benson, a Fairview activist and chairwoman of the community council board, said Tuesday that she doesn't want to go to court but is frustrated that the city hasn't shut down the junkyards, illegal mechanic's shops and perpetual garage sales in her area."

Anchorage Daily News, July 8th, 1992

Housing - The significant number of four-plexes built during the seventy and eighties to provide affordable housing were severely impacted by the recession of the late eighties when the price of oil collapsed. Vacancy rates reached 26% in 1989 and landlords were desperate to find renters. Absentee property owners contributed to a negative situation. Tenant screening was a low priority as cash flow took precedence over civic responsibility. The end result for the neighborhood was a dramatic increase in disreputable characters plying their illegal trades on neighborhood street corners.

This situation was exacerbated by housing designs that removed "neighborhood eyes" from the street and replaced them with blank walls and auto storage.

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Table 3
Housing Inventory & Population Estimates-1992

Council	Single Family	2-4 Plex	5 plus Plex	Mobile Home	All Types	1992 Pop. Est.
Down-town	69	12	255	0	336	717
Fairview	1,853	1,031	499	572	3,955	10,598
South Addition	611	843	591	0	2,045	2,266
Gov't Hill	137	180	682	0	999	1,770

Source: Anchorage Indicators: Fairview Demographiss, April 1993, MOA-CD&PD



TRANSPORTATION INFLUENCES

5th and 6th Avenues - In the late 1950's, 5th Avenue was paved and widened from two lanes (one in each direction) to four lanes (two in each direction) east to Airport Heights Drive. In 1963, Glenn Highway construction began. A four-lane segment (two lanes in each direction) between Airport Heights Drive and Boniface Street, McCarrey Street, and Boniface Parkway. In 1966, 6th Avenue was added to the system to create the 5th Avenue-6th Avenue couplet. The couplet improved through-traffic flow and increased corridor capacity on the western end of the corridor.

In the late 1980s, the Glenn Highway segment between McCarrey Street and the Hilland Interchange near Eagle River was upgraded to six lanes increasing capacity in the eastern section of the corridor.

Gambell and Ingra Streets - The extension of Gambell Street southward to the New Seward Highway heralded the loss of a Main Street atmosphere. The transformation into a strip commercial corridor was strengthened when the one-way couplet was implemented.

As traffic volumes increased on Ingra Street, adjoining properties began to feel the impact as families relocated to safer parts of town. Most dwellings transitioned into rental units with high turnover rates.



Seward Highway (Gambell Street) southbound out of Fairview at Eastchester 8-05-62
Source: Anchorage Museum of History and Art

Traffic Safety - The expanding growth of traffic produced negative impacts as commuters used local neighborhood streets on their way to downtown.

"Cars, lured by the neighborhood's wide, straight streets, zip through, using Fairview as a shortcut from downtown, or to avoid the congested intersections along 15th Avenue. Fairview's streets -- four lanes across, if you count the parking lane -- leave pedestrians shoved to the margins, where they have to stumble over utility boxes and endure the splash from cars."

Anchorage Daily News, June 5, 1997

Merrill Field - As one of the nation's highest volume general aviation airfields, the airport has a significant impact on the quality of life within the neighborhood. One of the most noticeable is that associated with noise. According to an FAA commissioned study: Booz-Allen & Hamilton, The Effect Of Airport Noise On Housing Values: A Summary Report, 1994, the effect of aircraft noise on housing values is 1.33% per dB of quiet. The prevalence

Table 4
Household Characteristics 1989

Council	Total Units	Vacant Units	Vacancy Rate	% Owners
Down-town	397	75	19%	23%
Fairview	4,648	1,225	26%	22%
Gov't Hill	1,031	206	20%	18%
South Addition	2,055	153	7%	43%

Source: "1989 Anchorage Population and Housing Profile, Part 2, Economic Development and Planning Dept. MOA. 1990

Table 5
Age of Housing Units

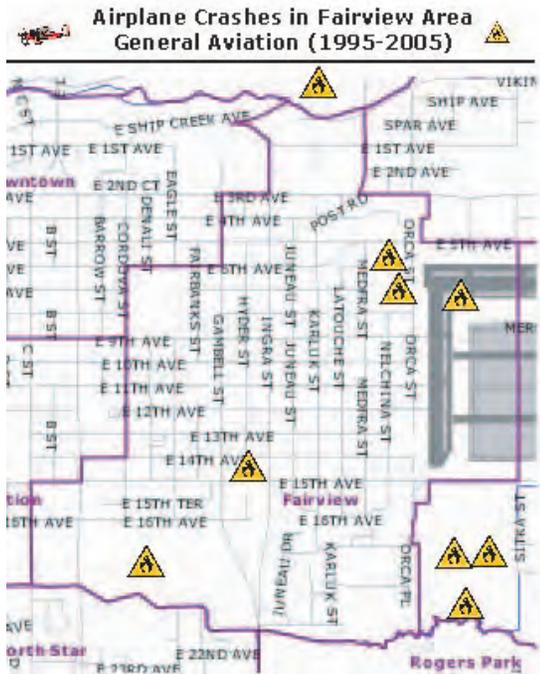
Year Structure Built	Age Range	Units	% Of Total*
1939 or earlier	63 or more	615	1%
1940 to 1959	43 to 62	10,068	10%
1960 to 1969	33 to 42	13,869	14%
1970 to 1979	23 to 32	34,828	35%
1980 to 1989	13 to 22	28,307	28%
1990 to 1994	9 to 12	4,968	5%
1995 to 1998	4 to 8	5,694	6%
1999 to March, 2000	2 to 3	2,019	2%
Total		100,368	100%

Source: US Census
*percentages shown here may not add up to exactly 100% due to rounding.

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Figure 1



of low-flying, high-reving aircraft over the neighborhood creates a sense of unease and establishes a disincentive for property owners to make significant investments in their residential properties.

This sense of discomfort was reinforced by the periodic crash of a plane into the surrounding neighborhoods.

Development of the Merrill Field Airport Master Plan resulted in a western expansion of the industrial zone to include residential and commercial properties along the eastern side of Orca Street. This transformation impacts the residential character of East Fairview.

EXISTING CONDITIONS

Neighborhood Conditions: 1990

- One quarter of the housing units, many in four-plus units, were vacant. Landlords struggled to find tenants and often turned a blind eye to the background of renters. While the Anchorage area had an average apartment vacancy rate of 5.2% in 1990, the affordable housing stock in Fairview hovered above 20%. This was despite the fact that 64% of the renter occupied housing units were renting for below \$500 per month vs 36% for Anchorage as a whole.

The neighborhood was one of the most diverse in the city during 1990 with Natives making up 15%, Black - 13%, Asian 9% and white 59%. This differed markedly from the City average where Natives consisted of 6%, White 81%, 5% Asian, Black 6% and Other 2%.

The ethnic composition of Fairview Elementary was: White 22%, Black 32%, Native 22%, Hispanic 11% and Asian 13%. Eighty-two percent of students qualified for free/reduced price lunches.

Compared to the rest of the City, the Fairview area had become poorer, older, less educated with a higher percentage of minorities.

Community Council Boundaries

- Since the Municipality changed the boundaries of many Community Councils in 2003/2004, neighborhood based data is different. The Fairview Community Council geographical area was reduced. The section south of Chester Creek from New Seward Highway to C Street moved to North Star Council. The area west of Cordova Street from 9th to 15th Avenues, except for Central Lutheran Church was shifted to the South Addition Council. The area north of 9th and west of Gambell Street was moved to the Downtown Community Council. Fairview Council boundaries expanded eastward into Merrill Field and northward to Ship Creek.

Neighborhood Conditions: 2000

- The most recent Census reveals how the Fairview community has changed. The vacancy rate dropped to 11% versus 5.9% for the city as a whole. The number of single-parent households is 12% versus 8%. The percentage of married couple households is 20% compared to 51% for the entire city. Rentals continue to be pervasive as only 18% of housing

"A small airplane with four people aboard crash-landed Thursday night at Anchorage Football Stadium between two playing fields, one hosting a baseball game and the other a soccer game. The pilot and two passengers aboard the single-engine Cessna 207 Skywagon, operated by Spernak Airways, were treated at the scene and taken to hospitals."
Anchorage Daily News, August 1, 2003



units consist of homeowners. The number of people in group quarters is three times (9.8%) that for the Municipality (2.7%) as a whole.

Demographic Characteristics - The Fairview area continues the pattern of being one of the most ethnically diverse sections in the Municipality. Out of a population of 7,479, the Anglo ethnic group is the largest at 46% making Fairview, along with the Mountain View area, the only Councils in the City where whites are now classified as another minority group.

Native Americans are the next largest group at 17% followed by Blacks at 13%, Hispanic at 12%, Asian/Pacific at 10%, Multiple Races at 7% and Other at 6%.

School Demographics - Fairview Elementary is a local neighborhood school providing no "magnet" programs. The ethnic make-up of students is different than that of the general community. In the 2004-2005 school year only 7% of attending children were Anglo. The largest ethnic group was African American/Black at 27% followed by Asian/Pacific Islander (19%), Native American (18%) and Hispanic (12%) with Other ethnic groups making up the remaining 16% of the student population.

This is in contrast to Denali Elementary in West Fairview which has a Montessori Program. Anglo students make up 54% of the student population followed by Native American (14%), African American/Black (13%), Asian/Pacific Islander (8%) and Hispanic (3%) with Other (8%) forming

the remainder of the student population.

Current Zoning - Generalized zoning is shown on Map XX. B-3 zoning prevails in the commercial area with East Fairview zoned primarily R-3 with some higher intensity R-4 generally west of Ingra Street. West Fairview in zoned R-4. The urban redevelopment area of South Fairview has a mix of residential zones including R-3, R-1A and R-2A. Merrill Field is zoned I-1.

Housing Characteristics - The neighborhoods have distinct patterns of housing. In the early 2000's, growing market demand for single-family homes resulted in construction of a number of suburban style dwellings in both East and West Fairview.



This recently constructed single-family home is located at 8th Avenue and Juneau Street at the edge of the East Fairview neighborhood. This block consists primarily of single-family homeowners.

Table 6
Population Racial and Ethnic Characteristics, United States Census, 2000

Fairview Blockgroups*	Total Population	Percentages			
		White	American Indian or Alaska Native	Black	Hispanic
600.1	284	37	40	9	4
901.1	1,452	38	19	16	16
901.3	969	42	17	21	15
902.1	1,283	35	11	15	18
902.2	982	56	10	13	6
1000.1	699	64	12	9	6
1000.2	1,289	48	25	8	9
1000.3	799	53	19	9	8
All Fairview	7,473	46	17	13	12
Anchorage	260,283	72	7	6	6

* Some of these blockgroups include areas outside of the Fairview Community Council boundaries.

Table 7

Demographic Profile for Fairview Community Council

Population Block	Fairview		Northwest Anchorage CDFC		Municipality of Anchorage	
	Number	Percent	Number	Percent	Number	Percent
Population by Sex						
Total	7,479	100.0%	29,789	100.0%	390,926	100.0%
Male	3,694	49.3%	19,443	65.3%	247,836	63.4%
Female	3,785	50.7%	10,346	34.7%	143,090	36.6%
Population by Age						
0 to 4 years	600	8.0%	3,318	11.1%	20,186	5.2%
5 to 9 years	523	7.0%	3,267	11.0%	21,297	5.4%
10 to 14 years	420	5.6%	2,700	9.1%	21,531	5.5%
15 to 19 years	486	6.5%	2,311	7.8%	19,887	5.1%
20 to 24 years	456	6.1%	3,162	10.6%	17,438	4.5%
25 to 29 years	685	9.2%	3,354	11.3%	19,740	5.0%
30 to 34 years	619	8.3%	3,915	13.1%	20,384	5.2%
35 to 39 years	687	9.2%	4,308	14.5%	26,027	6.7%
40 to 44 years	614	8.2%	4,811	16.2%	29,736	7.6%
45 to 49 years	587	7.8%	3,317	11.1%	21,438	5.5%
50 to 54 years	404	5.4%	2,259	7.6%	17,111	4.4%
55 to 59 years	310	4.1%	2,121	7.1%	11,246	2.9%
60 to 64 years	290	3.9%	1,672	5.6%	11,029	2.8%
65 to 69 years	188	2.5%	1,275	4.3%	10,216	2.6%
Race & Ethnicity						
Total	3,486	46.5%	26,367	88.5%	105,020	26.9%
White	1,611	21.0%	2,614	8.8%	143,139	36.6%
American Indian or Alaska Native	12	0.2%	4,673	15.8%	18,919	4.8%
Black	537	7.2%	3,976	13.9%	44,402	11.4%
Hispanic/Latino	323	4.3%	955	3.2%	24,227	6.2%
Asian	298	4.0%	10,888	36.7%	41,426	10.6%
Other	185	2.5%	1,343	4.5%	74,236	18.9%
Household & Families						
Total	3,981	53.1%	31,818	107.4%	117,141	29.9%
Population in Group Quarters	730	9.8%	3,484	11.7%	17,014	4.3%
Population in Households	3,251	43.3%	28,334	95.7%	100,127	25.6%
Average household size	2.16	-	2.22	-	2.07	-
Married Couples	1,281	17.1%	10,318	33.7%	107,338	27.4%
Married Couples with children under 18	320	4.3%	2,501	8.2%	17,139	4.3%
Married Couples with children under 6	632	8.5%	3,275	10.9%	40,421	10.3%
Married Couples with children under 3	177	2.4%	1,312	4.4%	10,139	2.6%
Married Couples with children under 18	180	2.4%	1,363	4.4%	14,026	3.6%
Married Couples with children under 6	112	1.5%	913	2.9%	5,697	1.4%
Married Couples with children under 3	524	7.0%	2,267	7.3%	10,034	2.6%
Married Couples with children under 18	387	5.2%	1,967	6.3%	12,811	3.2%
Marriage						
Total Housing Units Occupied	3,819	51.1%	18,713	62.7%	84,822	21.7%
Homeless	177	2.4%	1,011	3.4%	10,136	2.6%
Homeless with children	121	1.6%	1,011	3.4%	10,136	2.6%
Homeless without children	56	0.7%	0	0.0%	0	0.0%

Source: Census 2000, Fairview Municipality, U.S. Census Bureau, 2000



Table 8
Average Vehicles per Day on Ingra Street (2002-2004)

Average Annual Daily Traffic Count					
Road Segment	Length (miles)	2002	2003	2004	VMT (2004)
20th to 15th	0.409	28117	27672	28070	11481
15th to 9th	0.410	20377	23281	23510	9639
9th to 6th	0.205	19478	21833	22050	4520
6th to 5th	0.069	12540	14574	14720	1016
5th to 4th	0.068	7985	8164	8250	561
4th to 3rd	0.067	3240	3260	3290	220

Source: Central Region Annual Traffic Volume Report: 2002, 2003 and 2004, Central Region Planning, Highway Data Section, Alaska Department of Transportation and Public Facilities. p. 85



West Fairview (shown above on 10th at Denali) consists of a mix of housing stock with single-family homes interspersed with medium-density condominiums.

photo of Latouche Street south of 15th Avenue is an illustrative example.



South Fairview below the bluff also consists of a mix of housing types. Ranch style single family homes built in the 1960's are mixed in with four-plexes, medium density townhomes (shown below) and higher intensity apartments.

Table 9
Average Vehicles per Day on Gambell Street (2002-2004)

Average Annual Daily Traffic Count					
Road Segment	Length (miles)	2002	2003	2004	VMT (2004)
3rd to 4th	0.070	4430	4460	4500	315
4th to 5th	0.070	9210	9903	10000	700
5th to 6th	0.070	15349	19445	17010	1191
6th to 9th	0.200	18871	18915	16548	3310
9th to 15th	0.410	23233	23925	24160	9906
15th to Ingra	0.400	25689	25517	25664	10266

Source: Central Region Annual Traffic Volume Report: 2002, 2003 and 2004, Central Region Planning, Highway Data Section, Alaska Department of Transportation and Public Facilities. p. 86



East Fairview (above on 14th at Nelchina) also has a mix of housing types ranging from single-family homes to four-plexes with an occasional multi-unit apartment complex.



Where the lots have been developed to a higher density, they usually consist of "hot-dog" four-plexes. The streetscape is dominated by wide expanse of asphalt, with little to no landscaping and vehicles in various stages of repair. The below

Commercial Characteristics - The traditional business center of the Fairview community is located along Gambell Street between 5th and 16th Avenues. Most businesses have oriented themselves to the automobile. The area is dominated by asphalt, concrete, visual clutter and large

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volumes of traffic. Landscaping is noticeably absent.



The dominating commercial land use within the business area is auto sales and services. From Cal Worthington Ford at the south end to Nye Toyota on the north and Alaska Sales and Service on the east. In part, these auto oriented businesses are located to take advantage of the large volumes of regional trips using the 5th/6th and Gambell/Ingra Couplets.

The Fairview Neighborhood Commercial District (Gambell to Ingra from 9th to 15th) according to a 1999 Economic Revitalization report prepared by the Mu-

nicipality, was lacking in access to public transportation, eating establishments for employees and Sports Complex attendees, and a unique reason for people to come to the area.

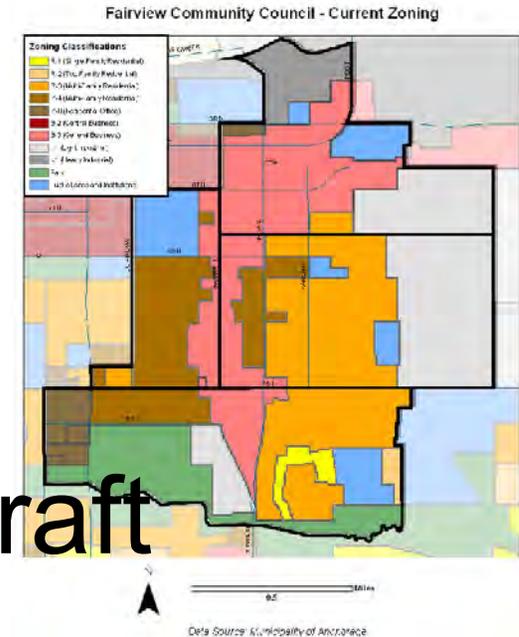
Industrial Characteristics - There remains an area of industrial land abutting Merrill Field in the northeast corner of East Fairview. The remaining industrial lots have become isolated and out of sync with the prevailing residential character of the area. The Merrill Field Airport Master Plan recommends the systematic purchase of all properties on the east side of Orca and the lots turned eastward into the airport. The area north of 4th Avenue to Ship Creek is the other significant industrial land use zone.

Office - The area west of A Street to C Street and from Chester Creek to 15th Avenue consists of three and four story office buildings.

Institutional - A number of institutional land uses, including the City Jail, exist in the Fairview community. Beyond the institutions of learning, the prevailing characteristic of this land use is the orientation towards providing social support services for those most in need. These range from the Job Center at 4th and Gambell Street to the McKinnel Shelter for homeless families at 15th and Fairbanks.

Environmental Characteristics - Few vacant lots remain in the area. Outside of the commercial and industrial areas, there exists a fairly good canopy of mature trees that help establish a closer

Figure 2



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Table 10	
Top 5 most dangerous walking and biking streets in Anchorage (1998-2002)	
Roadway	Between these Streets
1. Sixth Ave.	I St. to Ingra St.
2. Benson Blvd.	Minnesota Dr. to Latouche
3. Gambell St.	Fifth Ave. to 20th Ave.
4. Ingra St.	20th Ave. to Fifth Ave.
5. Fifth Ave.	Reeve Blvd. to L St.
Anchorage Daily News, December 12, 2005	



linkage to the natural environment. Chester Creek Greenbelt and Sitka Park are within biking distance. Ship Creek Greenbelt lies within an industrial area and faces challenges. Fairview Lions Park has room to absorb more trees to reinforce the park as a buffer between the high-density residential blocks and the commercial area to the north.

Noise Concerns - There are three primary sources of excessive noise in the Fairview Community: aircraft from Merrill Field, the Chester Creek Sports Complex, and the myriad car dealerships. Some pilots, despite regulations to the contrary, turn too early over the neighborhood or use improper pitch in their horizontal stabilizers. Noise from the Sports Complex is generally limited to baseball games or other events when loudspeakers are used. Fairview has many car lots that are in close proximity to residential areas. Some of these lots use loudspeakers to alert staff outside that they are needed inside.

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PUBLIC INFRASTRUCTURE

Streets - The streets are laid out in a basic grid pattern. Some links in West and South Fairview are not constructed due to significant slope issues. The East Fairview grid is built out. The primary street cross-section consists of 60' right-of-way with sidewalks, rolled curb and asphalt. Nelchina Street has curb and gutter with a 3' grass separation to the sidewalk. Medfra Street has a similar design north of 15th Avenue.

Sidewalks - Four foot concrete sidewalks line most of the streets within the community.

Alleys - Most alleys have poor bases with little height left in the road prism and are subject to ponding and rutting. Where the alleys are paved the difference is noticeable. They typically have good drainage and a much more attractive appearance.



Street Lighting - A systematic effort to identify areas poorly served by street lighting occurred in the early 1990's. As a result, the community is well-served in terms of light pole placement. In addition, pedestrian scale lighting was installed along 13th Avenue between Cordova and

Nelchina and along 15th Avenue east of Ingra Street. Utility poles are oftentimes placed in the sidewalk rather than at the back edge creating problems with snow removal in the winter and presenting a hazard to safe pedestrian movement.

Trails - The Fairview community is bordered on the south by the Chester Creek Greenbelt and on the north by the Ship Creek Greenbelt. Karluk and Cordova Street are designated bike trails. The eastern section of 15th Avenue has separated multi-use paths on both sides of the road. A trail links 15th Avenue to Sitka Park.

COMMUNITY ASSETS

Businesses - A commercial land use inventory is currently underway. This section will be further developed upon completion of the planning effort.

Places of Worship - There are currently 11 facilities for worship sited within the community. The majority of church members reside outside of the Fairview area.

Physical Landmarks/Scenic Views- Fairview is sited on a geological bench consisting of good gravelly soils between the Chester Creek and Ship Creek drainages. The south and southeast bluff edges offer excellent views of the Chugach Mountains. The northern bluff overlooks an industrial area but Susitna Mountain and the Alaska Range can be seen.

Community Organizations - A vari-

ety of neighborhood support agencies are active in the area. The Salvation Army operates the McKinnel Family Shelter, Eagle Crest and are constructing a new multi-purpose complex between A and C Streets just north of the Chester Creek Greenbelt. Catholic Social Services operates the Brother Francis Shelter. The Fairview Business and Property Owners Association has been active in the past. The Fairview Community Council is a strong and active civic group within the area.

PUBLIC FACILITIES

Fairview Elementary School - Located at 1327 Nelchina Street, the recently re-built facility provides K-6 educational services to approximately 473 students.

Denali Elementary School - The reconstructed school reopened in 2003 providing K-6 educational services to approximately 448 students. The school is physically located adjacent to Cordova Street in the South Addition Council area but serves the children of West Fairview.

Fairview Community/Recreation Center - This Municipal facility is located at 1121 East 10th Avenue. The Fairview Community Recreation Center features a full sized gymnasium, smaller youth gymnasium, weight room, dance/martial arts studio, arts and crafts studio, 2 saunas, multipurpose room, industrial kitchen, nursery, teen center and computer lab.

Anchorage Neighborhood Health Center - The non-profit, federally



The new elementary school provides a quality educational environment for children.

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The Center serves an important civic function and contributes to public safety by providing a positive place for neighborhood youth.



funded community health center in operation since 1974 has a facility located in Fairview at 1217 East 10th Avenue and is the largest safety net provider in Anchorage serving persons who are low income and/or uninsured.

Anchorage Senior Center - The Anchorage Senior Center located at 1300 East 19th Avenue is owned by the Municipality of Anchorage and operated by Anchor-Age Center, a non-profit corporation, under contract with the Municipality.

The Anchorage Senior Center has 2,000+ members and serves as an activity center providing meals, health services, information and referral services, arts and crafts, and educational and recreational programs for those 55 years and over. Community groups also rent space for meetings, socials, weddings, receptions, and other events. Presentations and meetings are often held to inform seniors of issues relevant to their well-being.

Anchorage City Jail - The new 181,000 sq. ft. facility is located at 1201 East 3rd Avenue and opened in 1982 at a cost of \$56,000,000. It operates as a booking center and pre-trial facility accepting defendants charged with a variety of offenses, including violent and destructive crimes. The facility functions as a "one-stop shop" with a magistrate's court, pre-booking lobby and a separate inebriate drop-off area. The Jail has a current capacity of 396 with an expansion potential for an additional 192 prisoners.

Inebriate Transfer Station - This

facility is co-located with the City Jail and operates under State of Alaska Title 47.37.170, requiring law enforcement intervention with inebriated individuals who are a threat to themselves, but who have not committed a crime. This is a place to "sleep it off." The Station is operated under the Municipality of Anchorage Safe Cities Program. Though not affiliated with the Jail it is housed on-site. Inebriated individuals are collected from throughout the City, brought to the "sleep-off center" and after becoming sober released into the Fairview community.

Brother Francis Shelter - The Brother Francis Shelter opened in 1983, is a program of Catholic Social Services and operates as an emergency shelter for the homeless. A new 18,500 sq. ft. facility opened in 2005 at the same location. A significant percentage of its clients are veterans, vulnerable seniors, substance abusers, those with mental illness and developmentally delayed individuals. The facility serves an average of 2,785 persons per year with a FY2003 average occupancy of 138 people per night. (source: Capital Campaign Prospectus)

Beans Cafe - Since 1985, this non-profit organization has maintained a center at 1101 E. 3rd Avenue to serve the hungry and homeless with hot nutritious meals, a warm and safe day shelter, information and referral assistance to health and human service programs. The organization targets the poorest people in the Anchorage community, the street people, the homeless, the chronically mentally ill, and the needy elderly. They also serve families

Seasonal Affective Disorder	
Winter Symtoms	Alaska Case
Irritability	9% seriously affected by SAD
Sleepiness	
Increased Appetite	19% are sub-SAD (not all symtoms)
Weight Gain	
Fatigue	50% subject to spells of low energy, overeating and poor sleep
Depression	

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in temporary crisis, the seasonally unemployed, and assist various local agencies in the feeding of children.

Sullivan Arena - The 8,700 seat facility was a part of Project 80's and completed in 1983 at a cost of \$31.5 million. It was financed with state oil money available when Prudhoe bay production climbed sharply and public coffers were full. The Arena draws over 425,000 people per year into the Fairview community. It employs approximately 325 full and part time employees. The Sullivan supports a mini-industry of vendors, suppliers, ticket sales, promoters and exhibitors as well as its main anchors - the Alaska Aces and UAA's athletic program. However, very little of this economic activity is spun off into the commercial center of the adjacent neighborhood.



the recreational needs of local residents. There are several mini parks that serve as open space and buffer zones. The Chester Creek greenbelt along the neighborhood's southern edge serves as a regional park with many recreational uses including an extensive trail system. The mostly undisturbed greenbelt area plays an important role in providing for a healthy wildlife habitat through a large urban area. The greenbelt also acts as a buffer that helps to define neighborhoods.

Fairview Lions Park has seen steady improvements with new trees, picnic shelter, volleyball court/ice rink and kid play area. The razing of the poorly maintained S & S apartment complex and the transformation of the space into a Park has improved access to recreational opportunities.

Table 11 Fairview Parks and Greenways			
Park Name	Park type	Location	Acreage
A/C Buffer	GB/OS	A St.-10th to Fireweed	11.54
5th Ave Buffer	OS	E. 5th Ave/ Medfra St/	2.46
Charles M. Smith Memorial Park	GB/R	Chester Creek - C St. to Seward Hwy	109.79
EastChester/ Sitka Park	GB/N	Chester Creek- Seward Hwy to Lake Otis	86.75
Fairbanks Park	N	E. 11th/Fairbanks St.	0.32
Fairview Lions Park	N	Btwn E.7th/8th & Karluk/Medfra	5.45
Fairview Park	M	Btwn E. 12th/13th @ LaTouche St.	0.96
Fairview Rec Center		10th & Karluk St.	1.96
Orca Park	OS	E. 15th/Orca St.	0.15
Park Types GB=Greenbelt, M=MiniPark, N=Neighborhood Park, OS=Open Space, R=Regional Park			

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Parks and Greenways - Fairview has a variety of parks and greenbelts that range in size and uses. Several of them such as Fairview Park and Fairbanks Park are classified as neighborhood parks that serve

