

Fairview Workshop: Solving Scenarios for the Future of Fairview

SUMMARY REPORT



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**FAIRNESS
FOR FAIRVIEW**

IT'S TIME.

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Community members in the Fairview neighborhood of Anchorage, Alaska, make up the backbone of this effort. This includes the Fairview Community Council Executive Board members of Allen Kemplen (president), SJ Klein (vice president), Sharon Chamard (treasurer), Loren Hill (secretary), and members-at-large James Thornton, Laura Orensa de Gaffory, Denise Janson, Karen Gonné-Harrell, and David Rittenberg. We could not have hosted this workshop without the support of Diana Rhoades and Tom Davis for hosting break-out groups, and Bryan Hawkins for taking photos during the event. Through NeighborWorks Alaska, Lindsey Hajduk serves as the Director of Community Engagement & External Affairs and provides support for this effort.

For more information on the Fairness for Fairview initiative, visit: www.FairviewAK.org



Executive Summary

Fairness for Fairview: It's Time.

Residents within the neighborhood of Fairview in Anchorage, AK, are working to empower their neighbors, businesses and property owners and transform their community. The latest effort began in 2022 as “Fairness for Fairview: It’s Time.” The Fairness for Fairview initiative is a collaborative partnership between the Fairview Community Council (FVCC) and NeighborWorks Alaska (NWAK). Through this effort, community residents are invited to participate in team building, workshops, networking, and neighborhood projects to make Fairview a safer, more connected, and vibrant neighborhood.

The Fairness for Fairview initiative has three main focuses:

Fairness for Fairview Projects:

We work on projects that heal the Gambell-Ingra Corridor, including through community events, air quality monitoring, and more.

Activating a Fairview Action Team:

We train local residents to organize neighbors to create the future they want to see. These efforts guide and shape our projects.

Creating the Voices of Fairview Stories:

We showcase neighborhood leaders that represent the diverse fabric of people that make Fairview home.

Fairview Workshop: Solving Scenarios for the Future of Fairview

In April 2023, this effort hosted a community workshop to re-envision the future of Fairview. Participants were asked to consider the future neighborhood environments they want to experience focused on green infrastructure for a Fairview Greenway, safer and more vibrant Gambell-Ingra streets, a year-round Winter City environment, and an Innovation Area to spark local growth.



Fairview Greenway

Purpose:

Establish a connection along Hyder Street that will link the Chester Creek and Ship Creek Greenbelts, completing an enhanced beltway (including the Coastal Trail) around Anchorage's urban core. This will create a unique public amenity possessed by no other major metropolitan area in the world. Combined with existing development incentives, this will jumpstart mixed-use transformation along the corridor.

Goals:

- Foster biking and walking connections to Downtown and other neighborhoods
- Connect Ship Creek to Chester Creek without having to cross a major road
- Connect neighborhood parks with a unique hybrid Hyder streetscape
- Connect to other bicycle routes, like 10th Avenue Bicycle Boulevard, 15th Avenue Complete Street, etc.

Envisioned Future:

- Hyder St. will become a street that prioritizes active transportation (people on foot or wheels), while slowing down traffic.
- Hyder St. will have multi-use developments so it is safe and easy to get to destinations and housing in the heart of Fairview.
- Hyder St. will have more trees and landscaping, more lights and winter maintenance, and attractive destinations for everyone.
- Hyder St. will have placemaking with history, arts, and culture, including with public spaces designed to convene community.

Winter City Design

Purpose:

Anchorage is a Winter City—but we don't think of it like other metro areas located at similar latitudes such as Oslo, Helsinki, or Stockholm. Our current design standards and management practices (like snow plowing onto sidewalks), don't work well in winter. We need to celebrate and enhance our Winter City starting in Fairview.

Goals:

- Safety is paramount. Design for better lighting and safe walking is critical, and so are community services and programs for mental health services and pathways out of homelessness.
- Host community events to attract community and positive activities year-round.
- Integrate cultural practices and buildings for public spaces.
- Snow management will not cause dangerous situations through better design our public spaces for snow storage and coordinating on-street parking and snow removal practices.

Envisioned Future:

- Fairview is a safe neighborhood year-round including throughout the winter, where design and programs support residents.
- The Fairview Greenway and other active transportation routes will be connected, allowing for winter activities like skiing, fat biking, walking, and more.
- Snow management allows for safe movement in the winter. We design our public spaces for snow storage, coordinate on-street parking and snow removal practices, and implement other efforts to ensure our roadways are open to all.

Innovation Area

Purpose:

The top priority of the Fairview Neighborhood Plan is to adopt a Form-Based Code Overlay Zone: to establish a new Innovation Area primarily composed of existing B-3 zones with some I-1 zoned lands, sub-areas including an Arena District, a Main Street, and a pedestrian/bike corridor. A Community Fabrication Lab will anchor the Innovation Area, providing a modern fabrication and additive manufacturing tools.

Goals:

- An Innovation Area will take advantage of what currently exists, create a unique sense of place, increase neighborhood pride, and transform the community's perceptions of Fairview.
- Fostering economic activity within the corridor will attract new jobs that residents could walk to access.
- Create an Innovation Eco-system and Fabrication Lab between local schools, community partners, and businesses.

Envisioned Future:

- Fairview will have an Innovation Eco-system: the Fairview Elementary School would become a STEAM School of Choice whose students will then transition into the Central Middle School of Science.
- Fairview will have a Community Fabrication Lab for multiple user groups, from youth to adult hobbyists to small-scale commercial work.
- An Innovation Area location is not set, but considerations include on 13th Ave near the schools, along Hyder St. or the greenway, or the Sullivan Arena.

Safer Gambell-Ingra Corridor

Purpose:

The Gambell/Ingra “couplet” is one of the most dangerous routes for pedestrians in Alaska. Each year, several pedestrians are killed or seriously injured on the corridor—and this is due to bad design. We will take action to ensure this corridor is safe for all roadway users, especially people on foot or wheels.

Goals:

- Make Fairview more livable
- Base corridor design plans on pedestrians and safety first
- Include snow storage and management into future design plans
- Reduce speeds and increase enforcement. Speed kills.
- The traffic along the corridor is a city-wide problem, not Fairview's. But, we will not export these challenges to other neighborhoods.

Envisioned Future:

- The Gambell-Ingra Corridor has a Complete Streets approach, with reduced driving lanes, slower vehicle speeds, wider sidewalks, bicycle infrastructure, and noise barriers.
- If a large-scale cut-and-cover highway option moves forward, there will be safe routes especially for pedestrians along the corridor.
- The corridor is designed for Winter Cities, including with increased lighting and snow storage and removal, such as through buffers between sidewalks.
- The corridor has safe east-west crossings to connect the neighborhood.
- Fairview is not a destination to get through, but a destination to get to.
- More mixed-use development and housing allows for and encourages more active transportation.

Participant Survey Outcomes

Workshop participants were invited to complete a survey before the workshop began. The 31 respondents answered questions concerning their relationship to Fairview, feelings about the neighborhood and their neighbors, and their knowledge of planning-related concepts and issues specific to Fairview that were to be the focus of the workshop.

Most survey respondents were residents. Overall, they reported to like living in Fairview and planned to stay in the community for the long term. They thought their neighbors generally get along with each other and are willing to help each other.

Respondents were reasonably knowledgeable about community planning and scenario planning but were much less familiar with the concepts presented at the workshop—Winter City Design, Fairview Greenway, and Fairview Innovation Zone.



Overview of “Fairness for Fairview: It’s Time.”

For decades, residents within the neighborhood of Fairview in Anchorage, AK, have been working to empower residents and transform their community. The latest effort began in 2022 as “Fairness for Fairview: It’s Time.” The Fairness for Fairview initiative is a collaborative partnership between the Fairview Community Council (FVCC) and NeighborWorks Alaska (NWAK). Through this effort, community residents are invited to participate in team building, workshops, networking, and neighborhood projects to make Fairview a safer, more connected, and vibrant neighborhood.

The Fairness for Fairview initiative has three main focuses:

Fairness for Fairview Projects:

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Overall, the guiding goals for the Fairness for Fairview initiative are to:

- **Make Fairview whole.** Correct the wrongs that have been inflicted on Fairview, like disinvestment, unsafe roads, pollution, and more.
- **Put environmental justice first.** Address ongoing environmental injustices, including health and economic inequities.
- **Shape our future.** Enact Fairview’s community vision in the Anchorage 2040 Land Use Plan & Fairview Neighborhood Plan.
- **Revitalize Fairview.** Improve economic conditions, strengthen community resilience, improve health outcomes, and advocate for a more livable Winter City.
- **Reduce the highway’s impact.** Be innovative with options, like the Fairview Greenway, three-lane road diet, and more.
- **Safety for all.** Include pedestrian, bicycle, and transit users at every step.
- **Better public engagement.** Improve outreach by working with residents of all backgrounds. Meet us where we’re at.

Partnership

NeighborWorks Alaska (NWAK) has served the Fairview neighborhood through providing affordable housing at its Merrill Crossing property. NWAK is a Community Housing Development Organization dedicated to improving the quality of life for families and individuals by preserving homes, creating new housing opportunities, and strengthening neighborhoods. NWAK has a long history of working with disenfranchised neighborhoods to create successful partnerships for neighborhood revitalization. NWAK currently houses nearly 2,000 residents in affordable housing across Anchorage, including in Fairview, and is dedicated to community engagement and advocacy to make our neighborhoods safer and more vibrant.

The Fairview Community Council (FVCC) is the official recognized voice of neighborhood residents since the formation of the unified Municipality of Anchorage in 1975. The FVCC motto is: “Fairview: Where People Make the Difference.” Fairview leaders are strong and passionate advocates for citizen participation in the public decision-making process.

NWAK and FVCC began this formal partnership in 2021 and will continue efforts beyond 2023 thanks to a recent grant award from the Reconnecting Communities Pilot Program in the U.S. Department of Transportation. This is the first-ever Federal program to reconnect communities previously cut off from economic opportunities by transportation infrastructure. Efforts will begin in 2023 through 2025.

More information on the Fairness for Fairview initiative is located at: www.FairviewAK.org.



Purpose of Fairview Workshop

The community workshop, “Fairview Workshop: Solving Scenarios for the Future of Fairview,” was held April 29th, 2023, in the multi-purpose room of the Fairview Community Recreation Center from 3:30pm to 5:30pm. After the workshop, participants were treated to a small informal meal sponsored by The Lucky Wishbone restaurant and the Carr’s at Gambell grocery store. The event was attended by 46 individuals. The format included four small table groups of six to ten people with a facilitator of group discussion.



Lindsey Hajduk, Director of Community Engagement for NeighborWorks Alaska (NWAK) opened with introductory remarks describing the partnership between NWAK and the Fairview Community Council (FVCC) to include a successful application to the EPA for an Environmental Justice Small Grant, of which the Scenarios Workshop is a component. The results of this Workshop will also help set the stage for future work for the U.S. Department of Transportation’s Reconnecting Communities Pilot Program grant award which will fund the continuing partnership through several years.

The purpose of both federal grant awards is to remedy historical injustices in urban planning of transportation infrastructure decisions to the low-income and diverse neighborhoods of Fairview. What these remedies could look like is why people were at the workshop event. Folks had discussions about a future Fairview that is significantly different from today. The discussions were tailored to engage people about four possible aspects of a scenario illustrating a better future for the Fairview community:

1

Winter City realities and developing a new more vibrant urban community during the six plus months of dark and inclement conditions.

3

Investing in green infrastructure and mitigating the economic damage done to the two-block wide and 12 block long corridor through development of a **Fairview Greenway**.

2

The streetscapes within the **Gambell-Ingra Streets Corridor** and what type of changes could make the streets more pedestrian and bike friendly.

4

Establishment of an **Innovation Area** along the Corridor to stimulate a sense of entrepreneurship and innovation eco-system beginning with construction of a key piece of opportunity infrastructure – the Fairview Community Fabrication Lab.

Introduction to Scenarios

Allen Kemplen, President of the Fairview Community Council (FVCC) set the scene for the future scenarios to consider during the workshop. Allen explained how the world is going through a period of abrupt and significant changes. Four of these disruptions to consider are:



Technology – The shift from an industrially-based economy to one more digitally-based is causing “disruptive change” throughout the world. Advancements in digital technologies have enabled significant improvements in robotics, artificial intelligence tools, automation and digital additive manufacturing. Many jobs and occupations will increasingly be replaced with digital and autonomous agents. These shifts have the potential to be as disruptive as those associated with the beginnings of the Industrial Revolution.



Global Economic Conditions – Since the 1950’s, the U.S. economy was dominant around the globe. However, new major markets led to rapid globalization as American businesses and investments relocated to lower-cost nations. Those nations have since become major economies in their own right, especially in east Asia. Political power across the globe has also followed suit. We now live in a multi-polar world with three dominant economic regions – North America, Europe and East Asia. Anchorage happens to be geo-strategically located between them and has potential to expand the success of air cargo freight activity at Anchorage International Airport to new, value-added products, services and businesses.



Climate Disruption – We are already feeling the effects of climate disruption, especially in the Arctic which is warming twice as fast as the rest of the planet. As of April 2023, Carbon Dioxide levels have surpassed 424 parts per million, higher than has ever been experienced by humans. Greenhouse gas emissions act as a blanket in the atmosphere trapping heat. Most of this heat is absorbed by our oceans, leading to the warmest ocean temperatures, contributing to severe weather events, and already resulting in an increase in climate refugees due to these disruptions. As these impacts rise, more people may move to Alaska or into Anchorage from the rest of the state.



Income Inequality – The significant economic growth of the past thirty years has not been shared equitably across the income spectrum. The gap between the highest and lowest incomes is at all-time highs. The large Middle Class created after the Second World War is continuing to shrink with more and more people dropping down into the working class while the ranks of the working poor are at all-time highs. New investments in opportunity infrastructure are needed so that hard-working people can prosper in the rapidly unfolding Digital Economy. One approach is to incentivize entrepreneurial activity through establishing special innovation areas anchored by large Community Fabrication Labs and seeking to be qualified as a Regional Technology and Innovation Hub for the subarctic.

Setting aside time to think about the future can be a difficult proposition for most folks. As a result, many individuals typically think in terms of a single future. It will often look like the past but extended for the foreseeable future. During times of relative socio-economic and technological stability this is often a prudent course of action.

However, during times of increasingly abrupt and disruptive change there is wisdom in the old adage: “It never hurts to hedge one’s bets.” This “hedging” is really a person figuring out what might be coming down the road at them. To get a grip on what could be coming our way, one could mentally go through different options and run a sequence of logical actions through their mind. They engage in forward thinking about the situation.

Scenario thinking is a form of strategic thinking. The tool allows one to visualize what-if situations. These what-if situations represent different futures so as to understand what steps, actions, resources will be required to achieve any one particular future. Once one understands the options, then one can be forewarned and prepared.

Such an approach is very useful for military operations or emergency preparedness and response. It allows an organization to deal with uncertainty by preparing for multiple future situations, even abrupt and disruptive ones. The approach can be applied to one’s personal life or work situation. It can also be applied to visualize different futures for a neighborhood or city.

It is possible to craft a future scenario where the four large disruptive forces buffeting Alaska, Anchorage and the Fairview community can be leveraged to achieve lasting and enduring improvements. The type of actions necessary under this suggested scenario were the focus of the Fairview Scenarios Workshop.



Notes from Workshop Breakout Groups

Fairview Greenway

Fairview Greenway Overview

Establishing a connection along Hyder Street could link the Chester Creek and Ship Creek Greenbelts, completing an enhanced bike beltway (including the Coastal Trail) around Anchorage's urban core. This will create a unique public amenity possessed by no other major metropolitan area in the world. Combined with existing development incentives, this will jumpstart mixed-use transformation along the Corridor.

Questions to Consider

- What can a “Fairview Greenway” look and feel like? Where would it go?
- How can this prioritize people on foot or wheels?
- Can a “Woonerf” be created to connect the trail system? What about slower vehicle speeds, trails, and more?
- How can we integrate history & culture along the corridor?
- How could a greenway work in summer vs. winter?
- What kind of land-use would happen along the corridor?

Discussion

Goals of a Greenway

- Foster biking and walking connections to downtown and other neighborhoods
- Connect Ship Creek to Chester Creek without having to cross a road
- Connect neighborhood parks with an Urban Hyder street scape
- Connect to other bicycle routes, like 10th Avenue Bicycle Boulevard, 15th Avenue Complete Street, etc.

Features of the Greenway

- More lights for wintertime: even Christmas lights help
- More trees & plants
- Trash cans & less trash

- Traffic calming
- Center of street for bike lanes and pedestrians on the outside
- Greenways don't have cars (or much slower cars like a Woonerf)
- Connect bike trail on 20th or Hyder

Focus on Hyder Street

- Hyder: one way street, no cars, or Woonerf...
- Hyder: This is where all roads meet
- Hyder Street Multi-use
 - Walking loop: Make it so people know
 - Kids activities part of it
 - Connect with Park Strip

Considerations for Gambell & Ingra

- Decouple Gambell & Ingra
- PEL says they don't need 4 way each direction
- 3 lanes of traffic is still loud
- More sidewalks on Gambell
- Sullivan Arena has no sidewalks from the neighborhood
- Many people walk in middle of Gambell
- Speeds on Gambell/Ingra need to be lowered
- Car racing is common on Gambell/Ingra and 5th Ave
- Ingra/Gambell: 2 lanes with sidewalks, big wide sidewalks!
- Dedicated lanes for buses, not wide enough for pull-outs at Medfra and Karluk
- 15th & Gambell: S.J.'s business was hit 3 times because of people racing around the bus
- Black Angus Inn has to go
- Gambell & Ingra: not safe. Safety is most important

Destinations

- What makes it special? Plants, arts, seating
- Streetside cafes: there are no cafes in the neighborhood, they're needed. Coffee shop is needed
- Food trucks & a Community Kitchen. Hyder street closure for Food Trucks near Community Garden
- Better access to Chester Creek Trail
- Easier and safer to get to the cemetery
- Fairview Community Gardens: farmers markets (at 14th & Ingra, and 13th & Ingra)
- Special tax zone to incentivize neighborhood businesses

Integrating history & culture

- Baseball: Fairview has Sullivan & Mulcahy Fields
- Cemetery so cool!

- Sports mecca: concerts, baseball, pilots, bucs
- Fireweed Ministries youth camps - Soccer camps coming soon to Eastchester Park? They have been at Fairview Lions Park
- Fairview Rec Center Pottery Center
- Stories of history of Fairview: signs
- Carr's first flagship store
- Kids park features
 - Outdoor chess boards / intergenerational park with cool features: mammoth or polar bear examples
 - Raven Park needs more love. People need to know

Types of development along Greenway

- Mixed-use: businesses on ground floor, apartments above
- High density housing above commercial shops
- Affordable homes needed along the corridor, including renovating existing properties

Other ideas:

- Cross Ingra/Gambell: create a way to cross over them so you don't have to worry about cars
- Reduce impacts of homelessness: especially at Carr's, Black Angus, Sullivan
- Fur Rondy, build on it
- Drinking fountains
- We want Sullivan Arena back!
- Sullivan Arena: used to have graduation ceremonies where everyone could come. Only 6 family members now at Alaska Airlines Center
- Sullivan Arena Sonic Boom used to be event for 6th graders
- More programming at Rec Center
- Parks & Rec Catalogue of events: not doing it anymore. It was really great to plan your summer activities.

Winter City Design

Winter City Overview

Anchorage is a Winter City--but we don't think of it like Oslo, Helsinki, or Stockholm. Our current design standards and management practices (like snow plowing onto sidewalks), don't work well in winter. We need to celebrate and enhance our Winter City.

Questions to Consider

- Discuss what it means to be a “Winter City.”
- What should we do differently in our public rights-of-way?
- What snow management policies and approaches should we change?
- What improvements on the Gambell/Ingra corridor would attract you to be outside in all seasons?
- What kind of Winter City Design methods would enhance the overall experience for pedestrians and our overall quality of life?

Discussion

Safety is paramount

- Safety from crime needs to be addressed as a basic first step before redesigning city.
- Anchorage needs more mental health services and facilities as a basic first step (agreement from additional participants). Root problem is substance abuse, homelessness, etc.... address safety.
- Community service programs: people who are homeless or receiving services could be in programs where they can help clean parks or street spaces
- In winter: safe walk to school for kids. We need sidewalks so kids don't walk in streets, like at Fairview Elementary School.
- Lighting: deal with lighting pollution. Safe, artistic city lighting to help anchorage a “dark skies” city but safe.
- Lighting that deters crime; use improved lighting technologies; keep it beautiful.

- Homeless crisis will continue so city NEEDS to provide services for people who are homeless and having problems. Fairview will continue to be on the front lines of this problem because of its location.
 - Provide spaces for people in need. E.G. Warm-up space or place for hot shower.
 - Don't forget those in need as the area grows with more housing and businesses.
 - Or, potential employment opportunities in Innovation District

What is a Winter City?

- Create events that attract people and good activity; such as creating a blank slate for graffiti artists to create wall art and light it as an attractive event space. Safe, lively, tourists, beautiful.
- “Native House” green house-type space, could be public winter space.

Snow Management

- What happened to UAA's snow melting device/ pilot program from ~2015ish?
- Remove a lane from Ingra to make space for storing snow.
- On-street parking in way of snow removal, could cars park on opposite side of street every other day, or park on opposite sides every week or 2 weeks, to allow snowplows?
- Winter snow storage at the former ANHS site in winter?
- Sometimes it's ok to share street space with pedestrians and vehicles. Walking in the winter in the street. Using the street space for walking is fine if the street has low car speeds. For example, Juneau St. in between the 10th & 14th traffic diverters is good for walking in the street.
- Or, design streets without sidewalk and make the street space safe and shared for people to walk or drive slow.
- Sidewalk separation from road so snow storage, space between road and sidewalk would help keep a clear sidewalk.
- Or, have one good sidewalk on one side of the street.
- Sidewalks are a tripping problem; we need to maintain and fix sidewalks.
- Examples of snow management on roads:
 - Medfra St: sidewalk blower clears sidewalks well, has a green strip to blow snow to in-between sidewalk and street.
 - Karluk St hill from 16th to 17th is not getting sidewalk plowed. People have to walk the hill in the street; cars also slide down the hill. The house at the bottom of the hill is getting hit.
 - Karluk St. was beautiful landscape (chicanes) but the city does not maintain these types of beautiful landscaping installations so they're overgrown with weeds.
 - Would be good if Karluk could have sidewalk blower go through like Medfra St.
 - Cordova Street sidewalks not maintained. Could not walk on sidewalk outside home.

Creek to Creek Greenway in winter:

- Skiing trail
- Fat tire bike
- Lighting is important
- Can walk from your home to the ski trail



Innovation Area

Innovation Area Overview

The #1 priority of the Fairview Neighborhood Plan is to adopt a Form-Based Code Overlay Zone: it establishes a new Innovation Area primarily composed of existing B-3 zones with some I-1 zoned lands, sub-areas including an Arena District, a Main Street, and a pedestrian/bike corridor. Anchoring the Innovation Area is a Community Fabrication Lab for modern fabrication and additive manufacturing tools.

Questions to Consider

- Why does innovation matter? Who would it serve?
- What technology should be included?
- What would someone experience through collaborating at a Fabrication lab?
- What type of spaces (inside & outdoors) should be available?
- Where should a Fabrication Lab be placed?
- What changes would need to happen to make this happen?

Discussion

- Folks expressed a concern that all the discussion might be for naught if the Knik Arm Crossing were to be constructed as it would dramatically alter the demand for land in the Anchorage Bowl. The project was perceived to not be viable until Anchorage's population doubles or triples in size.
- Participants felt that something needed to be done to attract new investment to the Gambell-Ingra Corridor. The establishment of a special Innovation Area made sense as it would take advantage of what currently exists and create a unique sense of place.
- People like the idea of creating an Innovation Eco-system whereby the Fairview Elementary School would become a STEAM School of Choice whose students would then transition into the Central Middle School of Science.
- The idea of more economic activity within the corridor was attractive as it would generate new jobs that residents could walk to and avoid the expense of an automobile.
- When investments start being made then people develop a more optimistic look on the future and start to care about and take pride in their neighborhood.
- Folks mentioned the work being done by Cook Inlet Tribal Council over in the Muldoon area as it relates to establishing a MakerSpace and a small Fabrication Lab for tribal members.
- It was noted that the street improvements in East Fairview have really made a positive difference in how people perceive the neighborhood.
- The proposed Community Fabrication Lab should serve multiple user groups. For example, it could have a Lego Room with services and options geared toward elementary age youth, MakerSpace for the teens, young adults and adult hobby types. A large percentage of the space should be set aside for small commercial scale activities in support of gig workers and digital entrepreneurs.

- Locating the Community Fabrication Lab along 13th Avenue would have Fairview Elementary STEAM school as an end point on the east and Central Middle School of Science on the west.
- Re-purposing the Sullivan Arena to an Innovation Hub anchored by a Community Fabrication Lab would serve as an important piece of Opportunity Infrastructure.
- There needs to be opportunities for engaging industry partners in the shape and character of the proposed Innovation Area and the specific types of tools available in the Community Fabrication Lab. There should be space available for evening classes in how to use the new tools.
- It would make sense to establish stronger relationships with the Anchorage School District vocational programs along with UAA's community college mission programs.
- Folks felt any such Innovation Area really requires something special to change the legacy perceptions of Fairview that have long been reinforced by the visual decay along the Gambell-Ingra Corridor.
- The idea of a Fairview Greenway along Hyder Street connecting Chester Creek and Ship Creek designed as a hybrid Greenway and Woonerf was attractive to people. If the proposed Community Fabrication Lab was located in the general vicinity of Hyder and 13th then the facility becomes easily accessible to the entire urban core.
- People noted a saying, "If you can't fix it, feature it." Or in other words if given lemons, then make lemonade.
- It would be good to have more discussion of the proposals. Perhaps organize some Innovation Pop-Up events along the Corridor or along 13th Avenue between the two schools.



Gambell-Ingra Corridor

Gambell/Ingra Corridor Overview

The Gambell/Ingra “couplet” is one of the most dangerous routes for pedestrians in Alaska. Last year, several pedestrians were killed or seriously injured on the corridor. This is caused by bad design. What do we need to do to make this area safe for all roadway users, especially people on foot or wheels?

Questions to Consider

- What do we need to do for safer pedestrian infrastructure along the corridor?
- Gambell is primarily commercial, and Ingra is primarily residential. What different approaches can we take?
- What should a “cross-section” of the street look like?
- The larger the solution, the greater the costs? What seems most realistic?
- How can we balance these: mobility (moving cars), accessibility (ease of access to destinations), connectivity (movement east-west too), and livability (quality of life)?

Discussion

Goals for Gambell-Hyder-Ingra Corridor:

- Make Fairview more livable
- Base plans on pedestrians and safety first
- Include snow storage into the plan
- Reduce speeds and increase enforcement. Speed kills.
- The traffic is a city-wide problem, not Fairview’s. But, we don’t want to export these challenges to other neighborhoods.

Design options

- Cut-and-cover, or partial cut-and-cover
- Gambell-Ingra: Reduce lanes, add wide sidewalks, bicycle lanes
- Complete Streets approach

Solutions

- Include transit along Gambell/Ingra
- Bollards to protect properties and buildings
- Slower speeds!
- Bike Lanes

- Green buffer for snow storage
- Wide sidewalks, especially with 3 lanes or less—we don’t want to just settle on 3 lanes each
- Close off some east-west roads to vehicle traffic; close access to neighborhood streets
- Sidewalks wide for all, especially wheelchairs
- Buffer between sidewalks and traffic (for safety, snow storage, and noise)
- Safe crossings
- More diverters
- Lighting
- Build more affordable housing, and mixed-use buildings
- Encourage more active transportation
- Cut-and-Cover, or a partial option, would also reduce noise
- 15th Ave east of Ingra is a “complete street,” but west of it is dangerous.

Challenges

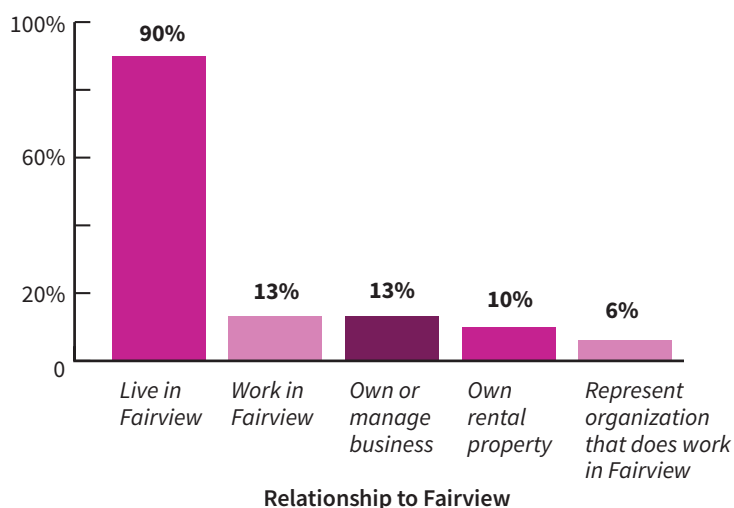
- Figure out traffic through Anchorage, and how to disperse it out of Fairview
- Driveways perpendicular to Gambell & Ingra cause challenges
- Cannot walk Gambell & Ingra in the wintertime
- DOT plows road snow onto sidewalk
- East and West Fairview feel like different neighborhoods
- It's too dark, need lighting
- Utilities and light poles are problems on sidewalks
- 15th & Gambell is one of the most dangerous intersections for pedestrians
- Find other options to connect the highways
 - Muldoon to Tudor is an option. BUT, we don't want our problem to become someone else's problem.
- This traffic is a city-wide issue.
- Traffic is not Fairview's problem.
- North on Ingra is traffic to the Valley.



Participant Survey Results

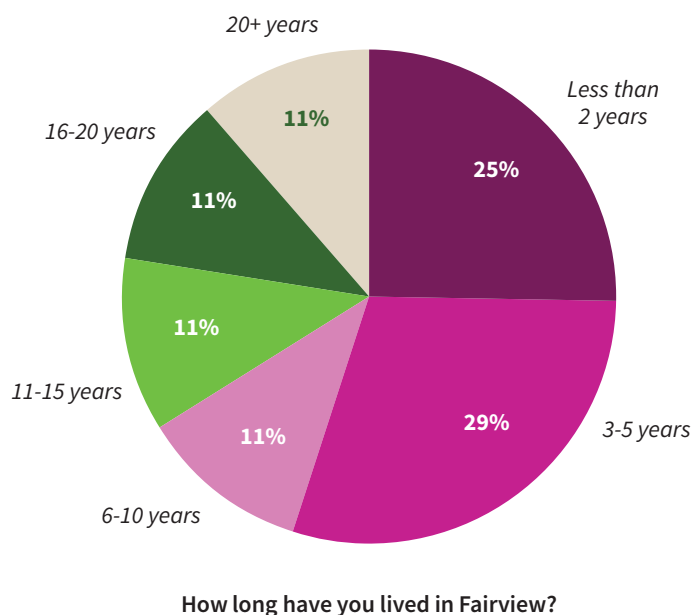
The thirty-two people who pre-registered for the workshop received a personal emailed invitation to participate in the survey through an online platform called Qualtrics before coming to the workshop. Twenty responded. In addition, small flyers on the tables at the workshop encouraged people to complete the survey and provided a QR code to access the survey. Fourteen responded. Of the total 34 respondents, some did not answer every question. For the tables that follow, percentages are calculated based on actual responses.

The majority of respondents (90%) reported being residents of Fairview, while other respondents (13%) said they own or manage a business in Fairview, and 13 percent reported working in Fairview. Ten percent own rental property in Fairview, and two respondents (6%) reported working for a non-profit, quasi-governmental or governmental organization that does work in Fairview. Respondents could choose more than one answer when asked about their relationship to the neighborhood, so totals do not equal 100 percent.



Focusing on the 28 resident respondents, two-thirds reported owning their homes. This is a significantly higher home-ownership rate than recorded by the American Community Survey (2016-2020) for block groups in Fairview, which varied from 11 to 30 percent.

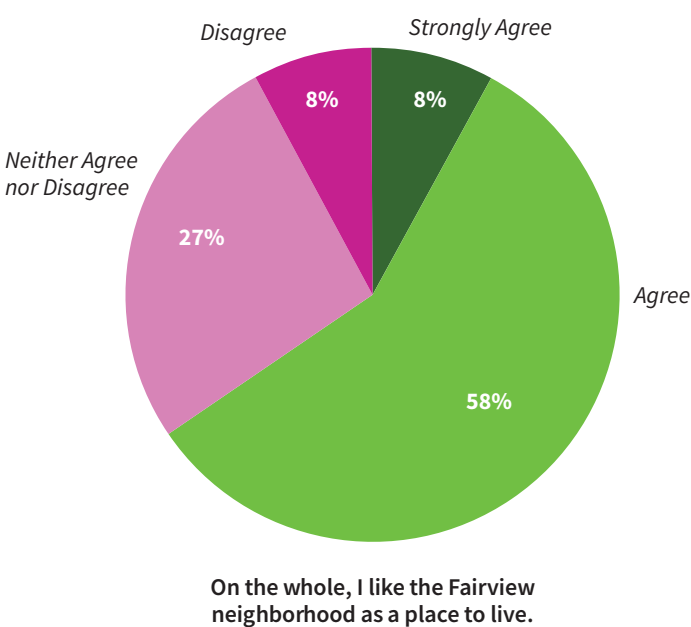
One-quarter of survey respondents said they have lived in Fairview for fewer than three years, while another 29 percent have lived in Fairview between three and five years. Beyond that, respondents were evenly spread between 6-10 years, 11-15 years, 16-20 years, and over 20 years. A very large majority of resident respondents, 82 percent, said they see themselves staying in Fairview for the long term.



Opinions About Fairview

Respondents were asked about social ties in the neighborhood, how much they like living in Fairview, and their feelings about their neighbors related to social cohesion and informal social control, two components of collective efficacy.

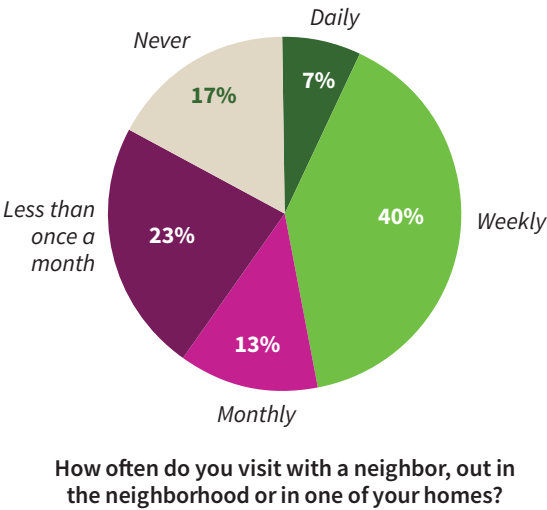
Nearly half the respondents agreed or strongly agreed that they would rate the Fairview neighborhood as an excellent place to live, while less than a quarter strongly disagreed or disagreed. Respondents were more enthusiastic about whether they like living in Fairview. Nearly two-thirds (64%) agreed or strongly agreed, while only eight percent disagreed. No one strongly disagreed with the statement that they like the Fairview neighborhood as a place to live.



	Personally, I would rate the Fairview neighborhood as an excellent place to live.	On the whole, I like the Fairview neighborhood as a place to live.
Strongly agree	4%	8%
Agree	41%	58%
Neither agree nor disagree	33%	27%
Disagree	19%	8%
Strongly disagree	4%	0%
Don't know	0%	0%

On two measures of social connectedness, respondents reported borrowing things from their neighbors rarely or not at all, but 47% said they visit with a neighbor “out in the neighborhood or in one of your homes” at least weekly.

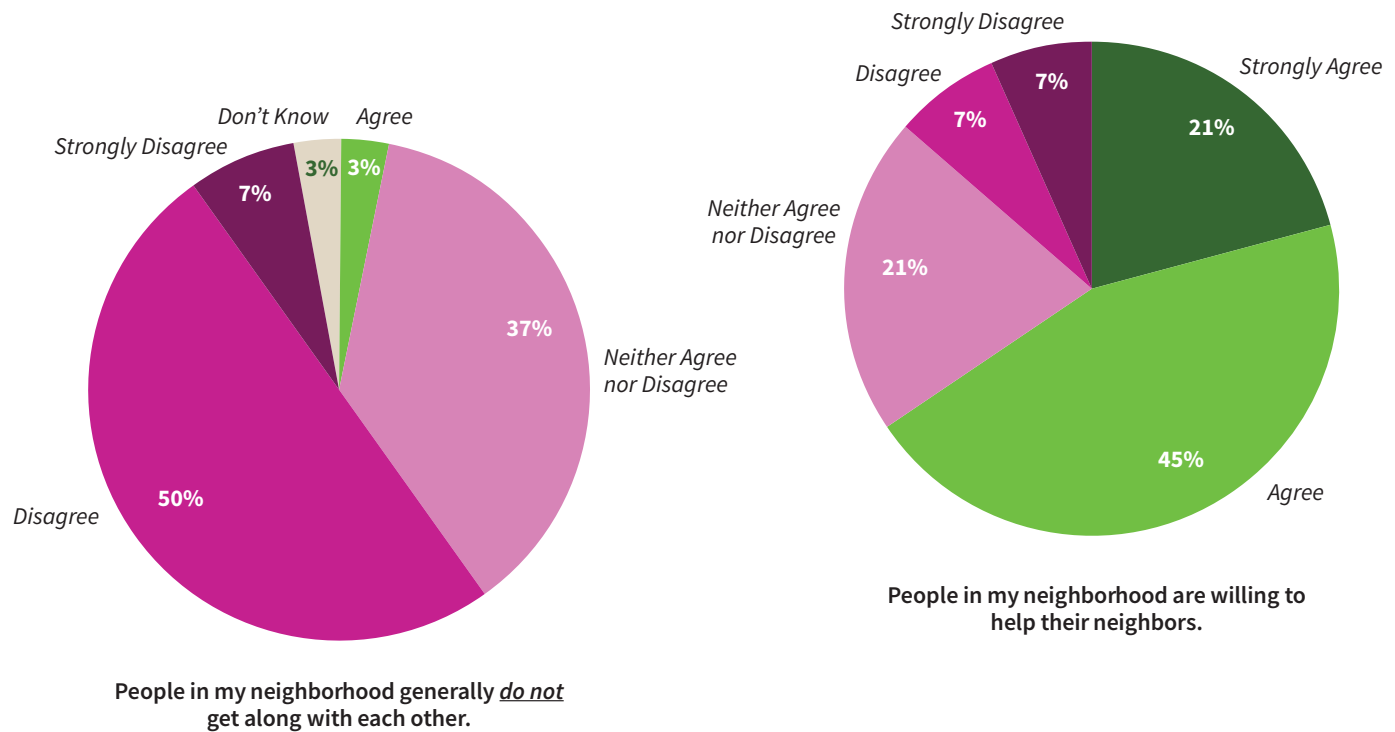
	How often do you borrow something from or loan something to a neighbor?	How often do you visit with a neighbor, out in the neighborhood or in one of your homes?
Daily	0%	7%
Weekly	0%	40%
Monthly	10%	13%
Less than once a month	52%	23%
Never	38%	17%



Collective efficacy refers to a neighborhood’s ability to marshal its social resources to attract positive things and repel negative things. Residents in neighborhoods with strong collective efficacy generally feel connected to their neighbors and that they share similar values. They also trust their neighbors to act if there is a threat to the community. In an early study of Chicago neighborhoods, collective efficacy, as measured by the ten questions in the following two tables, was strongly related to levels of violent crime (see Sampson, R. J., Raudenbush, S. W., and Earls, F. 1997. Neighborhoods and violent crime: A multilevel study of collective efficacy. Science 227 918–924.)

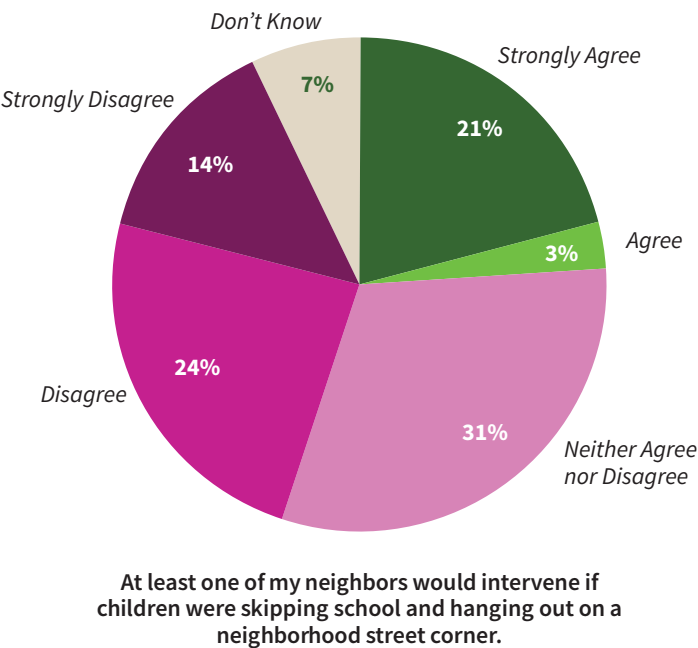
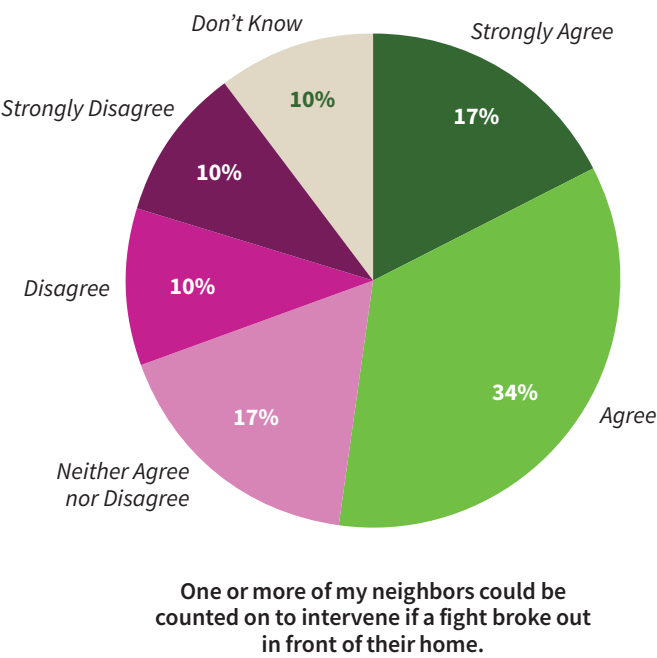
The first table below shows results related to the **social cohesion** component of collective efficacy. Respondents think their neighbors generally get along with each other and are willing to help each other. There was less support for the statement “Mine is a close-knit neighborhood.”

	People in my neighborhood can be trusted.	People in my neighborhood generally <i>do not</i> get along with each other.	People in my neighborhood <i>do not</i> share the same values.	People in my neighborhood are willing to help their neighbors.	Mine is a close-knit neighborhood.
Strongly Agree	10%	0%	7%	21%	7%
Agree	33%	3%	11%	45%	24%
Neither agree nor disagree	37%	37%	43%	21%	38%
Disagree	7%	50%	32%	7%	21%
Strongly disagree	10%	7%	0%	7%	10%
Don't know	3%	3%	7%	0%	0%



This table, measuring another component of collective efficacy called **informal social control**, shows that at least half of the respondents agreed or strongly agreed that one or more of their neighbors could be counted on to intervene if children were spray-painting graffiti on a local building, if the fire station closest to their home was threatened with budget cuts, or if a fight broke out in front of their home. Respondents were less confident that a neighbor would intervene in scenarios where there is less obvious harm, such as children showing disrespect toward an adult or skipping school and hanging out on a street corner.

	One or more of my neighbors could be counted on to intervene if children were spray-painting graffiti on a local building.	At least one of my neighbors would intervene if children were showing disrespect toward an adult.	One or more of my neighbors would intervene if the fire station closest to their home was threatened with budget cuts.	One or more of my neighbors could be counted on to intervene if a fight broke out in front of their home.	At least one of my neighbors would intervene if children were skipping school and hanging out on a neighborhood street corner.
Strongly Agree	25%	10%	17%	17%	21%
Agree	36%	31%	34%	34%	3%
Neither agree nor disagree	11%	31%	31%	17%	31%
Disagree	25%	14%	7%	10%	24%
Strongly disagree	4%	14%	3%	10%	14%
Don't know	0%	0%	7%	10%	7%



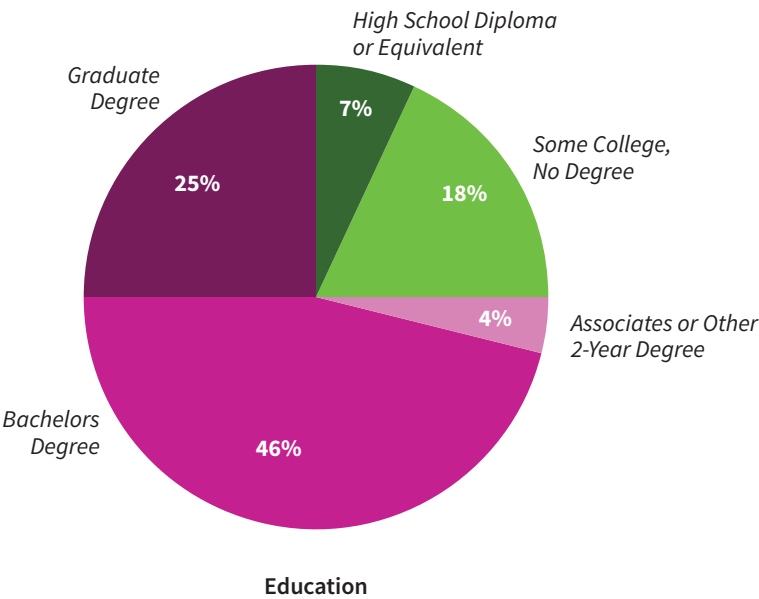
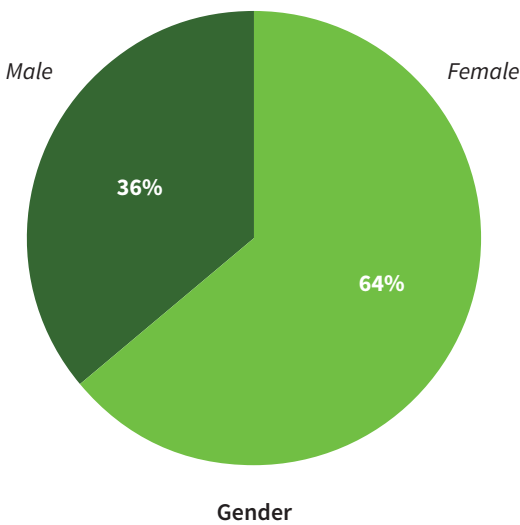
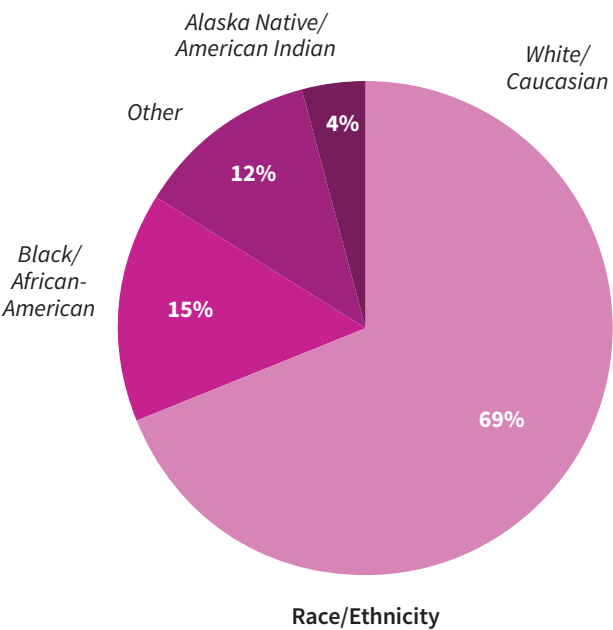
Survey respondents were asked about their degree of knowledge of planning concepts and issues specific to Fairview. Overall, as seen in this table, people were more knowledgeable about community planning and scenario planning compared to other varieties of planning (strategic, tactical, transportation, and parks and recreation). Nearly ninety percent of people reported being not at all knowledgeable about form-based code. With respect to Fairview-specific issues, people were most knowledgeable about issues related to the Gambell-Ingra Corridor, but even then, a third said they weren't knowledgeable at all about this topic. Concepts presented at the workshop—Winter City Design, Fairview Greenway, and Fairview Innovation Zone—were not surprisingly unknown by close to two-thirds of survey participants.

	Not at all knowledgeable about	Somewhat knowledgeable about	Knowledgeable about	Very knowledgeable about
Community planning	22%	63%	15%	0%
Scenario planning	24%	59%	14%	3%
Capital Improvement Plans	32%	50%	18%	0%
Issues related to the Gambell-Ingra Corridor	33%	41%	19%	7%
Strategic planning vs. tactical planning	41%	44%	11%	4%
Transportation planning	42%	38%	13%	8%
Winter City Design	54%	46%	0%	0%
Parks and recreation planning	56%	37%	7%	0%
Fairview Greenway	64%	25%	11%	0%
Fairview Innovation Zone	64%	32%	4%	0%
Form-Based Code	89%	4%	7%	0%

Survey Respondent Demographics

The sample of (mostly) Fairview residents who completed the survey are not representative of the Fairview community. This is not unexpected. Participants in structured community planning or organizing activities typically are older and whiter than their non-participating neighbors. Not everyone answered the question asking about race and ethnicity. White people comprised 69 percent of people who responded to the survey, with Black people as the next largest racial group with 15 percent. There was a somewhat unexpected deviation from expected patterns for age: almost half (46%) of the survey participants were between 18-44 years old.

There was a significant gender disproportionality, with 64 percent of people who answered the question about gender reporting to be female. Survey participants were also considerably more educated than the typical Fairview resident (or the typical Anchorage, Alaskan, or American)—of those who answered the question about educational attainment, 46 percent had a Bachelor’s degree and 25 percent had a graduate degree.



Appendix

Appendix A. Participant Survey Tables

Q1.

Relationship to Fairview*	Number of Responses	%
Live in Fairview	28	90%
Work in Fairview	4	13%
Own or manage a business in Fairview	4	13%
Own rental property in Fairview	3	10%
Represent a non-profit, governmental, or quasi-governmental organization that does work in Fairview.	2	6%
*Categories are not mutually exclusive.		

Own or Rent Home?	f	%
Own	18	64%
Rent	9	32%

How Long Have You Lived in Fairview?	f	%
Less than 2 years	7	25%
3-5 years	8	29%
6-10 years	3	11%
11-15 years	3	11%
16-20 years	3	11%
More than 20 years	3	11%

Do you see yourself staying in Fairview for the long term?	f	%
Yes	23	82%
No	3	11%

Feelings About Fairview

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't Know	Total
Personally, I would rate the Fairview neighborhood as an excellent place to live.	4%	19%	33%	41%	4%	0%	100%
On the whole, I like the Fairview neighborhood as a place to live.	0%	8%	27%	58%	8%	0%	100%

	Not at all	Not much	Somewhat	Very much	Total
Suppose that for some reason you HAD to move away from the Fairview neighborhood. Would you miss the neighborhood very much, somewhat, not much, or not at all?	11%	22%	52%	15%	100%

	Never	Less than once a month	Monthly	Weekly	Daily	Total
How often do you borrow something from or loan something to a neighbor?	38%	52%	10%	0%	0%	100%
How often do you visit with a neighbor, out in the neighborhood or in one of your homes?	17%	23%	13%	40%	7%	100%

	None	One or two	Several	The majority	All or almost all	Total
How many of your neighbors would you say that you know by sight or by name?	4%	31%	58%	8%	0%	100%

	None	1-3	4-6	7-9	10 or more	Total
Not counting those who live with you, how many friends and relatives do you have in your neighborhood?	17%	48%	17%	3%	14%	100%

Collective Efficacy

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't Know	Total
People in my neighborhood can be trusted.	10%	7%	37%	33%	10%	3%	100%
People in my neighborhood generally do not get along with each other.	7%	50%	37%	3%	0%	3%	100%
People in my neighborhood do not share the same values.	0%	32%	43%	11%	7%	7%	100%
People in my neighborhood are willing to help their neighbors.	7%	7%	21%	45%	21%	0%	100%
Mine is a close-knit neighborhood.	10%	21%	38%	24%	7%	0%	100%

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Don't Know	Total
One or more of my neighbors could be counted on to intervene if children were spray-painting graffiti on a local building.	4%	25%	11%	36%	25%	0%	100%
At least one of my neighbors would intervene if children were showing disrespect toward an adult.	14%	14%	31%	31%	10%	0%	100%
One or more of my neighbors would intervene if the fire station closest to their home was threatened with budget cuts.	3%	7%	31%	34%	17%	7%	100%
One or more of my neighbors could be counted on to intervene if a fight broke out in front of their home.	10%	10%	17%	34%	17%	10%	100%
At least one of my neighbors would intervene if children were skipping school and hanging out on a neighborhood street corner.	14%	24%	31%	3%	21%	7%	100%

Workshop-Specific Questions

Please indicate your level of knowledge about the following items, ranging from "not at all knowledgeable about" to "very knowledgeable about."	Not at all knowledgeable about	Somewhat knowledgeable about	Knowledgeable about	Very knowledgeable about
Capital Improvement Plans	32%	50%	18%	0%
Strategic planning vs. tactical planning	41%	44%	11%	4%
Scenario planning	24%	59%	14%	3%
Community planning	22%	63%	15%	0%
Transportation planning	42%	38%	13%	8%
Parks and recreation planning	56%	37%	7%	0%
Issues related to the Gambell-Ingra Corridor	33%	41%	19%	7%
Winter City Design	54%	46%	0%	0%
Form-Based Code	89%	4%	7%	0%
Fairview Greenway	64%	25%	11%	0%
Fairview Innovation Zone	64%	32%	4%	0%

Respondent Characteristics

Gender	f	%
Female	16	52%
Male	9	29%
No Answer	6	19%
Race/Ethnicity	f	%
White/Caucasian	18	58%
Black/African-American	4	13%
Other	3	10%
Alaska Native/American Indian	1	3%
No Answer	5	16%
Hispanic	f	%
Yes	7	23%
No	21	68%
No Answer	1	3%
Marital Status	f	%
Divorced	3	10%
Single, Never Married	15	48%
Married	8	26%
Other	1	3%
No Answer	4	13%

Age	f	%
18-24	2	6%
25-34	6	19%
35-44	5	16%
45-54	4	13%
55-64	4	13%
65-74	5	16%
75 and older	2	6%
No Answer	3	10%
Education	f	%
High School Diploma or Equivalent	2	6%
Some College, No Degree	5	16%
Associates or Other 2-Year Degree	1	3%
Bachelors Degree	13	42%
Graduate Degree	7	23%
No Answer	3	10%

Appendix B. Workshop Agenda

Fairview Workshop: Solving Scenarios for the Future of Fairview

Saturday, April 29th, 2023, @ Fairview Rec Center

Agenda

Event begins at 3:30 and ends 5:30 pm with food/drinks afterward

2:30 Begin set-up for event

3:30 – 3:45 Sign-up and getting everyone settled

3:45 – 4:00

- Lindsey: Welcome and Fairness for Fairview overview
- Allen: Introduction to the concept of Scenarios, how the concept will be used today and how the work products will improve Fairview

4:00-5:15

- Workgroups: Participants select 2 tables, and will spend ~30 minutes at each table and switch
- Tables include:
 - Winter City
 - Innovation Area
 - Greenway
 - Streetscapes

5:15 – 5:30 Reform and Facilitators share

5:30 – 6:00 Food and drink

6:00 Facility closes

Appendix C. Outreach Materials

Facebook Post & Event Cover photo



Solving Scenarios for the
Future of Fairview

Fairview Workshop

YOU'RE INVITED!

All interested community members are invited to envision the future of Fairview.

We'll work through different scenarios to find solutions for Fairview.

This will inform current and ongoing efforts to Reconnect Fairview.

JOIN US

Saturday, April 29th
3:30-5:30pm
Fairview Recreation Center
1121 E 10th Avenue
Anchorage, AK 99501

****Food & Beverages provided****

RSVP
HERE:



tinyurl.com/FVworkshop1




Solving Scenarios for the
Future of Fairview

Fairview Workshop



Postcard



Solving Scenarios for the
Future of Fairview

Fairview Workshop



YOU'RE INVITED!

All interested community members are invited to envision a new future for Fairview.

We'll work through different scenarios to plan for the future of Fairview.

This will inform current and ongoing efforts to Reconnect Fairview.


Fairview Community Council
c/o Fairview Recreation Center
1121 E 10th Ave.
Anchorage, AK 99501

JOIN US: Fairview Workshop

Saturday, April 29th
3:30-5:30pm
Fairview Recreation Center
1121 E 10th Avenue
Anchorage, AK 99501

****Food & Beverages provided****

RSVP HERE:
Use your camera on the QR code, or visit:
tinyurl.com/FVworkshop1



Recipient Name
Address
Anchorage, AK 99501