



**FAIRNESS**  
for FAIRVIEW  
*IT'S TIME.*



**NeighborWorks®** **ARUP**  
ALASKA

Reconnecting Fairview Corridor Plan

# Technical Advisory Committee #2

October 8th, 2025



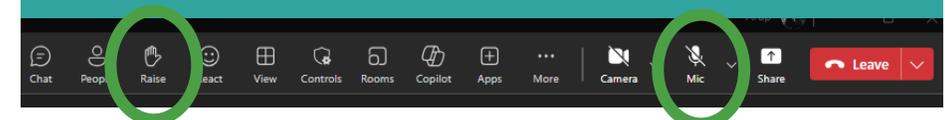


# Agenda

## Reconnecting Fairview Corridor Plan

- Recap of Summer 2025 engagement efforts (5 min.)
- Takeaways and next steps from tasks:
  - Task 4: Land Use and Economic Assessment (20 min.)
  - Task 5: Multimodal Level of Service Assessment (20 min.)
- Task 6 conceptual design progress discussion (40 min.)
- Schedule lookahead (5 min.)

At the end of each section, we will pause for group discussion.  
Please raise your hand, as well as use the chat box!





# Recap of Summer 2025 Engagement Efforts

Reconnecting Fairview Corridor Plan

Task 2



# Events since TAC #1



- 1) Anchorage Concerts in the Park
- 2) Anchorage Museum “Lunch on the Lawn”
- 3) 2025 Fairview Block Party
- 4) Fairview Back to School Health & Safety Fair
- 5) Pop-Up at Shiloh Missionary Baptist Church
- 6) Reconnecting Fairview Open House & Dinner
- 7) Pop-Up at Fairview Lions Park
- 8) Pop-Up at Anchorage Farmers Market
- 9) Reconnecting Fairview Workshop & Lunch
- 10) Community Walk Audit (Northern Fairview)
- 11) Focus Group Participants Open House & Lunch
- 12) Anchorage Museum Community Dinner Party



# Takeaways - Aspirations

Vision for the future and desired outcomes for the Fairview community:

- 1) Promote safe, intuitive, and reliable non-motorized transportation.
- 2) Prioritize pedestrians as a major opportunity for safety, accessibility, and revitalization.
- 3) Act on the vision of lane reductions for Gambell and Ingra to create a Fairview Main Street.
- 4) Implement the Hyder pedestrian boulevard to create an active & vibrant public realm.
- 5) Create an Arena Activation District to energize the area.
- 6) Promote innovative house models such as tiny homes and In Our Backyard.
- 7) Establish a liaison with the Mayor's office for coordination and advocacy.
- 8) Focus on realistic, phased implementation to ensure feasibility and sustainability.



# October Calendar

## October 2<sup>nd</sup> Reconnecting Fairview Committee

- Share schedule updates, inform October events, discuss conceptual design

## October 6<sup>th</sup> Fairview Collaborative Committee

- Consensus from PEL team on next steps / October open house

## October 7<sup>th</sup> PEL / Plan Coordination Meeting

- Project teams to confirm logistics for shared open house

## October 8<sup>th</sup> Technical Advisory Committee Meeting #2

- Progress updates on Tasks 4, 5, and 6 and discussion on conceptual design priorities

## October 12<sup>th</sup> Fairview Community Garden Build

- Ingra & 14th - Lasagna Garden Workshop and Garden build!

## October 21<sup>st</sup> Open House @ Anchorage Senior Center

- Joint PEL final preferred alternatives, Reconnecting Fairview conceptual design

## October 22<sup>nd</sup> Pop-Up @ Greater Friendship (TBD)

- Conceptual design progress and feedback

## October 25<sup>th</sup> Workshop @ Central Lutheran

- Conceptual design progress and feedback

## October 25<sup>th</sup> Community Walk Audit

- Meet at Central Lutheran, focus on Sullivan Arena & Chester Creek



# October Events Content

Gambell Street  
Station

Hyder Street  
Station

Ingra Street  
Station

Northern Hyder  
St. access  
brainstorm

Southern Hyder  
St. access  
brainstorm

Site activation +  
policy visioning

\*PEL Alternatives

\* Only for Tues open house

Fairview Workshop:

- Project updates
- Plan view draft of each corridor
- Station discussion breakouts
- Initial concept renderings for 3 priority locations



# Land Use and Economic Assessment

Reconnecting Fairview Corridor Plan

Task 4



# Focus for Discussion

- 1) Existing Zoning
- 2) Land Use Vision
- 3) Vacant and Underused Sites
- 4) Contaminated Sites
- 5) Opportunity Sub-Areas
- 6) Revitalization Case Studies
- 7) Key Policy Takeaways



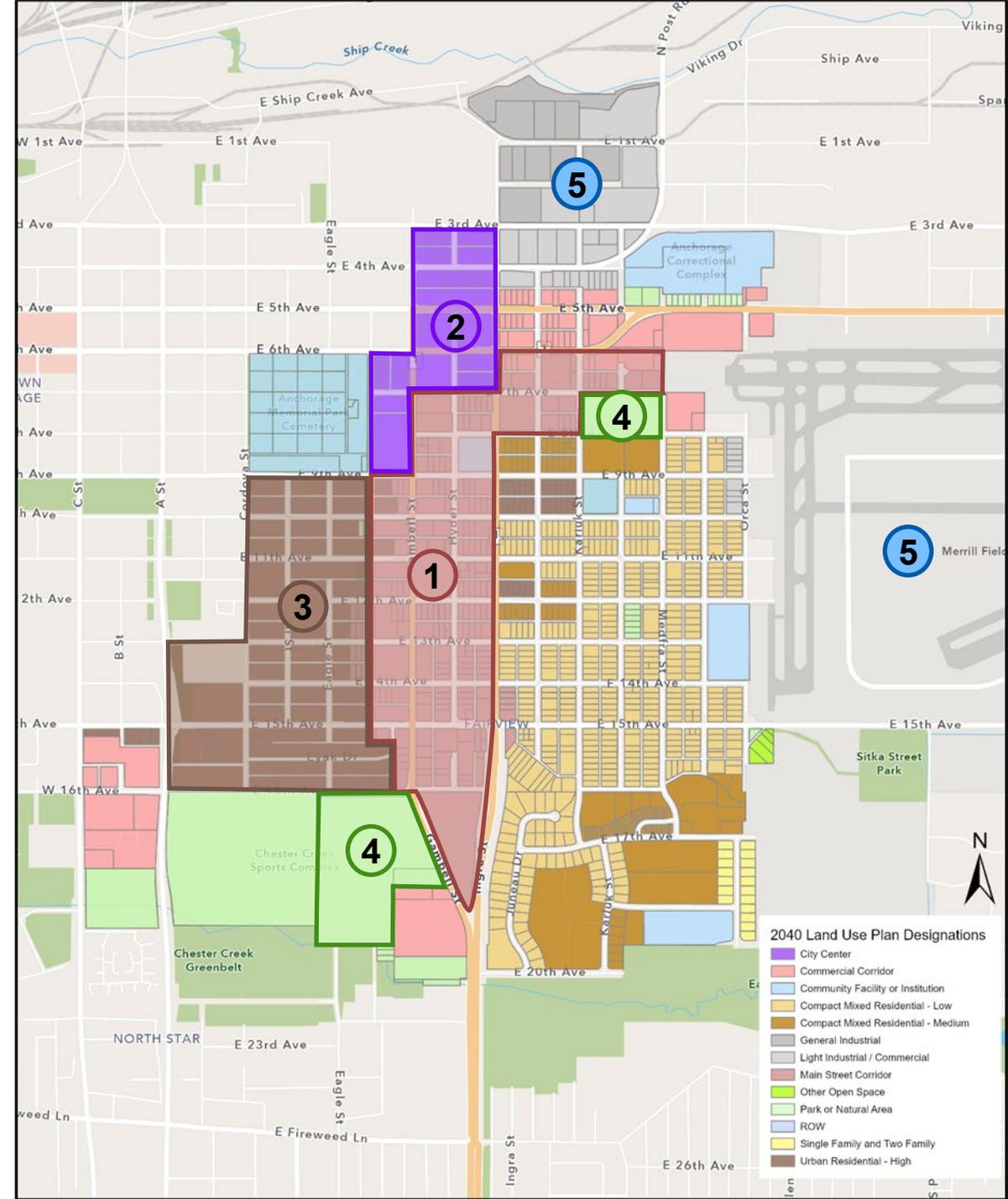
# 2040 Land Use Vision

## Main Features:

1. Main Street Commercial Corridor
2. Establishing a Northern City Center
3. Higher-Intensity Residential Uses
4. Parks and Open Spaces
5. Regional Logistics / Facility Hubs

## Key Takeaways:

- Absence of Transit-Oriented Nodes
- Incremental Density Strategy, but Lacks Explicit Mixed-Use Overlay

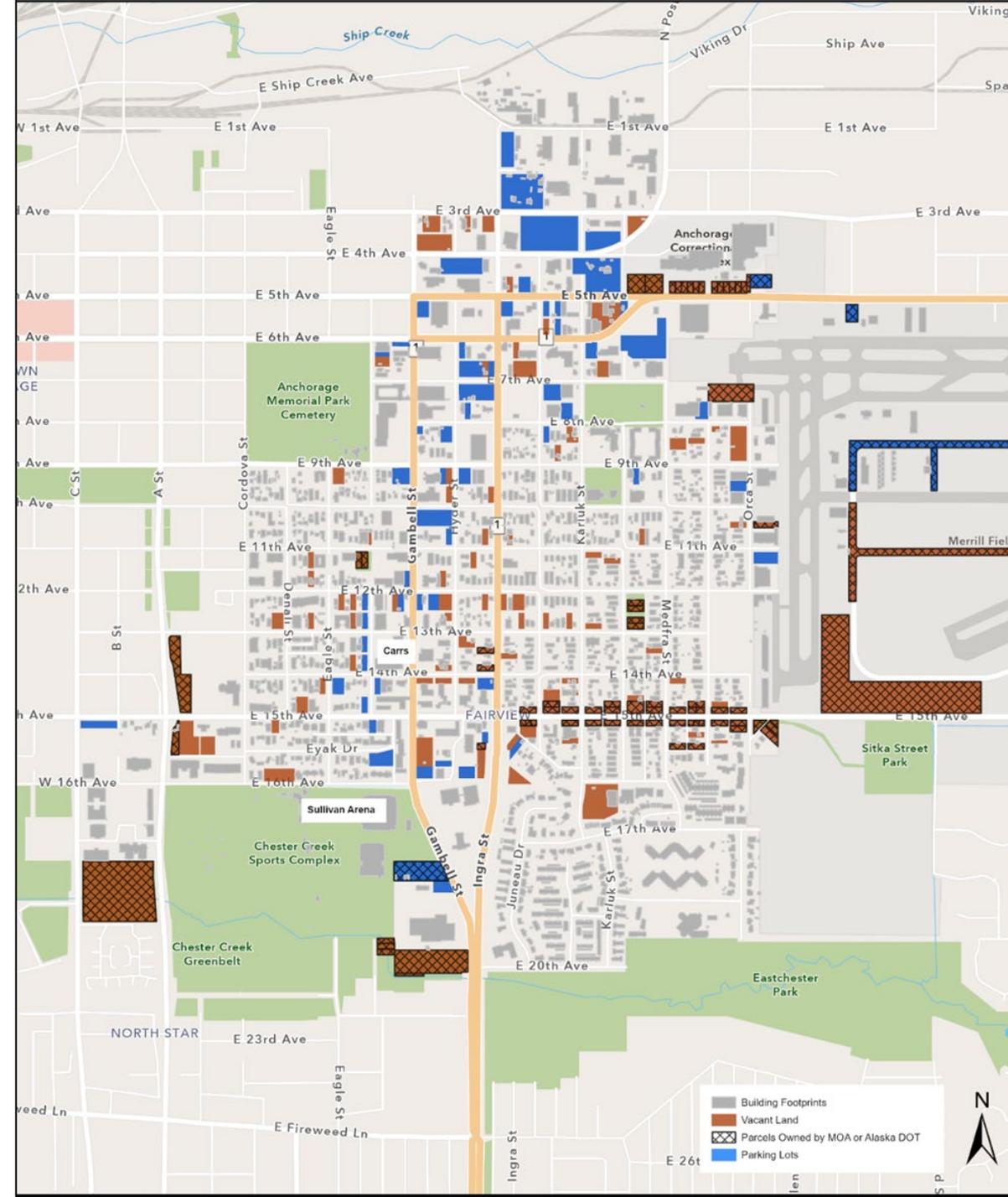


# Vacant & Underused Sites

Types	# of Parcels	Lot Size
Vacant Lots	186	7,000 sq. ft. (median)
Parking Lots	102	
Strategic Large Sites	Carrs – Safeway	43,000 sq. ft.
	Sullivan Arena parking	~11.2 acres total
	Merrill Field site edge	~10.3 acres total

## Takeaways

- Broad base of small-/moderate-sized lots (~300 total)
- Large sites offer unique redevelopment opportunities:
  - 20-30% (~2-3 acres): flexible spaces for pop-up retail
  - 40-50% (~4 acres): mixed-use development or mobility hubs
- Constraints from contamination limits near-term repurposing



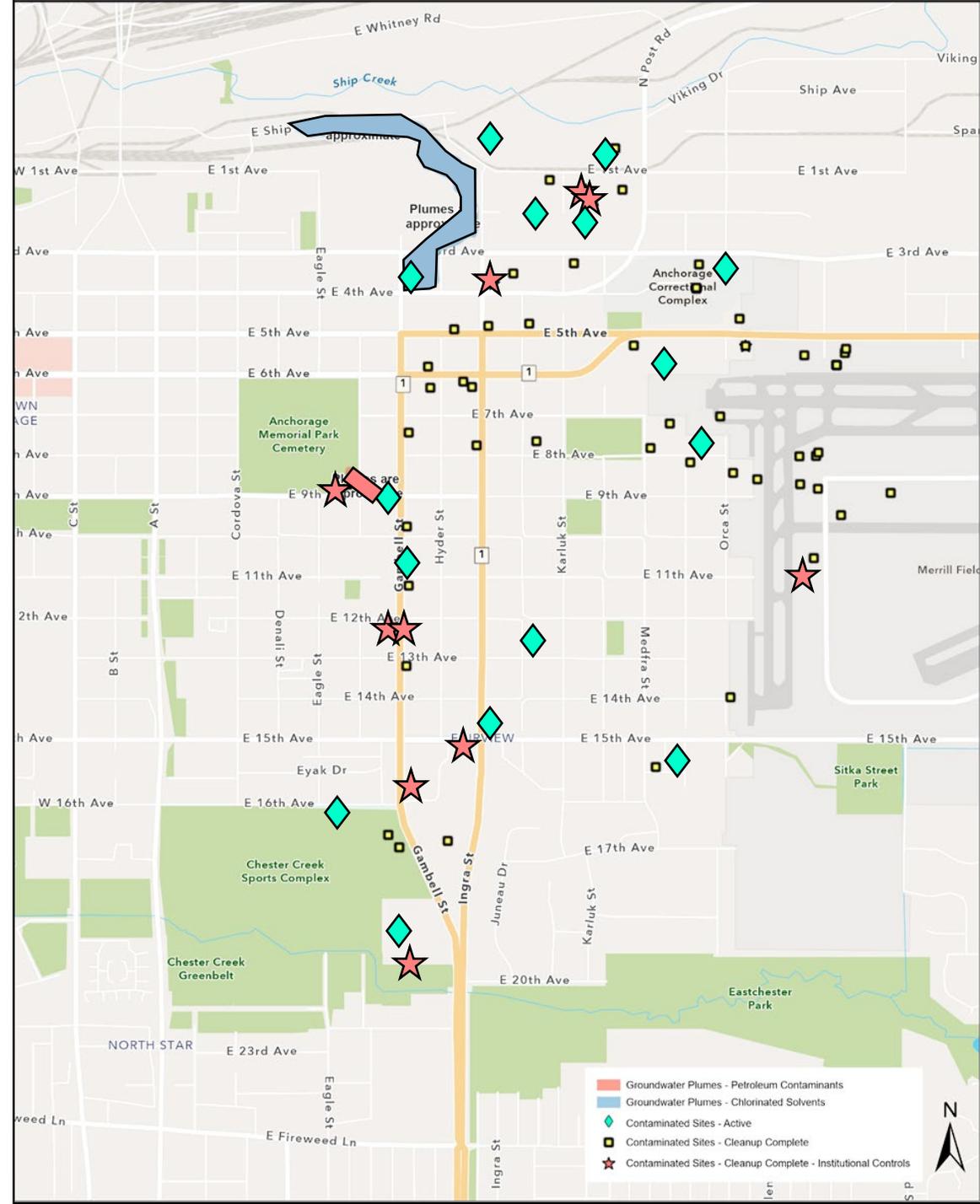
# Contaminated Sites

Types		# of Sites
Institutional Controls Required	★	12
Active Contamination	◆	15
Petroleum Plumes	▭	1
Chlorinated Solvent Plumes	▭	2

## Takeaways:

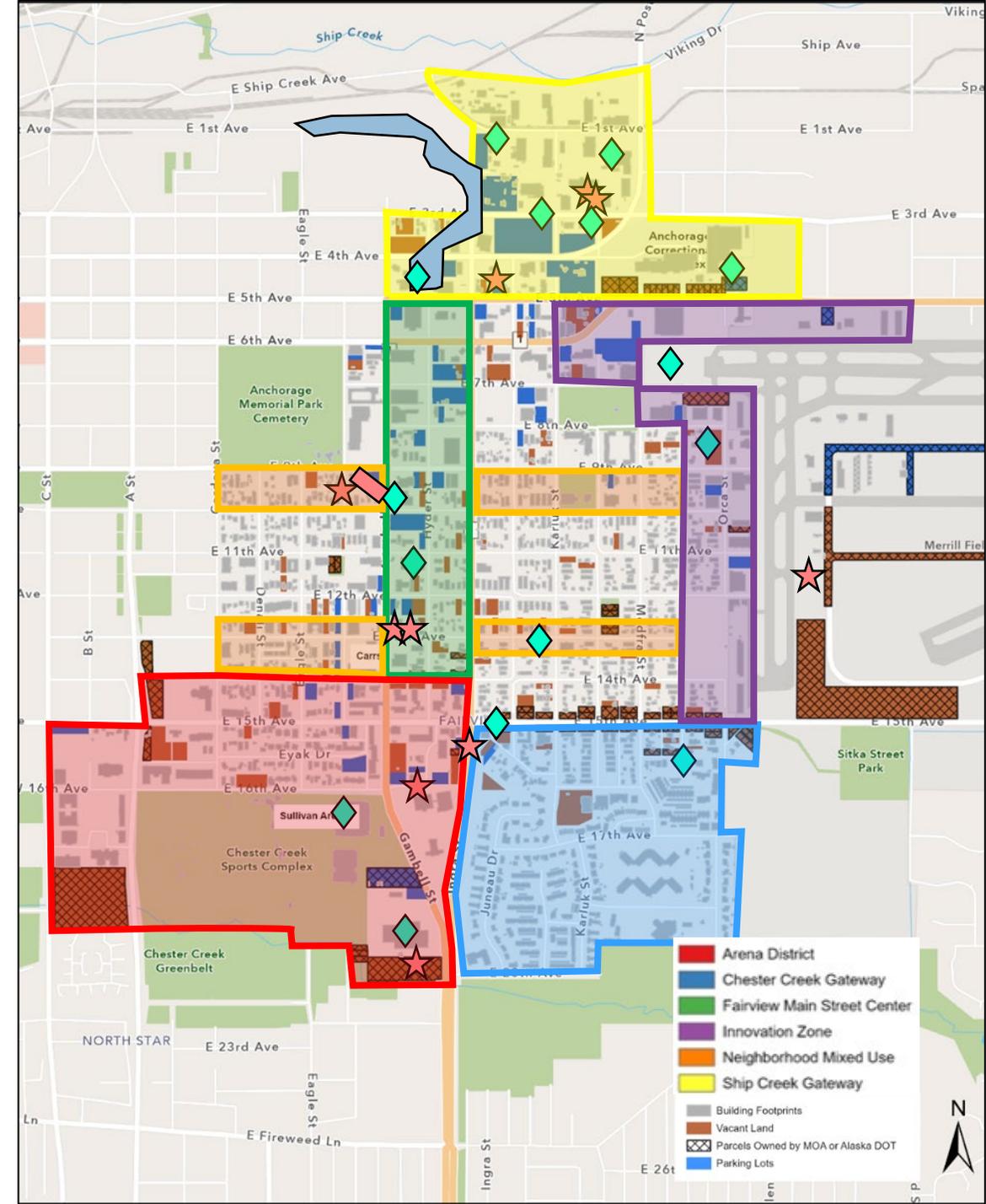
Contaminated sites overlap with key redevelopment opportunity areas:

- Gambell Street: several require institutional controls, but commercial, office, and civic uses are still permitted
- Anchorage Memorial Park Cemetery (west of Gambell): Petroleum plume restricts development, but could eventually support aviation-related, industrial functions
- North of 5<sup>th</sup>: Active contamination sites and chlorinated solvent plumes present more significant barriers



# Net Opportunity Areas

Sub-Area	Scale of Constraints	Opportunities
Ship Creek Gateway	<ul style="list-style-type: none"> <li>Multiple contaminated sites and solvent plume</li> </ul>	<ul style="list-style-type: none"> <li>Large parking areas could support partial, interim community uses once edges are remediated.</li> </ul>
Fairview Main Street Center	<ul style="list-style-type: none"> <li>Few contamination issues on west</li> </ul>	<ul style="list-style-type: none"> <li>Several large underused parcels (particularly near Carrs) could attract a new anchor</li> </ul>
Neighborhood Mixed Use	<ul style="list-style-type: none"> <li>East mostly unconstrained</li> <li>NW block has petroleum plume and contaminated sites</li> </ul>	<ul style="list-style-type: none"> <li>Eastern block supports incremental housing or mixed-use infill</li> <li>Western section contains the Carrs site – remains a critical anchor location for major investment</li> </ul>
Arena District	<ul style="list-style-type: none"> <li>Contamination hotspots within the Arena area</li> </ul>	<ul style="list-style-type: none"> <li>11 acres of parking could be partially repurposed for mixed-use or community uses</li> </ul>
Fairview Innovation Zone	<ul style="list-style-type: none"> <li>Within Merrill Field ROW</li> </ul>	<ul style="list-style-type: none"> <li>Requires partnerships with Merrill Field; well-suited for innovation or logistics-related uses</li> </ul>
Chester Creek Gateway	<ul style="list-style-type: none"> <li>Relatively unconstrained</li> </ul>	<ul style="list-style-type: none"> <li>Well-positioned for recreation or community space activities</li> </ul>





# Opportunities for Policy Reform

- 1) Adopt the proposed transit-supportive development overlay
- 2) Diversify zoning to support a Hyder pedestrian boulevard
- 3) Expand permitted uses for essential community amenities
- 4) Introduce floor area ratio (FAR) guidance
- 5) Streamline permitting
- 6) Strengthen incentives and understand existing usage gaps

# Best Practices for Revitalization

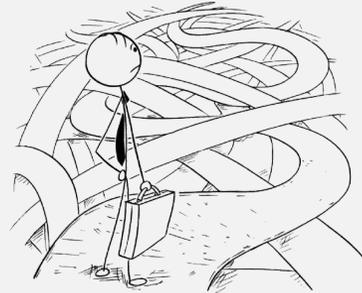
## Case Study Selection Criteria

### Comparable Scale



Neighborhood or corridor-level initiatives

### Shared Challenges



Crime, disinvestment & food insecurity

### Industry Alignment



Retail, healthcare, education, entertainment

### Recent, Proven Outcomes



Post-2010 efforts with measurable success

## Selected Case Studies

- East Liberty Revitalization Project (Pittsburg, PA)
- Midtown Detroit, MI



# Case Study: East Liberty Revitalization

## Background & Challenges

- Compact inner-urban neighborhood (~0.5 sq. mi.) adjacent to downtown Pittsburgh
- 19060s street redesign (Penn Circle) isolated the business district
- Land use mix of a corridor-oriented commercial development and surrounding multifamily and single-family residential blocks.
- By 2008:
  - ↓30% population
  - poverty >30%
  - 14% vacancy
  - food desert and high crime

## Revitalization Strategies

- **Mixed-Income Housing Renewal:** Redevelopment of public housing into ~400 mixed-income units using flexible capital and Low-Income Housing Tax Credits; partnered with nonprofits for scattered-site infill
- **Commercial Corridor Anchors:** Whole Foods, Home Depot, Trader Joe's attracted via TIF and infrastructure upgrades; paired with a Business Enterprise Program (small-business incubators and co-working spaces)
- **Transit & Public Realm:** New transit center and Penn Circle redesign improved access, lighting, and walkability
- **Workforce Development:** Local hiring agreements and career support tied residents to new jobs
- **Public Safety Coordination:** Hot-spot policing and community measures (block watches and tenant associations)

**\$1.2B (2023\$)** *new investment*

**2,800+** *jobs created*

**72%** *decline crime  
(2008 to 2021 --  
~10% annually)*



# Case Study: Midtown Detroit

## Background & Challenges

- Inner-city district between downtown and surrounding neighborhoods, bounded by interstate highways
- Aging housing, institutional anchors (universities, hospitals), and a struggling Woodward Ave central spine
- Early 2000s:
  - >80% below city median income;
  - 15-25% residential vacancy;
  - commercial occupancy <60%;
  - Violent crimes were 2-3x the citywide average

## Revitalization Strategies

- **Housing Stabilization:**
  - Property acquisition using LIHTC, HOME funds, new market tax credits, brownfield credits, and philanthropic capital
  - Tenant Stabilization programs (Live Midtown & Stay Midtown) provided rental aid, forgivable loans, and home improvement grants for anchor employees
- **Anchor Partnerships:**
  - Technical support for startups and matching grants for façade improvements, security, and expansion
  - Source Detroit: identified and prequalified local vendors, organized trade fairs to redirect procurement to local businesses
  - Hire Detroit: workforce pipeline connecting residents to anchor-institution jobs, providing training and placement support
- **Policy & Zoning Reforms:** rezoned as special district enabling higher-density, mixed-use; streamlined permitting accelerated adaptive reuse
- **Crime Reduction:** Project Green Light (real time surveillance + rapid response) + institutional patrols and community policing

**~3900** homes constructed /  
underway  
**>97%** occupancy

**>3,000** startups supported  
**Up to 20%** crimes reduced

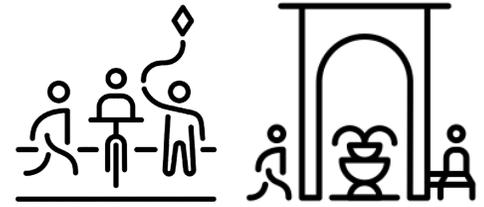
**\$16.5M**  
procurement spending  
into local economy

# Proposed Measures



## Resolve Crime as a Precondition for Renewal

Start with visible safety infrastructure, community policing, hotspot interventions



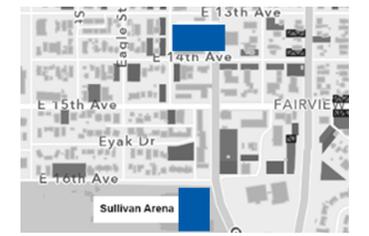
## Enhance the Public Realm

Small, visible improvements – lighting, crosswalk upgrades, landscaping & pop-up spaces



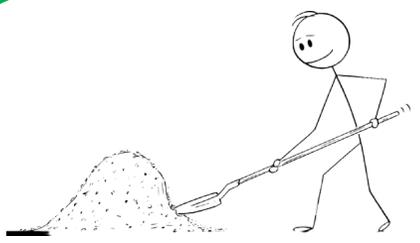
## Foster Mixed-Use Revitalization

Modernize zoning & streamline permitting for mixed-use redevelopment



## Secure Key Sites & Line Up Redevelopment Funding

Leverage large underused parcels & forge PPPs to secure sites and assemble flexible funding



## Address Contaminated Sites

Remediate contaminated sites – prioritizing Gambell St to expand development-ready land



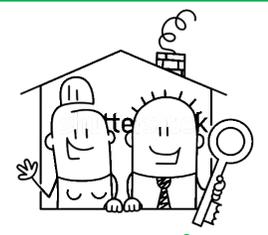
## Engage Anchors to Drive Housing & Local Growth

Partnerships to offer housing incentives for employees & develop local procurement & hiring agreements



## Create a Local Job Pathways Program

Offer targeted grants, storefront improvements, and technical support for startups + expand job training partnerships



## Pair New Housing with Tenant Protections

Offer rental support, relocation aid, and right-to-return options that prevent displacement and retain existing residents



# Multimodal Level of Service

Reconnecting Fairview Corridor Plan

Task 5

# Multi-Modal Level of Service

## Approach

1) Establish Level of Service Targets

2) Measure Baseline Performance

3) Assess Baseline

4) Measure Design Performance

5) Assess Design Performance

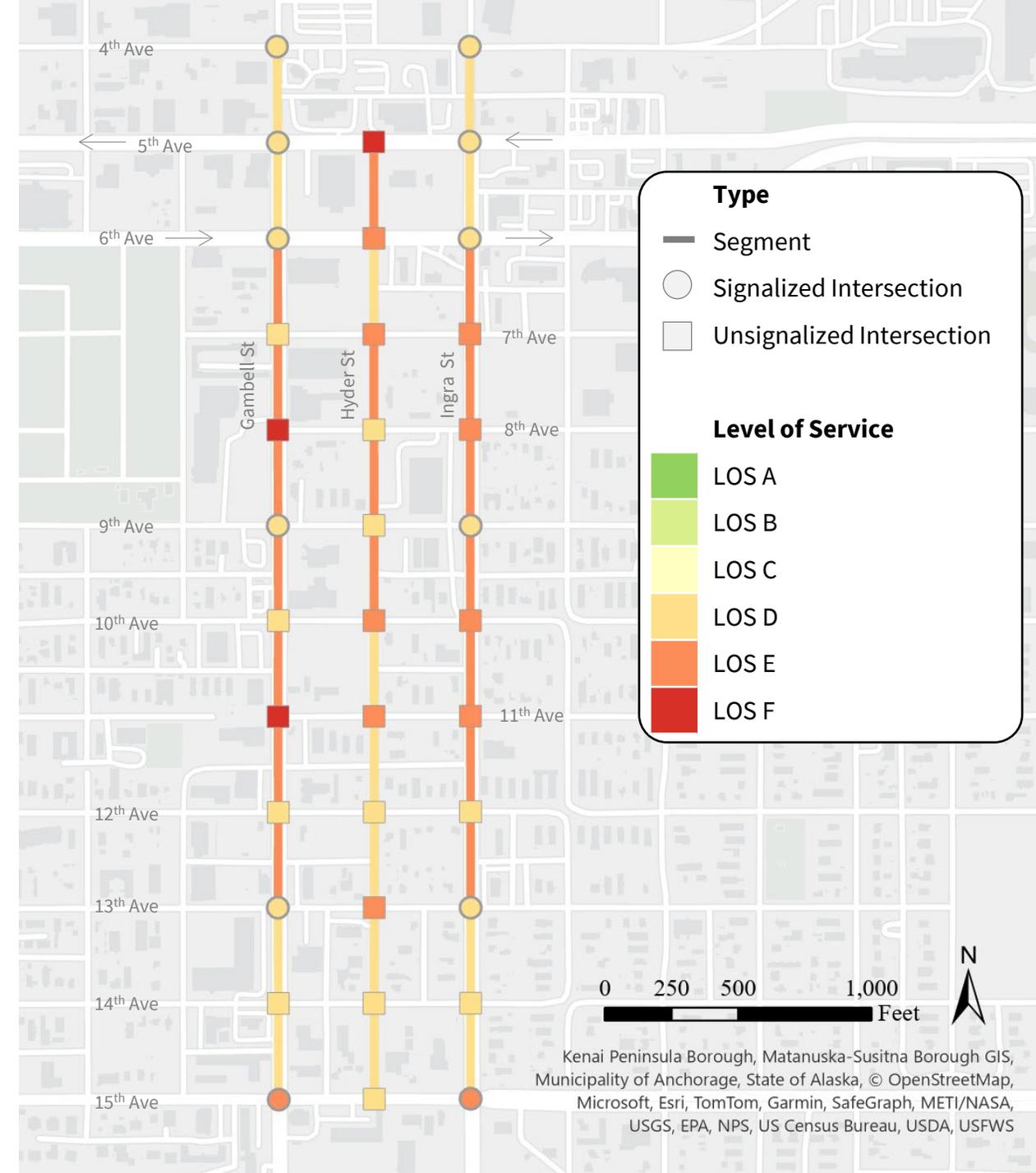


Level of Service	Pedestrians	Cyclists	Transit	Trucks	Cars
<b>A</b>	Provides the highest quality <i>experience</i> for a given mode				
<b>B</b>	Provides a high-quality <i>experience</i> for a given mode				
<b>C</b>	Provides a good-quality <i>experience</i> for a given mode				
<b>D</b>	Provides a moderate-quality <i>experience</i> for a given mode				
<b>E</b>	Provides just above the minimal targeted <i>standard</i> for a given mode				
<b>F</b>	Provides the minimal targeted <i>standard</i> for a given mode				

# Pedestrian LOS

## Measure Baseline Performance

Type	Measure
<b>Segment</b>	Pedestrian Facility Width
	Buffer Width / Snow Storage Space
	Distance between Controlled Crossings
	Posted Vehicle Speed
	Snow Maintenance
	Noise
<b>Signalized Intersection</b>	Enhanced Pedestrian Measures
	Average Effective Turning Radius
	Signal Cycle Length
	Number of Uncontrolled Conflicts
	Average Crossing Distance
	Presence of Marked Crossing
<b>Unsignalized Intersection</b>	Average Crossing Distance
	Marked Crossings
	Average Effective Turning Radius



1



<6 ft sidewalk is substandard for pedestrian facilities

3



No active mobility facilities on Hyder

2

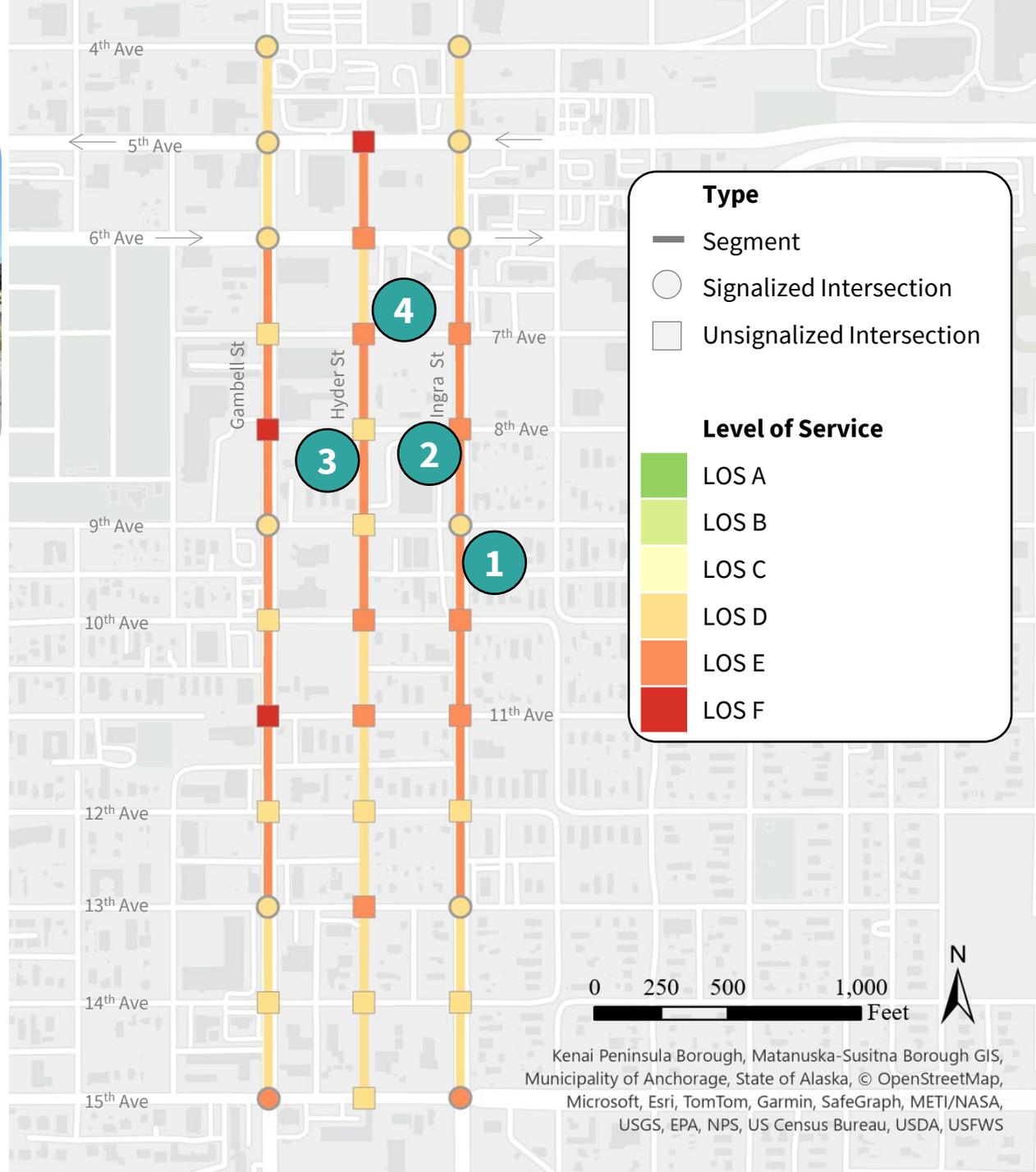


Long distance between controlled crossings and no marked crossings

4



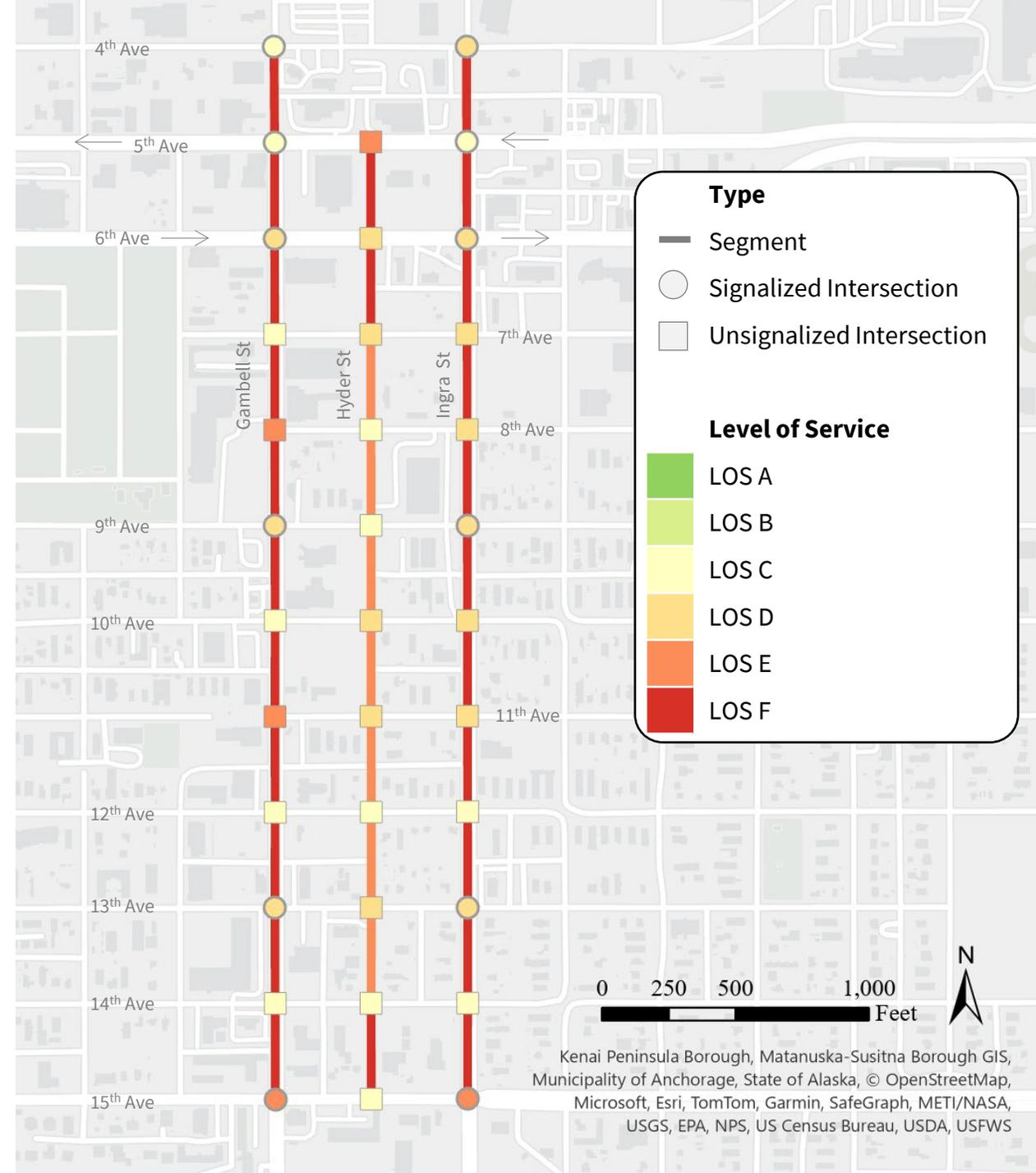
Overgrown bushes block entire sidewalk



# Bicycle LOS

## Measure Baseline Performance

Type	Measure
<b>Segment</b>	Bicycle Facility Width
	Buffer Width / Snow Storage Space
	Conflicts with Other Modes
	Level of Traffic Stress
	Noise
<b>Signalized Intersection</b>	Enhanced Bicycle Measures
	Average Effective Turning Radius
	Signal Cycle Length
	Number of Uncontrolled Conflicts
<b>Unsignalized Intersection</b>	Presence of Bicycle Facilities
	Requirement to Stop
	Average Effective Turning Radius



1

No bicycle lanes within project area, cyclists forced to use traffic lanes (LTS 4)

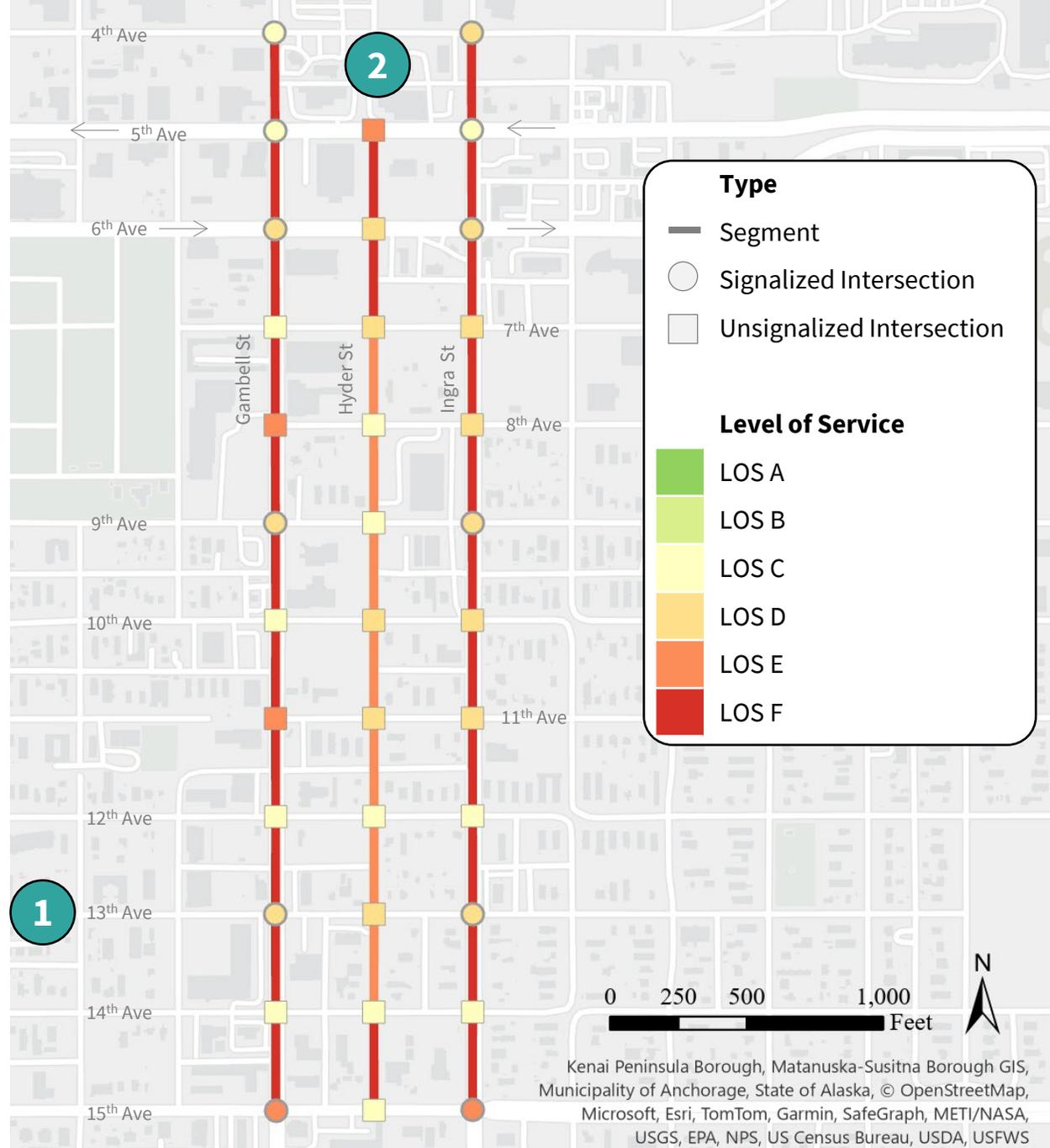


2

Private lot on Hyder creates discontinuity along corridor



1



# Transit LOS

## Measure Baseline Performance

Type	Measure
Segment	Transit Facility Type
	Transit Passenger Amenities
	Pedestrian Level of Service
Signalized Intersection	Transit Priority Measures
	Transit Movement Delay
	Pedestrian Level of Service
Unsignalized Intersection	Transit Movement Delay
	Pedestrian Level of Service

### Discussion questions:

- How would LOS change if new service or more stops were placed along the corridor?
- Are there specific locations with high boardings and poor sidewalk facilities? Do needed improvements align with baseline performance?

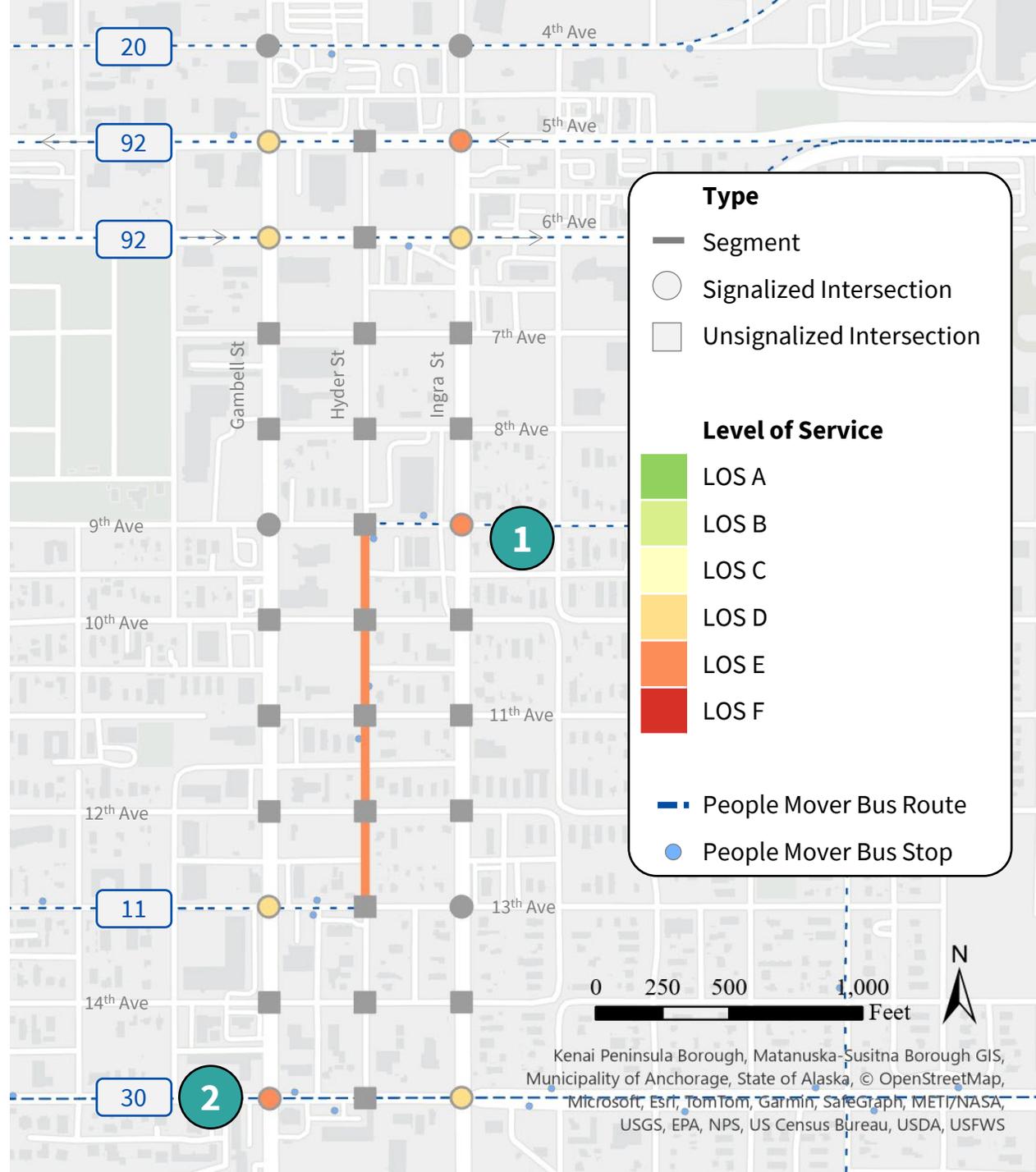




**1** People Mover Bus Stop on 9<sup>th</sup> Ave with no shelter



**2** People Mover Bus on 15<sup>th</sup> St



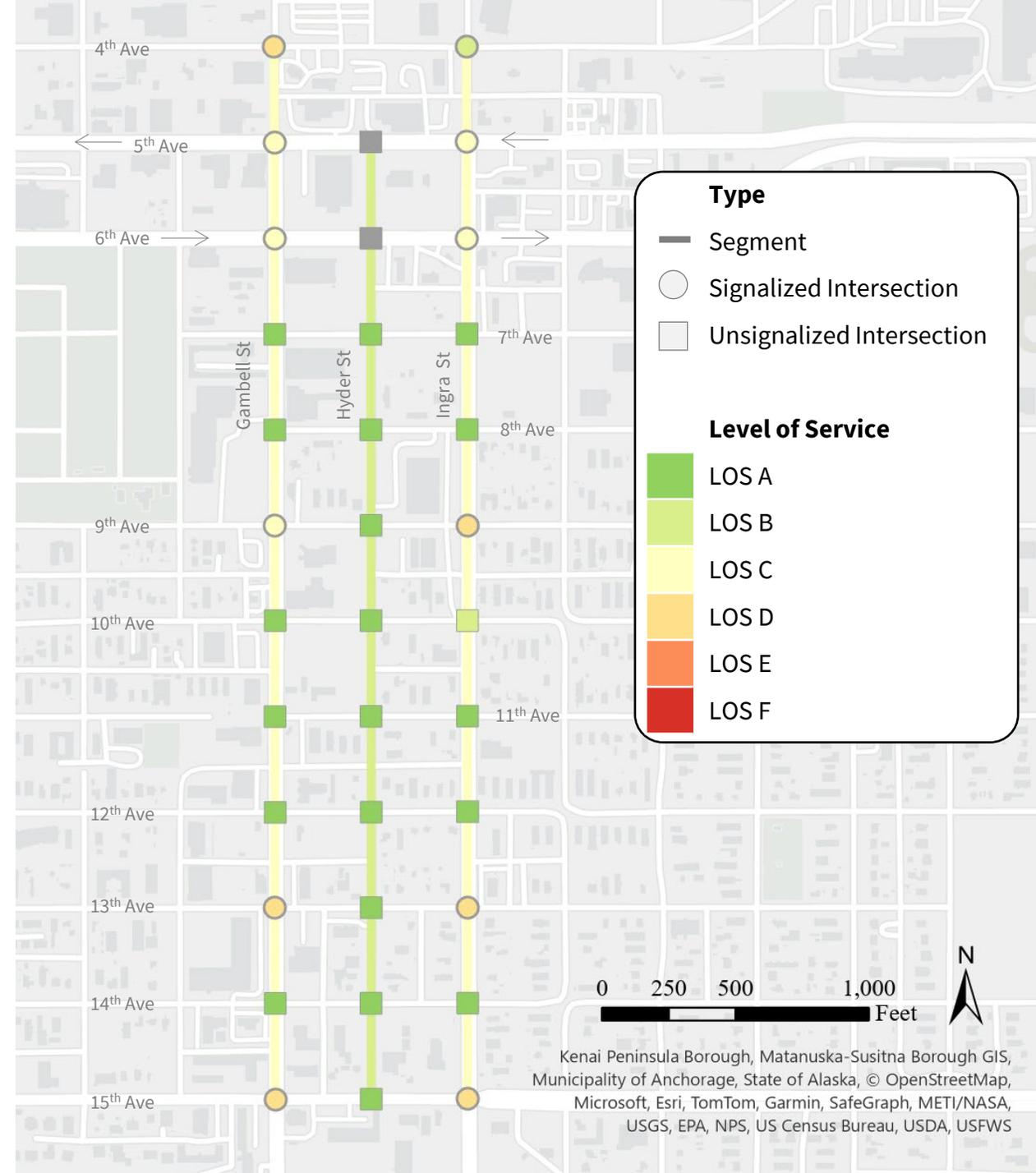
# Car LOS

## Measure Baseline Performance

Type	Measure
Segment	Mid-Block V/C ratio
	Curb Lane Conflicts
Signalized Intersection	Turning Movements with Dedicated Lanes
	Intersection Delay
Unsignalized Intersection	Intersection Delay

### Discussion questions:

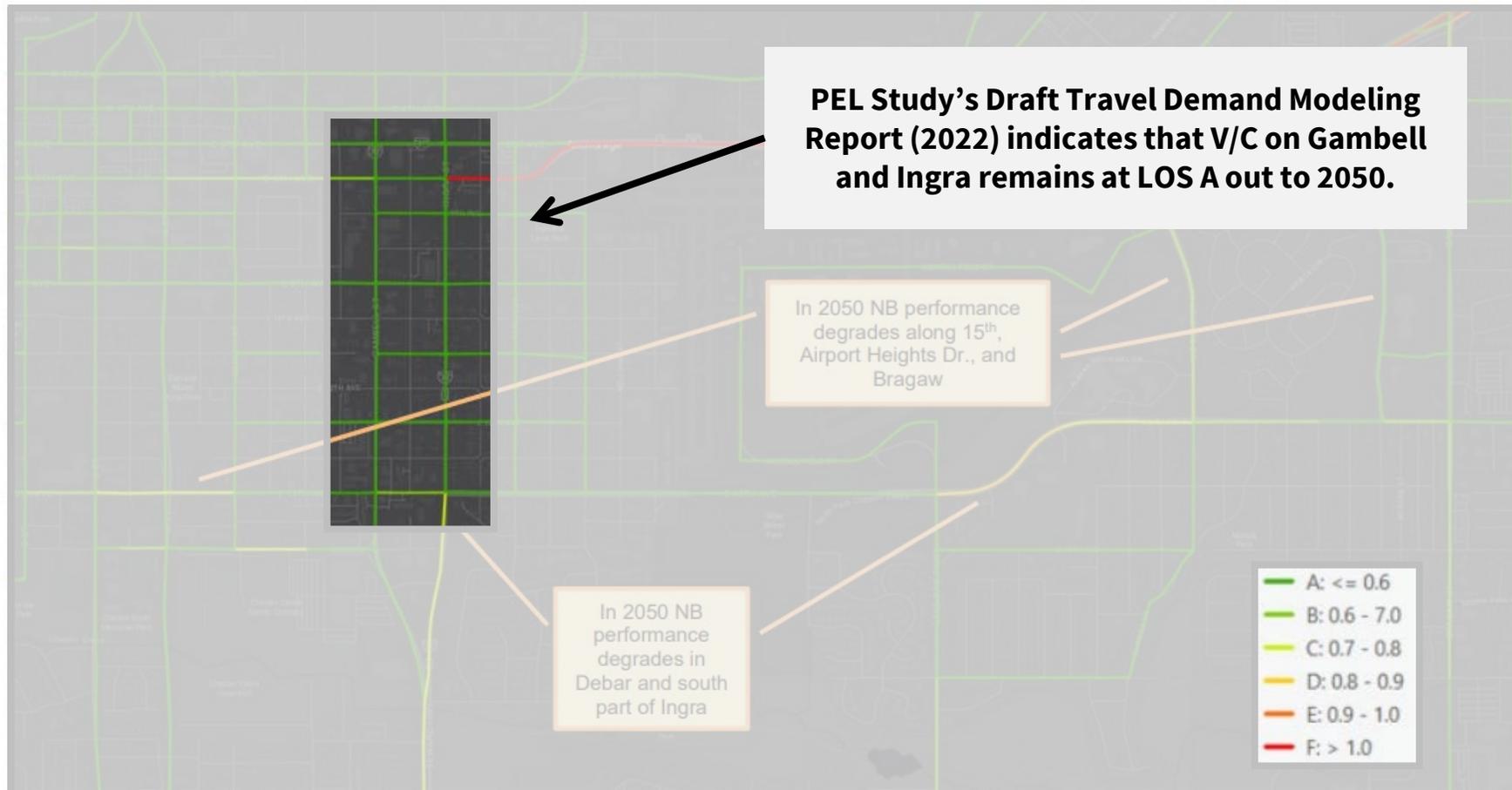
- What is the impact of curb lane conflicts (driveways, parking lots, side street access) on the baseline performance? How does this differ from typical LOS measurements that use only V/C?
- The corridor is timed to optimize through-movement. How could intersections be improved to give less preference to vehicles?



# Car LOS

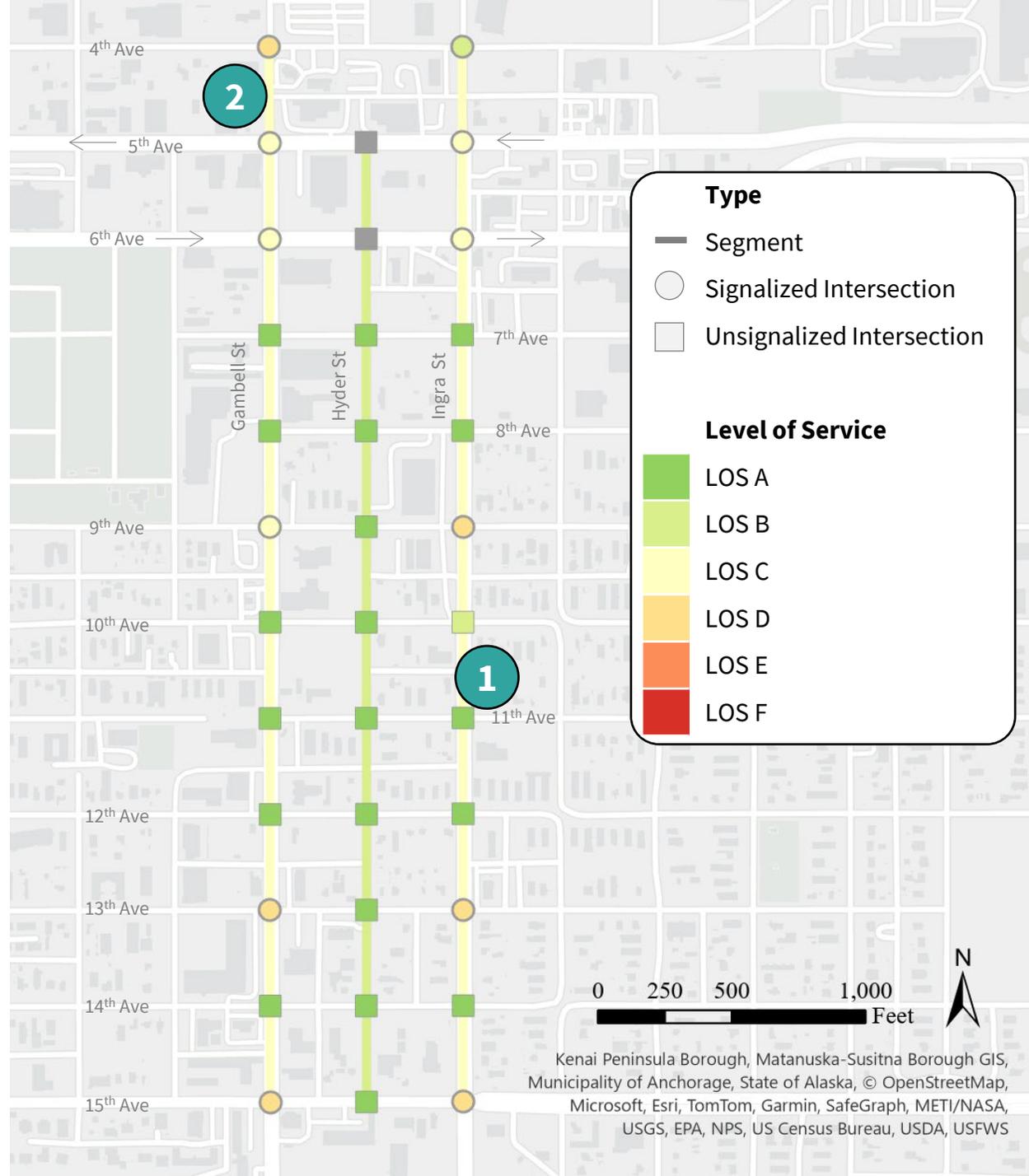
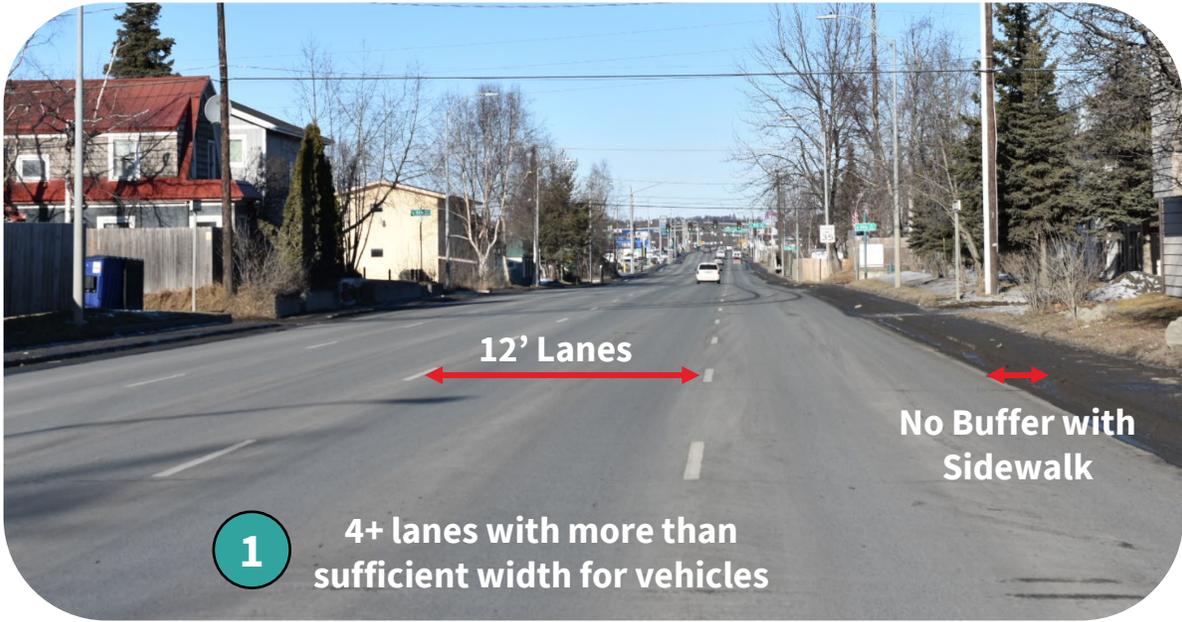
## Measure Baseline Performance

FIGURE 34: 2050 PM PEAK HOUR (5PM TO 6PM) FORECAST VOC IN SOUTH PART OF THE PROJECT AREA BY LOS



Grade-separated facilities mapped separately

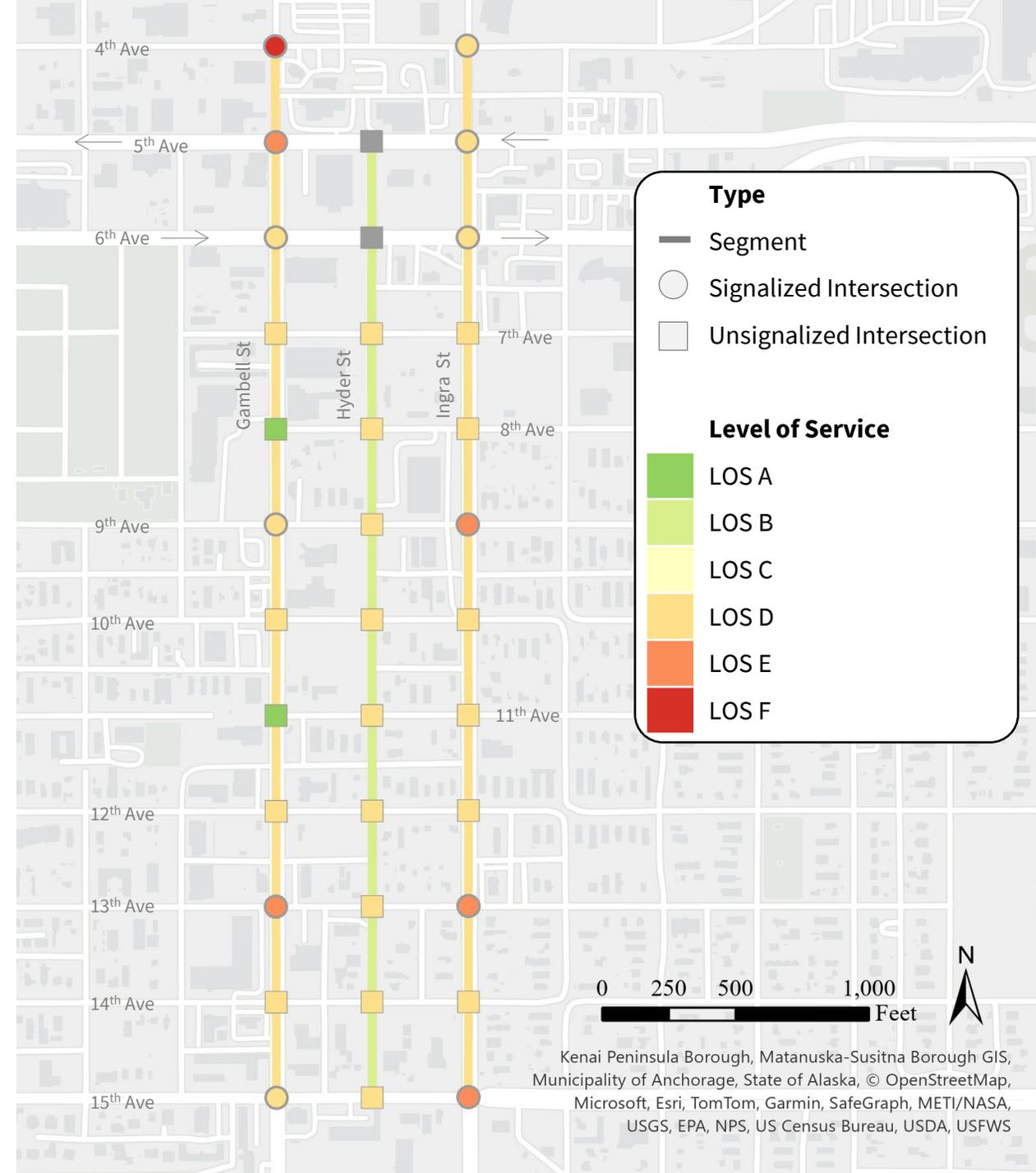
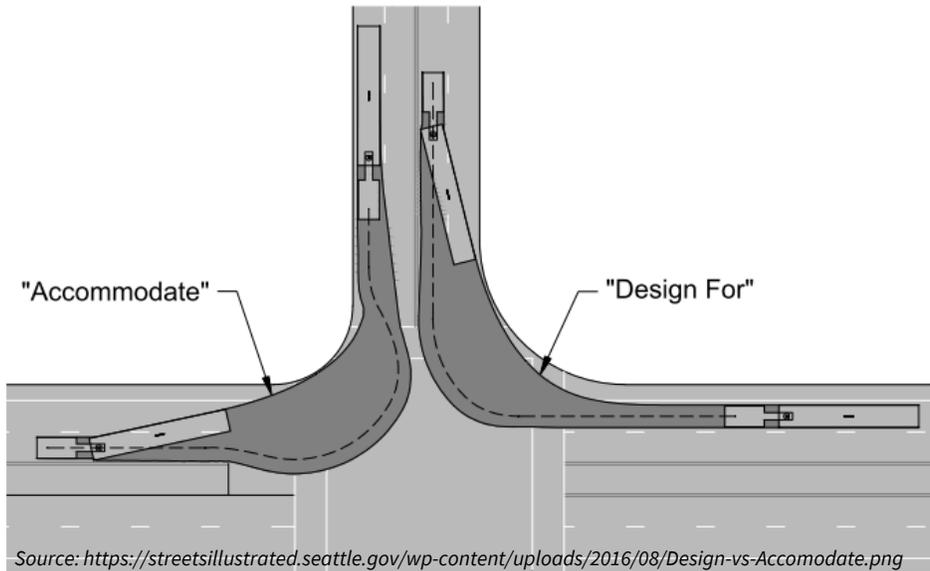
- Car LOS is traditionally measured as only the V/C ratio with focus on maximizing vehicle throughput
- The PEL Study used V/C for their future demand forecast, showing that the streets continue to operate at LOS A ( $\leq 0.6$ )
- This aligns with measured values from our MMLOS analysis:
  - Gambell = 0.18
  - Ingra = 0.23
  - Hyder = 0.35



# Truck LOS

## Measure Baseline Performance

Type	Measure
Segment	Width of the Curb Lane
	Car Level of Service
Signalized Intersection	Average Effective Turning Radius
	Car Level of Service
Unsignalized Intersection	Average Effective Turning Radius
	Car Level of Service





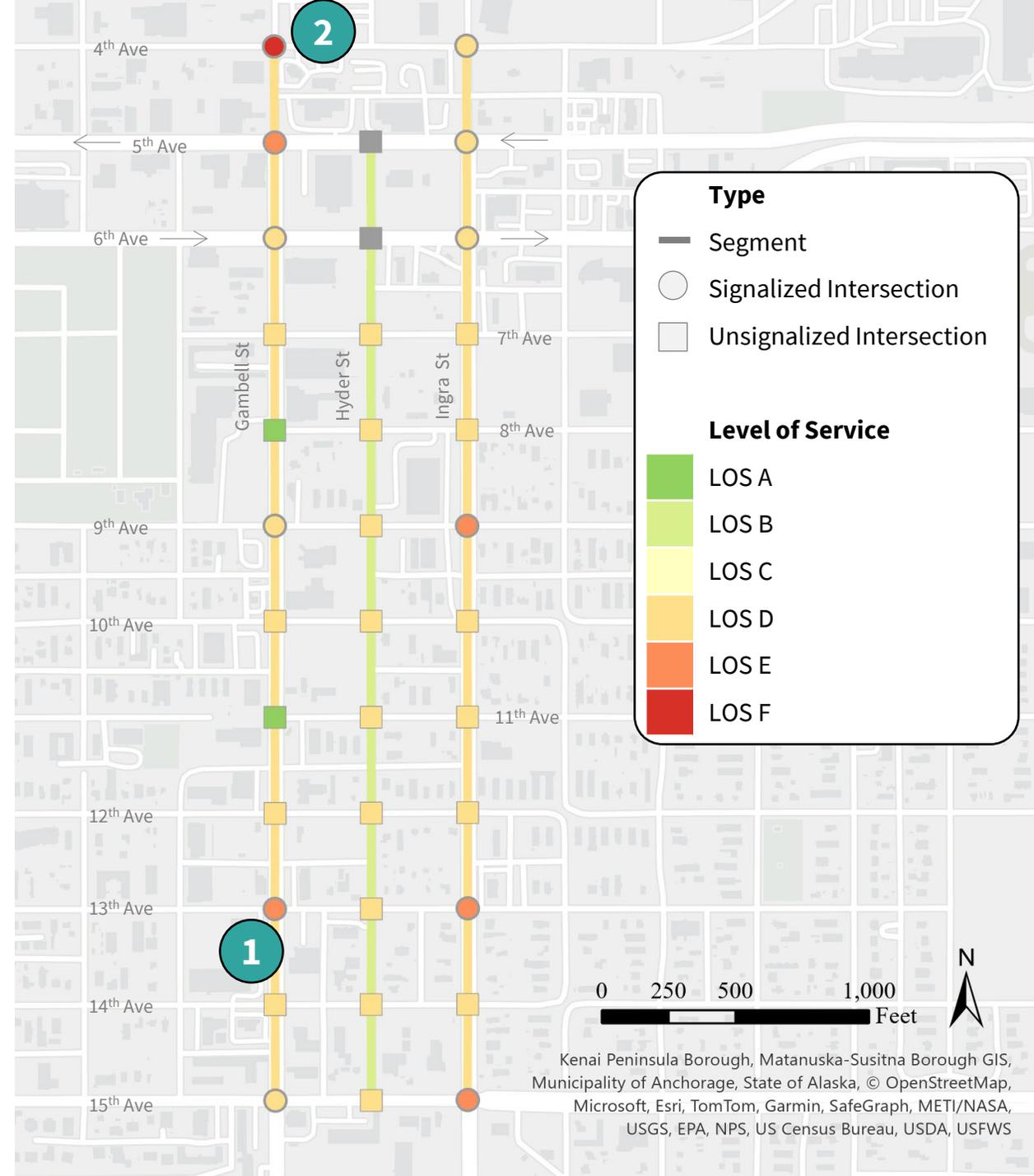
1

**Gambell St and Ingra St are on the State freight network**



2

**Wide turns and curb lanes are “designed for” trucks and enable vehicle movement over other modes**





# MMLOS Summary

## Assess Baseline Performance

	Mode	Recommended Target	Segment Average LOS		Intersection Average LOS	
GAMBELL	Pedestrians	C	E	X	D	X
	Bikes	C	F	X	D	X
	Transit	D	N/A	-	E	X
	Trucks	D	E	X	D	✓
	Cars	D	C	✓	B	✓

INGRA	Pedestrians	C	E	X	D	X
	Bikes	C	F	X	D	X
	Transit	D	N/A	-	E	X
	Trucks	D	E	X	D	✓
	Cars	D	C	✓	B	✓

HYDER	Pedestrians	D	D	✓	E	X
	Bikes	B	E	X	D	X
	Transit	D	E	X	N/A	-
	Trucks	D	B	✓	D	✓
	Cars	E	B	✓	A	✓

### Takeaways:

- Pedestrian and Bicycle infrastructure does not meet target LOS, indicating need for improvement along the entire corridor.
- Cars operate at or below the target LOS on all corridors. The streets provide ample capacity (low V/C) but curb lane conflicts are a safety concern and worsen LOS.
- The wide corridor on Hyder makes it more accommodating to Trucks. Narrow curb lanes on Gambell and Ingra are not designed for trucks.
- Additional information needed on transit vehicle delay to fully assess transit LOS. Service is already limited service in the project area.

### Discussion:

- How do the recommended target MMLOS score align with the existing condition?
- What targets should be set for the corridors in the future design?



# Conceptual Design

Reconnecting Fairview Corridor Plan

Task 6



# Task 6 Design Progress

## Conceptual design progress

- 1) Gambell Vision and Key Design Elements
- 2) Gambell Plan View Walkthrough
- 3) Hyder Cross Section
- 4) Hyder Southern Access Options
- 5) Improvements Toolbox
- 6) Winter & Summer Visualizations – Coming Soon

# Gambell Street Vision

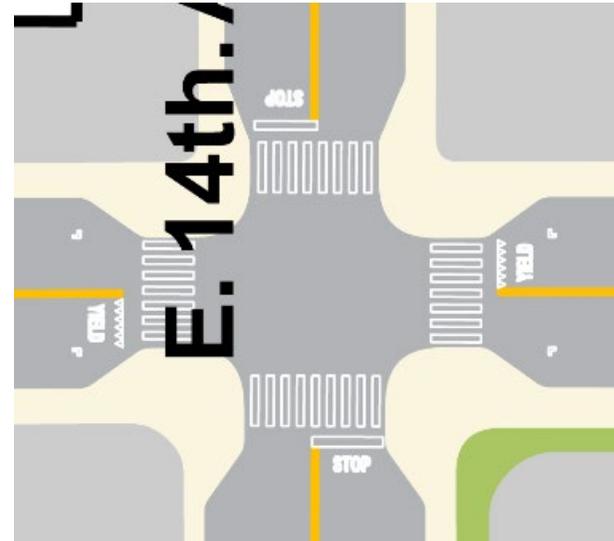
Gambell Street as a **vibrant main street** that prioritizes active modes and invites people to spend time in Fairview.



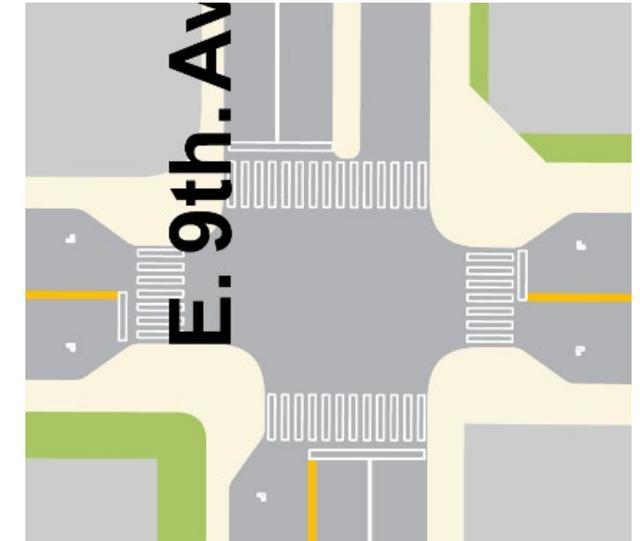
# Gambell Street Vision

## Key Design Elements:

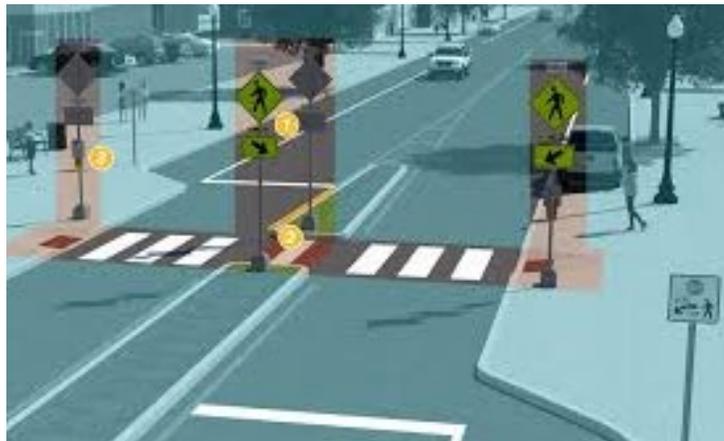
- Multimodal access and safety
  - Continental marked crossings, RRFBs, shorter crossing distances, wider sidewalks, sharrows
- Slower speeds
  - Lane reduction, vehicle parking lane, horizontal deflection, reduced turning radii



**Typical Unsignalized Intersection**



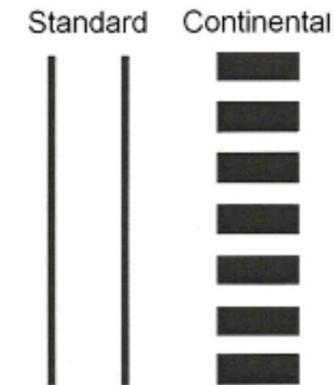
**Typical Signalized Intersection**



Source: State of Maryland



Source: Rutgers University



Source: FHWA R&T



Source: City of Chicago

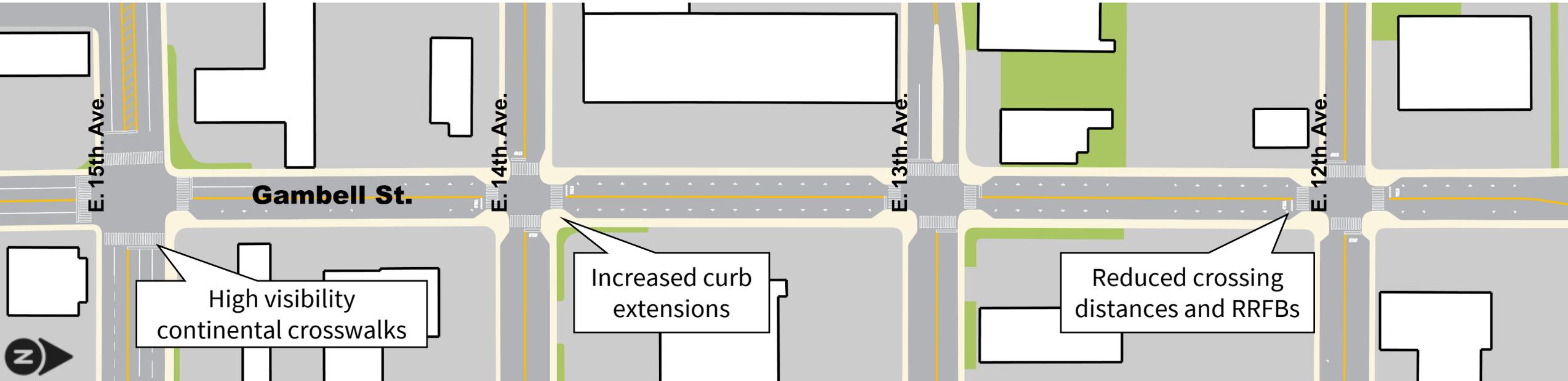
# Ex: Gambell Street (15<sup>th</sup> to 12<sup>th</sup>)

## Assumptions:

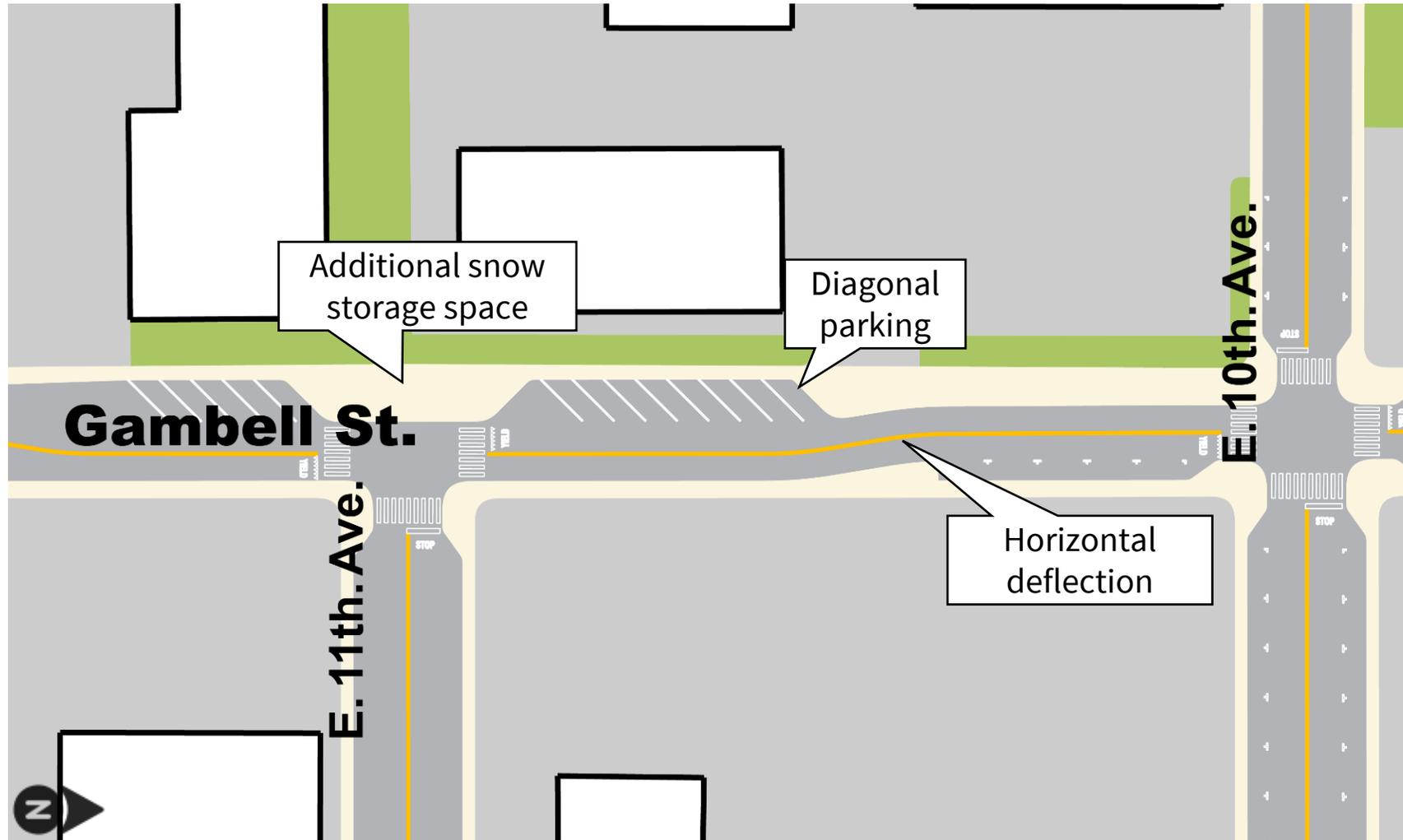
- Gambell continues as a two-way street south of 15<sup>th</sup>
- Maintain alignment MTP sidewalk and traffic calming improvements for 13<sup>th</sup>.

## Discussion:

- Feedback on design recommendations at each location



# Ex: Gambell Street (11<sup>th</sup> to 10<sup>th</sup>)



## Discussion:

- Feedback on horizontal deflection, angled parking, and traffic calming in general

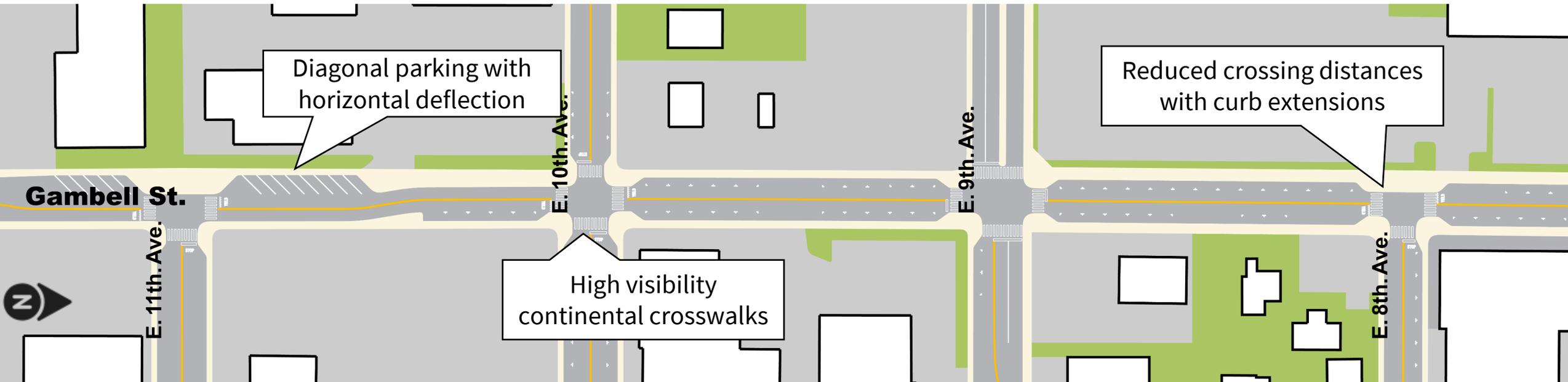
# Ex: Gambell Street (11<sup>th</sup> to 8<sup>th</sup>)

## Assumptions:

- Maintain alignment with MTP 10<sup>th</sup> Ave. crossing improvements

## Discussion:

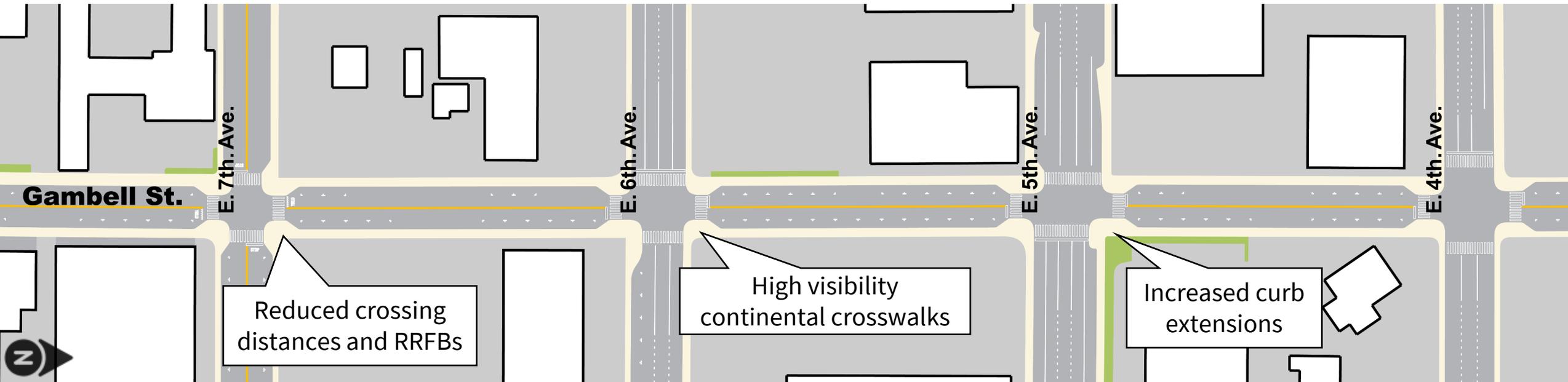
- Feedback on horizontal deflection in context; explore treatment at other locations along the corridor?



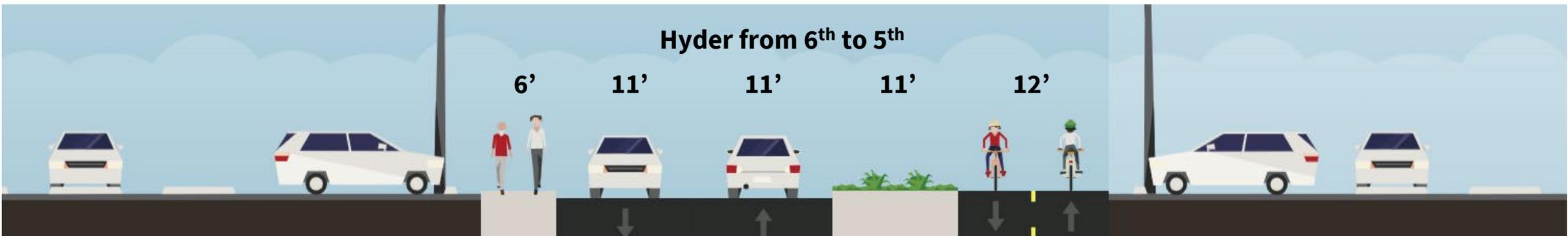
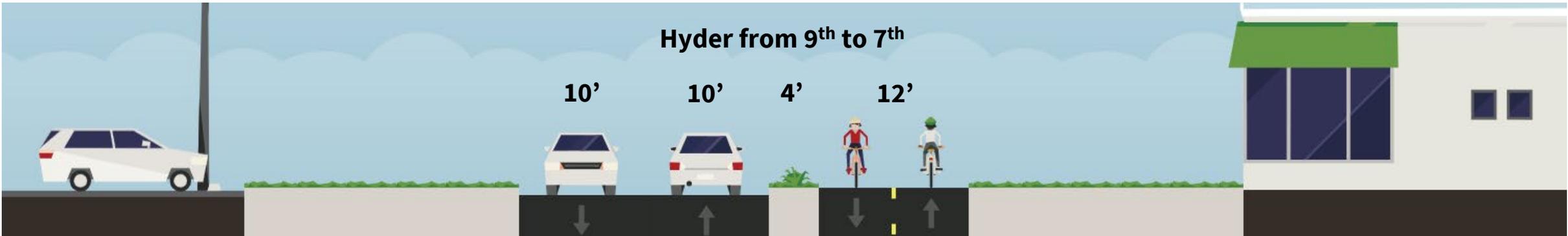
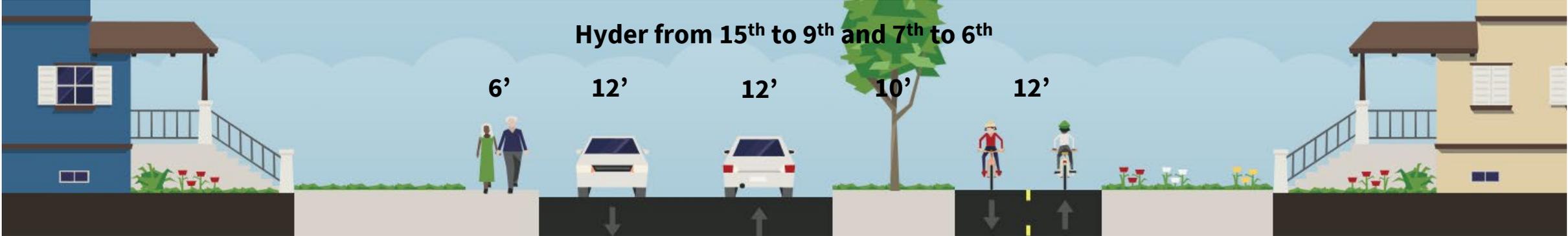
# Ex: Gambell Street (7<sup>th</sup> to 4<sup>th</sup>)

## Discussion:

- Confirm E/W 5<sup>th</sup> and 6<sup>th</sup> PEL alternatives status and how to incorporate into intersection design



# Hyder Pedestrian Boulevard Cross Sections

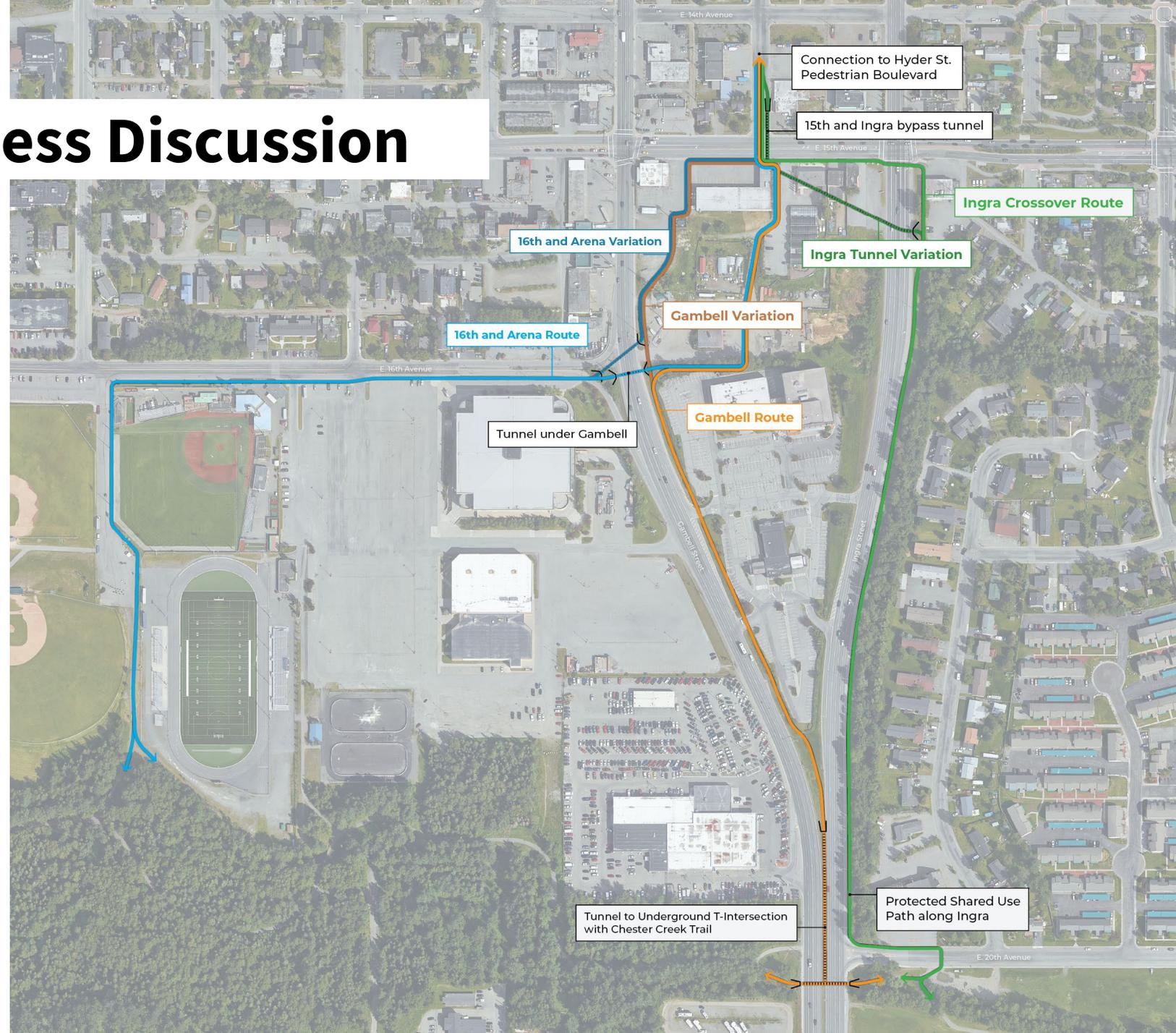


\*Building setbacks not to scale; cross sections created in Streetmix

# Hyder Southern Access Discussion

## Discussion:

- Compatibility with latest PEL alternatives
- Property easements / ROW acquisition needs
- Grade separation for user comfort and safety
- Cost / feasibility of implementation
- Proximity/connection to arena

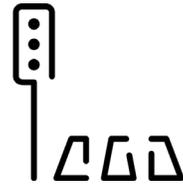


# Improvements Toolbox

Are there any missing from this list? Are there locations that come to mind?



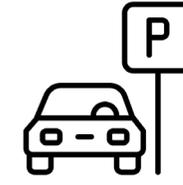
Lane  
reductions



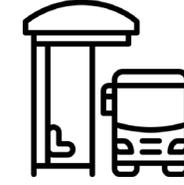
Traffic  
calming



Bike, walk,  
roll access



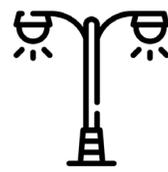
Parking



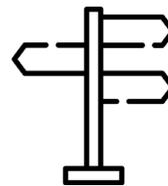
Transit  
infrastructure



Snow storage



Lighting



Wayfinding



Landscaping

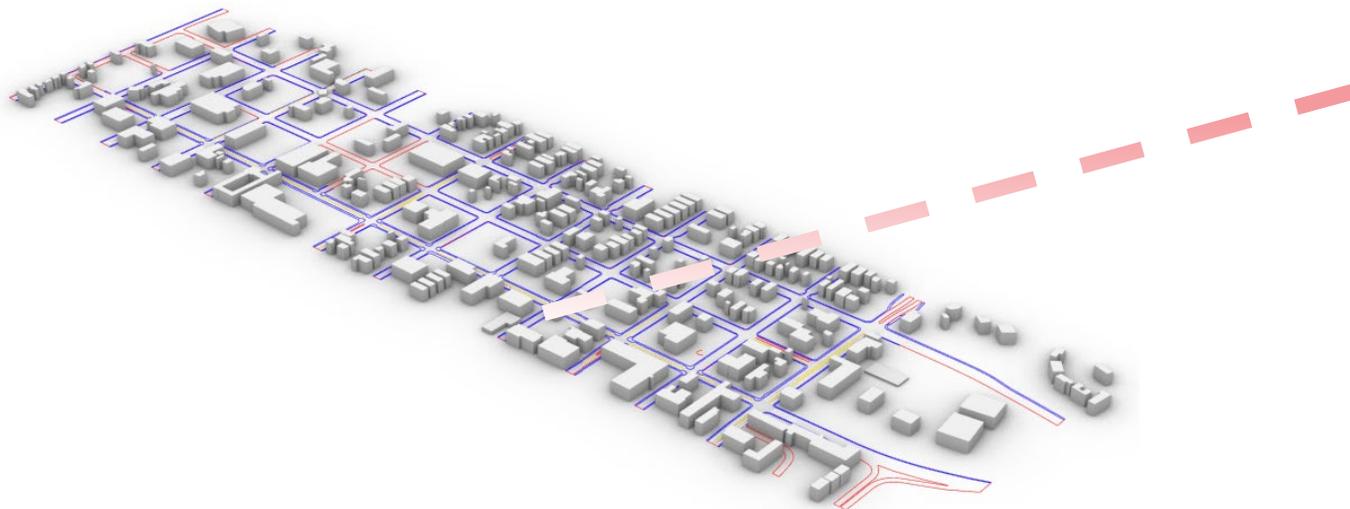


Site-specific  
placemaking

# Task 6 Design Process

## Conceptual design process

- 1) Establish spatial relationships with base model
- 2) Refine linework to match existing conditions
- 3) Amend linework to reflect design
- 4) Extrude elements into 3D
- 5) Export to other platforms to generate plans and renderings



**Example: Gambell at 12<sup>th</sup> Ave**

# Winter & Summer Visualizations

**Red = For Oct. Workshops**

**Blue = Future Focus**

Chester  
Creek / Arena  
/ Greenway  
connectivity



Gambell  
"Main Street"



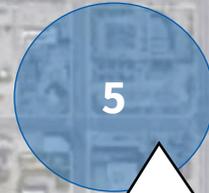
Interface w/ 9<sup>th</sup>  
& 10<sup>th</sup> MTP  
east-west  
traffic calming



Creek /  
Greenway  
connectivity



Interface w/ 13<sup>th</sup>  
MTP east-west  
traffic calming



Advance the MTP  
& PEL  
alternatives



# Key Next Steps

## Conceptual design process

- Vet conceptual designs with agency partners and community
- Solidify northern and southern Hyder Pedestrian Boulevard access points
- Integrate MMLoS findings and other metrics to inform prioritization / implementation priorities
- Define implementation framework
  - Implementing agency
  - Timeline
  - Potential funding
  - Considerations for next steps



# Schedule Lookahead

Reconnecting Fairview Corridor Plan

# Next Steps





**FAIRNESS**  
for FAIRVIEW  
*IT'S TIME.*



**NeighborWorks®** **ARUP**  
ALASKA

**Reconnecting Fairview Corridor Plan**

**Thank You!**

TAC #3 will be scheduled for Winter 2026,  
focused on Task 6 (Conceptual Design) and  
Task 7 (Implementation)

