

Section 1: Overview

Project Title: Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign

Project Location: Fairview neighborhood, Anchorage, Alaska, 99501

The Fairview Community Council (FVCC) and NeighborWorks Alaska (NWAK) are partnering on this project to conduct advanced planning activities for revitalization of East Downtown and the Fairview neighborhoods. The Reconnecting Fairview nomination utilizes a robust public engagement and community visioning process combined with important technical analysis to restore neighborhood unity, enhance year-round mobility, and achieve concurrence on a revitalization strategy for the currently physically fractured Fairview community.

The Fairview neighborhood in Anchorage, AK, has a high-speed highway couplet connection severing the neighborhood. The couplet has led to decades of disinvestment and causes safety and health risks to the disadvantaged community. The Alaska Department of Transportation and Public Facilities (AKDOT&PF) completed its first year of a Seward to Glenn Mobility Planning and Environmental Linkages (PEL) Study but is not responsive to the community. The PEL project prioritizes thru traffic and emphasizes vehicle level-of-service metrics. Our proposal seeks to restore balance by incorporating land use, non-motorized mobility, neighborhood connectivity, and economic development as priorities. This nomination strengthens the role of community voices and places a higher priority on quality urban design within a sub-arctic metropolitan area.

Project Goal: The Fairview community seeks to revitalize the Gambell/Ingra Corridor with economic analysis, traffic modeling, greenway design, and robust public engagement including civic dialogues and visualization processes. See Appendix A for a Logic Model and Timeline. The Reconnecting Fairview project includes the following strategies to re-envision a thriving neighborhood:

- 1) Objective 1: Lead public engagement activities to educate and engage residents and decision-makers on a positive future and to re-envision the highway infrastructure through Fairview to improve non-motorized mobility, safety, connectivity, and economic vibrancy.
- 2) Objective 2: Conduct advanced planning studies to assess options for down-sizing the highway couplet connection using the tools of non-motorized traffic modeling, Complete Streets and other alternative roadway design approaches that examine converting of Hyder Street into a Greenway Woonerf and converting Gambell and Ingra from four-lane Major Arterials to three-lane Boulevards.
- 3) Objective 3: Lead planning activities to advance neighborhood revitalization by developing locally driven land use and zoning reform including finalization of a resident-driven Form-Based Code Overlay Zone and associated Winter City Design Guidelines that promotes mixed-use development, restoration of economic vitality, an expanded housing supply and significant green spaces.

Neighborhood Disinvestment: Highway Couplet

Over 50 years ago, the State of Alaska converted local community streets to high-speed arterials, referred to as a highway couplet, connecting the New Seward A-3 and Glenn A-1 Highways through the Fairview neighborhood. The couplet now averages about 25,000 vehicle trips per day on each road.¹ This bifurcation created a two block wide “no-man’s land” between the two streets, turning the middle Hyder Street into a 10-block long community wasteland. The degradation of the neighborhood continues to this day.

In the early 2000s, AKDOT&PF advanced the Highway-to-Highway project with the recommendation for a cut-and-cover along the Hyder Street alignment. However, in 20 years no progress has occurred except for AKDOT&PF using state monies to purchase business and residential properties along the proposed project alignment, removing them from the tax rolls and eliminating their value to the community. The AKDOT&PF has not included the connection into the Statewide Transportation Improvement Program or its 10-year Capital Improvement Program. The uncertainty about the future of the corridor makes it difficult to obtain bank financing, and the few investments in the corridor have all been owner-financed.

Residents are apprehensive about how community leaders will address the environmental justice issues connected with current Seward-Glenn Mobility PEL Study.² Proposals to construct a wide, high-speed freeway through Fairview will only increase existing environmental injustices by increasing traffic volumes, particulates and emission of greenhouse gases. Transportation is the largest contributor to greenhouse gases in Anchorage. Low-income and minority residents are likely to be negatively affected on multiple sides through these actions. This project will empower residents to develop and advocate for the integration of neighborhood priorities into the PEL process and produce a more balanced future for the corridor.

Objective 1: Lead Public Engagement Activities to Re-envision the Couplet Corridor

The project team will lead public engagement activities to educate and engage residents and decision-makers to re-envision the highway infrastructure through the neighborhood for safety, connectivity, and economic vibrancy. Our efforts will build on the current progress achieved under the EPA’s Environmental Justice Grant and expand public engagement activities to include more of Fairview’s ethnically diverse residents and continue the process of weaving threads of common bonds throughout the many socio-economic groups. Efforts include:

- **Strategy 1.1:** Host public workshops to provide enhanced visualization of a re-connected Fairview as part of a vibrant urban core as a desirable end goal.
- **Strategy 1.2:** Focus Anchorage’s community-wide “Design Week” to re-imagine the Gambell-Ingra Corridor and engage residents in dialogues about the importance of urban design in the sub-arctic.

¹ See http://www.dot.alaska.gov/stwdplng/transdata/traffic_AADT_map.shtml

² See [Seward-Glenn Mobility PEL Study, sewardglennmobility.com](http://sewardglennmobility.com)

Objective 2: Conduct Planning Studies to Enhance Neighborhood Connectivity

The project team will include planning studies to assess the feasibility of retrofitting the highway couplet connection through non-motorized traffic modeling, alternative roadway and greenway designs, the project's impact on safety, and anticipated economic impacts and revitalization opportunities. Efforts include:

- Strategy 2.1: Conduct traffic modeling of person trips generated through mixed-use and urban core-friendly land use changes; develop a multi-modal level-of-service approach and identify the scale of non-motorized infrastructure needed to meet future demand. This will be achieved by build-out (including base-line surveys of local pedestrian and other non-motorized trips) of the Transit Module in the Anchorage Metropolitan Planning Organization's (MPO) TransCad traffic forecasting model. This will help resolve mobility uncertainties associated with converting the one-way, four-lane Gambell/Ingra Street high-speed arterial couplet to a one-way, three-lane Complete Streets moderate-speed Boulevard couplet.
- Strategy 2.2: Conduct an economic study to document a reasonable case for increased tax revenues due to certain strategic investments (such as rebalancing the Major Arterials and constructing a "missing link" in the Greenway system), through an economic assessment of changes in property values generated by implementing a multi-year revitalization strategy to re-connect the Fairview community and strengthen sense-of-place for the urban core.
- Strategy 2.3: Develop the Fairview Greenway design as a roadway alternative that represents an investment in green infrastructure via an urban core Bike/Ped Beltway that creates a unique urban amenity (Coastal Trail on the west, Chester Creek Greenbelt on the south, Ship Creek Greenbelt on the north and the Fairview Greenway along the Hyder Street alignment that re-defines what it means to live Downtown and benefits the entire Anchorage community.

Objective 3: Lead Planning Activities for Neighborhood Revitalization

The project team will lead planning activities to continue development of locally-driven and resident-produced land use and zoning reform, especially for housing supply and green spaces. This will be accomplished through an online administration of a Visual Preference Survey and in-person Design Workshops, culminating in a multi-day Design Charrette, with a goal of achieving the following:

- Strategy 3.1: Finalization of Fairview Form-Based Code Overlay Zone and associated Winter City Design Guidelines.
- Strategy 3.2: Finalization of Fairview Greenway Discussion Paper
- Strategy 3.3: Finalization of Fairview Innovation Area White Paper and advancement of the Fairview Community Fabrication Lab as an anchor tenant.

Section 2: Location & Map

Anchorage, Alaska, is the only major metropolitan area located in the sub-arctic (61 degrees North Latitude) on the North American continent. See Figure 1. The project is located within the eastern side of the urban core in the Fairview neighborhood, east of Downtown. See Figure 3 and Appendix B for more details.

The Fairview Community Council area has a population of approximately 7,918 individuals in 3,290 households, according to 2014-2018 American Community Survey (ACS) estimates. The 1.33 square mile community consists of Census Tracts 9.02, 10 and the western sections of Census Tracts 9.01 and 6. See Appendix B for the map. The study area of the Fairview neighborhood is shown below.



Figure 1: Location of Anchorage

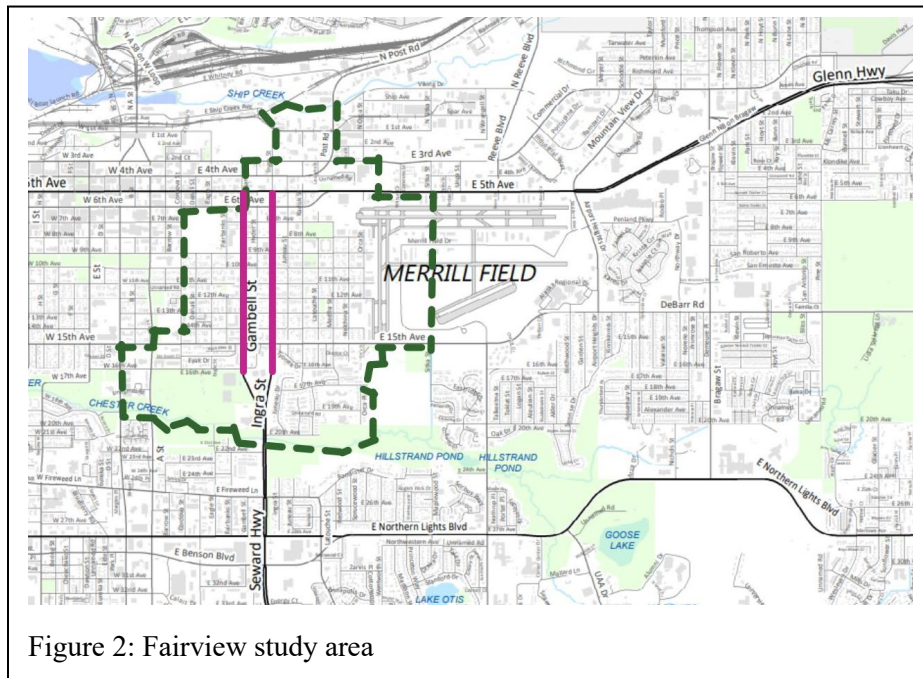


Figure 2: Fairview study area

Section 3: Response to Merit Criteria

#1: Equity, Environmental Justice, and Community Engagement

Equity: The Fairview neighborhood in Anchorage is a historically multi-racial community created through housing segregation policies and ongoing infrastructure decisions. People of color comprise a sizeable part of the population (62%) and 7% of the population is linguistically isolated. Nearly half of the population (47%) is low income and 15% of the population has less than a high school education—twice the state percentage. Eighty-four percent of occupied housing units are rentals.³

³ EJSCREEN ACS Summary Report

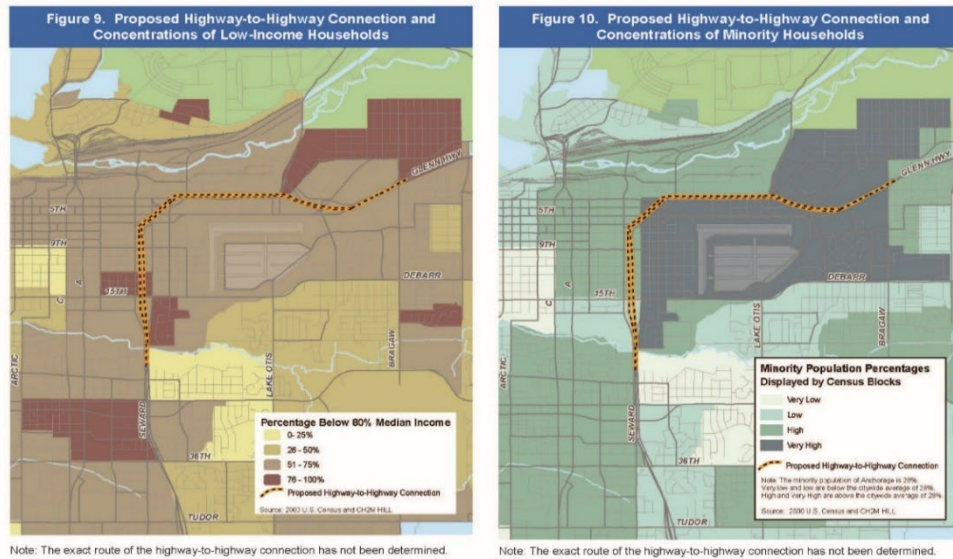


Figure 3: Highway connection overlaid with low-income and minority populations

The Fairview neighborhood is an area of high relative need regarding equity. In a recent health and equity analysis,⁴ factors were analyzed at a census-tract level for age, race, income, educational attainment, Limited English Proficiency, and access to a vehicle. Within Anchorage, the areas of “higher need” regarding equity also have more adverse health outcomes and behaviors. The health factors analyzed related to if what could be reduced, relieved, and/or prevented through increased walking and biking, including: obesity prevalence, coronary heart disease prevalence, leisure-time physical activity, cancer prevalence, diabetes prevalence, poor mental health prevalence, and asthma prevalence.

The Reconnecting Fairview initiative will develop a Community Participation Plan upon notice of award. It will lay out a process for facilitation of meaningful engagement in planning and design of a human centered approach. The document will describe how we intend to reach out to hard-to-access community members through culturally appropriate and innovative approaches including activities associated with development of the new Community Gardens on 14th and Ingraham along with volunteer opportunities connected to landscaping enhancements at East Chester Park (Ingraham and 20th Avenue). These may include childcare at public events, virtual and in-person platforms and multi-language translation and outreach. The Community Participation Plan will establish goals and measures for effectiveness.

Environmental Justice: The Fairview community has labored under the weight of past transportation decisions and the inordinate negative burdens placed on a predominantly low-income and ethnically diverse neighborhood. The creation of the Gambell/Ingraham Couplet drove a stake in the very heart of the Fairview community. Located along the highway corridors and bounded by the Merrill Airfield, Fairview residents experience higher levels of pollution than the rest of Anchorage. The affected area is in the 98th percentile in Alaska and 89th percentile in the

⁴ AMATS Non-Motorized Plan

United States for traffic proximity and volume.⁵ This is associated increased noise, decreased air quality (Fairview is in the 95-96th percentile in Alaska for NATA Diesel PM, NATA Air Toxics Cancer Risk, and the NATA Respiratory Hazard Index)⁶ and decreased pedestrian safety. Anchorage received a grade of F by the American Lung Association in their 2021 “State of the Air” report for short-term particle pollution (PM 2.5).⁷

Leaders in the greater Anchorage area saw Fairview as a convenient location for siting and placement of facilities and behavioral health services unwanted elsewhere in the community, including the second-largest correctional facility in Alaska and the state’s largest homeless emergency shelter. The increasing concentration of people with significant social and behavioral challenges resulted in businesses steadily leaving, real estate values dropping, and the community developing a reputation as an unsavory part of town. A case can be made that the uncertainty created by AKDOT&PF’s non-action on the Highway-to-Highway connection has contributed to this “ghettoization” of East Downtown and Fairview through depressed property values and help make the corridor attractive to cost-conscious non-profit social service organizations.

Community Engagement: The Fairview Community Council is leading efforts on this project, ensuring a resident-led initiative of and for the community. Robust public involvement will occur over a two-year time frame. The project team will hit the ground running by coordinating the Reconnecting Fairview initiative with current efforts strengthening the bonds of community. The project team is currently engaged in efforts to finalize administrative site control over two vacant lots owned by AKDOT&PF. The Department purchased two properties approximately ten years ago in preparation of constructing a depressed freeway along the Hyder Street alignment. The lots currently serve as dumping grounds for unwanted furniture and debris. The intent is to design, construct and operate the two lots as Community Gardens through commitments from several community partners to contribute to this community engagement effort. The team is also moving forward with beautification efforts at East Chester Park on East 20th Avenue this upcoming summer. Trees and log planter boxes will be installed through successful award of a 50/50 Challenge Grant from the Anchorage Parks Foundation.

These upcoming public improvement initiatives will be structured to educate neighborhood volunteers about the Reconnecting Fairview grant and solicitate their engaged participation in upcoming Corridor Design Workshops and cumulating Corridor Design Charrette. Grant funds will support social media actions and creative graphics celebrating our multiple cultures along with area-wide mailings of both civic improvement projects and how they are but small steps to achieving larger goals of a more livable and vibrant Fairview made whole again.

A citizen science project to count pedestrian and other non-motorized traffic⁸ in the Gambell/Ingra Corridor will supplement the traffic modeling that will be done by a technical

⁵ EJSCREEN Report

⁶ EJSCREEN Report

⁷ [Press Releases | American Lung Association](#)

⁸ The pedestrian and non-motorized traffic manual count will follow established methodologies. See, for example, this guide from the Minnesota Department of Transportation: <http://mndot.gov/research/reports/2017/201703.pdf>.

consultant. This project will be coordinated by the Project Team and will provide opportunities for a variety of community residents and business people to be engaged in co-production of scientific knowledge.

The FVCC seeks to use the grant funds to leverage continuing efforts to rebuild their community, reconnect their neighbors who have been forced into isolation due to Covid-19, and advance neighborhood-based climate, quality-of-life and air quality solutions through revitalization of a dense urban neighborhood with mixed-use and pedestrian-scaled development. The long-term vision is to create a more livable, pollutant-free urban environment where people are not forced into automobiles, but instead have access to local support services easily accessible via walking, biking and public transit in a relatively quiet urban environment. In order to achieve this vision, they know the importance of empowering more voices of positive change. They have a sound strategy of focusing energies on a select cohort group of community leaders (such as Samoan Chiefs, Church Pastors, Tribal leaders, etc.) and equipping them with new cognitive tools for leading during periods of significant change and uncertainty. These empowered local leaders will then be able to build support for the common vision within their own interest groups.

#2: Mobility and Community Connectivity

Mobility: Mobility, as the ability to move or be moved from place to place, is an important function of this highway couplet. However, rather than prioritizing regional mobility above pedestrian safety, economics, accessibility, and connectivity, the community would like to see mobility addressed in a way that improves the functioning of the corridor while addressing critical local needs. The Fairview Neighborhood Plan’s vision for this corridor includes accessibility and connectivity for multi-modal travelers, including those on foot, bike, scooter, stroller, or bus. These additional needs are not currently being addressed in the AKDOT&PF’s PEL process.

Community Connections: The highway couplet was designed and implemented knowing it would create a disconnected community. The “A Neighborhood Planning Program for Anchorage, Alaska” dated June 1965 and produced by the City of Anchorage Planning Department states on page 113: “Residents in the western part of Fairview expressed concern about the additional traffic would be generated by the proposed one-way Ingra-Gambell Couplet. Ingra Street has already become a ‘speedway’ for fast, non-stop traffic.” The lead narrative for Fairview states: “However, when the Ingra-Gambell Couplet goes into use, it will cut the neighborhood and create an island two blocks wide and ten blocks long.” This remains the case today. It is a dangerous place for pedestrians.

“Pedestrian Struck, Killed near Downtown Anchorage on Friday,” 3-05-2022

“Pedestrian dead after collision with Truck,” 11th and Gambell, 3-19-2022

“Two Pedestrians Struck in Vehicle/Pedestrian Collision at Gambell and 15th Sunday,” 3-22-2022

“Pedestrian struck by cargo van near downtown seriously injured, Anchorage Police say,” 3-24-2022

All above are headlines from local newspaper articles

This corridor currently serves as an important connection not only for the Glenn and Seward highways, but also for residents in Fairview and Downtown to the east and for local businesses

along the corridor. By focusing on the safety and connectivity for multi-modal users along the corridor, safe infrastructure can be designed and constructed that fully integrates and enhances the surrounding neighborhood character and land uses.

#3: Community-based Stewardship, Management, and Partnerships

Community-Based Stewardship: The Fairview Community Council motto is: “Fairview: Where People Make the Difference.” Fairview leaders are strong and passionate advocates for citizen participation in the public decision-making process.

The FVCC has a long record of success. In the early 1990s, the council was instrumental in advocating and implementing Defensible Space concepts in East Fairview and turning 15th Avenue into the city’s best example of a Complete Street. Grassroots efforts resulted in the development of the municipality’s only citizen-initiated Neighborhood Plan, adopted by the Municipal Assembly in 2014. The FVCC advocated for MPO funding of a Planning and Environmental Linkage (PEL) Study, which is now underway. Historic evidence indicates the needs of low-income and minority populations in Fairview will not be substantively addressed due to inherent bias in the decision-making institutions. There is a critical need for supplementary and independent resources in order to ensure local residents are informed of the implications of this large mega-project on the environment and public health. Residents will be empowered to make a positive difference through effective participation in the public involvement processes. This project will overcome the challenges of institutional bias and systemic injustice to empower community members skilled in effectively engaging with the public process.

Management: The Project Team consists of the Project Lead, Project Manager, and Research Coordinator. The Steering Committee, comprising the Project Team and other representatives from the FVCC and other community-based organizations serving the project area, will routinely monitor progress towards completion of grant-funded activities.

NeighborWorks Alaska’s Director of Community Engagement, Lindsey Hajduk, will serve as the Project Lead within NWAK and act as a liaison with FVCC. Lindsey has worked in the nonprofit sector for 14 years. Lindsey has served as a community organizer, coalition director, worked in philanthropy, and is now focused on community development work in four key neighborhoods, including Fairview. Additionally, Lindsey served as the president of her community council and is familiar with our local government processes to enact change. Lindsey received a Master in Community Development, Public Policy, and Practice in 2022. Lindsey will be working closely with the Project Manager based in Fairview.

The Project Manager is the current Council President, Allen Kemplen, AICP-CTP, who is a recently retired Senior Transportation Planner for AKDOT&PF. He has resided in the Fairview neighborhood for over 30 years and is an active presence in its revitalization. Allen has a Master of Public Administration and is a practicing Certified Planner with advanced certification in transportation planning. Allen represented the Fairview area for two terms as an elected State Representative. He has served as Project Manager on numerous complex planning projects during his professional career. He has served as Council Committee Chair for development of the Neighborhood Plan and the Form Based Code Zone Overlay. He led the effort on both the

Defensible Space and Complete Streets initiatives within the neighborhood. He is extremely qualified to manage this grant-funded project.

Sharon Chamard, Ph.D., a Professor of Justice at the University of Alaska Anchorage, a 19-year resident of Fairview, and active member of the Fairview Community Council, will serve as Research Coordinator and have primary responsibility for participant outcome surveys in community workshops, the Visual Preference Survey, and the citizen science pedestrian and non-motorized count. She has conducted several large-scale community surveys as well as those focused on more narrowly defined populations, and has led multiple community-based data collection efforts involving university students. She has experience with sampling, field data collection, designing survey instruments, administering surveys through a variety of methods, entering and analyzing data, and writing up results. She will also manage and take primary responsibility for reporting on the data collected by the FVCC regarding participation, contributions, partnerships and joint efforts.

Partnerships: The proposed project is a collaboration between NeighborWorks Alaska, a nonprofit Community Housing Development Organization, and the Fairview Community Council (See Appendix C). 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 FVCC is the official recognized voice of neighborhood residents since the formation of the unified Municipality of Anchorage in 1975.

This project will build off a currently funded Environmental Protection Agency's Environmental Justice Small Grant to this partnership, which includes citizen air monitoring along the highway couplet and public engagement. Led by a Steering Committee from representatives from both entities, NWAK serves as fiscal manager and provides project oversight, and the FVCC's primary role is to build partnerships to carry out the activities. The Reconnecting Fairview project is ready for immediate obligation upon grant award. Many of the key steps and action items are primed and ready for advanced planning work due to successful efforts at community engagement and issue identification occurring with the active EPA Environmental Justice Grant. The current community-based initiatives are scheduled to wind down in the Spring of 2023. Our intention is to maintain momentum and move into advanced planning (visualization, design workshops, technical analysis) and then into preliminary engineering and design of capital improvements. As such we anticipate a finalized negotiated contract agreement in the February-March 2023 timeframe with immediate implementation.

The Reconnecting Communities Grant will enable the project team to continue and expand their community facilitation efforts to include the Anchorage Downtown Partnership, Anchorage Economic Development Corporation (AEDC), Anchorage Senior Center, Anchorage Museum, Arts and Cultural groups, the Institute for Social and Economic Research (ISER) and Center for Community Engagement at the University of Alaska Anchorage, and others.

#4: Equitable Development and Shared Prosperity

Equitable Development: The Fairview Neighborhood Plan includes its first priority to include, “Transportation: Resolution of long-standing transportation system impacts...to enable the redevelopment of Gambell Street, amenities that would enhance the community and encourage investment.” Since then, residents have worked to integrate their vision into the Anchorage Land Use Plan 2040 to include a Gambell Street main street development and the Fairview Greenway. By establishing a new Vision for the Corridor that integrates land use and transportation, this project would strengthen connectivity for non-motorized users, clearly define a positive future for the corridor and revitalize businesses while improving safety, connectivity, and accessibility. Pedestrian safety and mixed-use development are additional priorities created within the plan’s vision and goals. The Corridor will be further enhanced through adoption of the Form-Based Code Overlay Zone that establishes an Innovation Area along the area of extensive disinvestment and be anchored by a Community Fabrication Lab. Convenient access to 3-D additive manufacturing capabilities will allow all residents to fully participate in the rapidly emerging Digital Economy.

Shared Prosperity: Community restoration and anti-displacement strategies are key features of this project. A significant highway widening project, which is the path the AKDOT&PF seems to be working toward, would displace numerous residents, rip a huge gash in the urban fabric, and destroy much-needed housing. A strategy to reduce the lanes and speed along the corridor would offer opportunity for more mixed-use development and investment, which has been stifled for decades. The community is also working to redevelop AKDOT&PF-owned properties that are vacant lots along the corridor to create local community gardens. This project will be implemented in Spring/Summer 2023. This will be part of a place-making strategy to include the activation of greenspace for residents and visitors, as well as integrating public art throughout the community.

Organizational Information

NeighborWorks® Alaska (NWAK) is dedicated to improving the quality of life for families and individuals by preserving homes, creating new housing opportunities and strengthening neighborhoods. Since 1981, we’ve worked to strengthen low-income neighborhoods by encouraging investments, building relationships, and marshalling resources for community benefit. NWAK will work in partnership with the Fairview Community Council (FVCC), recognized by the Municipality of Anchorage as the official voice of the neighborhood. FVCC membership is open to everyone over 16 years old who live, own real property, or own a business within the council boundaries, and is governed by an elected Executive Board. Currently, NWAK receives over \$2.6 million in federal grants, \$1.6 million in state grants, and over \$3 million in other grants. Many of these grant programs support our affordable housing and homeownership center. Our Community Engagement work is currently implementing over \$400,000 in grant-related work. Our staff are involved and familiar with various federal grant processes, fiscal guidelines, and reporting requirements. NWAK will partner closely with the Fairview Community Council (FVCC) to ensure this work is rooted through the residents we seek to help.

Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign

Appendix

Appendix A: Logic Model and Timeline

The intent of this project to empower and strengthen the ability of residents to be effective advocates for their interests during current and future times of uncertainty. Outputs and outcomes include production of an economic assessment to restore the existing highway couplet to a main street, non-motorized transportation analysis, and design of alternate roadway designs for the corridor. Additional outputs and outcomes include increased involvement of community members in the community council, engagement of residents in the trainings, improved understanding by residents of the effects of major transportation infrastructures on air quality and individual/community health, and increased engagement by residents in public processes regarding transportation.

Goal	The Fairview community seeks to revitalize the Gambell/Ingra Corridor with economic analysis, traffic modeling, greenway design, and robust public engagement including civic dialogues and visualization processes.									
Activities	Description	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	
Objective 1	Lead Public Engagement Activities to Re-envision the Couplet Corridor									
Strategy 1.1	Host public workshops to provide enhanced visualization of a re-connected Fairview as part of a vibrant urban core as a desirable end goal									
Activity 1.1a	Develop workshop materials and website content									
Activity 1.1b	Create Community Participation Plan and revisions									
Activity 1.1c	Build partnerships with hard to reach communities									
Activity 1.1d	Host visualization and community workshops (mailing, childcare, and participant support)									
Strategy 1.2	Focus Anchorage’s “Design Week” to engage residents in a dialogue about the importance of urban design in the sub-arctic.									
Activity 1.2a	Convene partners to develop Design Week purpose and processes									
Activity 1.2b	Host Design Week with focus on Fairview revitalization									
Objective 2	Conduct Planning Studies to Enhance Neighborhood Connectivity									
Strategy 2.1	Conduct traffic modeling; develop a multi-modal level-of-service approach and identify the scale of non-motorized infrastructure									
Activity 2.1a	Conduct traffic modeling study									
Activity 2.1b	Conduct citizen science pedestrian and non-motorized traffic count									
Activity 2.1c	Develop materials and present to community partners and leaders									
Strategy 2.2	Conduct an economic study for increased tax revenues due to certain strategic investments through an economic assessment									
Activity 2.2a	Conduct economic assessment									

Activity 2.2b	Develop materials and present to community partners and leaders								
Strategy 2.3	Develop Fairview Greenway design as roadway alternative								
Activity 2.3a	Conduct Greenway design, in conjunction with Design Week								
Activity 2.3b	Conduct public engagement and reporting for final design								
Objective3	Lead Planning Activities for Neighborhood Revitalization								
Strategy 3.1	Finalize the Fairview Form-Based Code Overlay Zone and associated Winter City Design Guidelines								
Activity 3.1a	Convene partners to develop strategy around zoning and guidelines								
Activity 3.1b	Finalize both documents								
Activity 3.1c	Advocate for passage and adoption by assembly								
Strategy 3.2	Finalize the Fairview Greenway Discussion Paper								
Activity 3.2a	Develop conceptual designs for Greenway, road diet, woonerf								
Activity 3.2b	Conduct public engagement and reporting for final designs								
Strategy 3.3	Finalize the Fairview Innovation Area White Paper and Fairview Community Fabrication Lab								
Activity 3.3a	Conduct Innovation Area analysis: feasibility, economic impact, fab lab								
Activity 3.3b	Conduct public engagement and reporting for development and final reports								
Activity 3.3c	Prepare draft Financing Strategy to fund Implementation								

Appendix B: Study Area Map

The project will identify and evaluate improvements needed on the Gambell/Ingra Street highway couplet connecting the Seward and Glenn highways. The study area of the Fairview neighborhood is shown below.

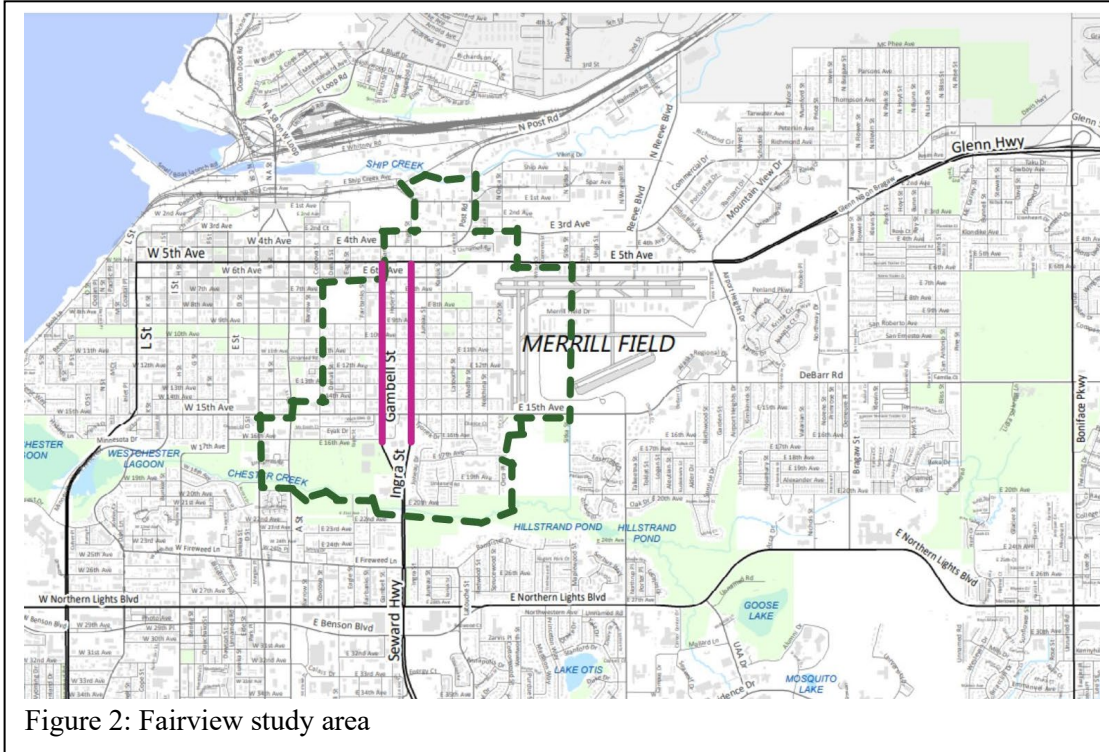


Figure 2: Fairview study area

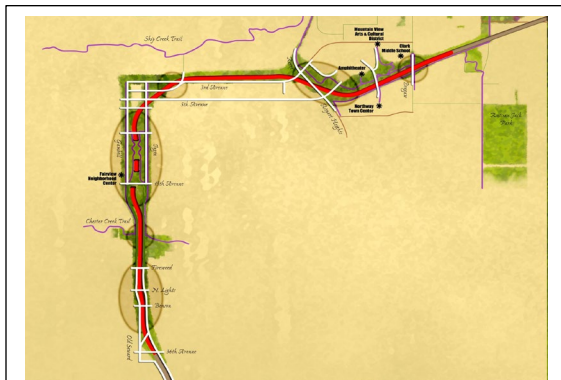


Figure 4: Seward to Glenn Freeway Route (Proposed)



Figure 5: Aerial of Gambell-Ingra Corridor (Existing)

Appendix C: Memorandum of Agreement for Joint Application



MEMORANDUM OF AGREEMENT

Between: Fairview Community Council
1057 Fireweed Lane, Anchorage, AK 99517
www.fairviewcommunity.org
www.FairviewAK.org

And: Anchorage Neighborhood Housing Services, Inc. (ANHS) dba NeighborWorks Alaska
2515 A Street, Anchorage AK 99503
www.nwalaska.org

Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign

The Fairview Community Council ("FVCC") and Anchorage Neighborhood Housing Services, Inc., dba NeighborWorks Alaska ("NWAK") hereby sign a Memorandum of Agreement (MOA) effective October 13, 2022, to December 31, 2025.

Commitment: FVCC and ANHS commit to working in partnership for the Reconnecting Communities Pilot (RCP) discretionary grant program project called, "Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign." The application details the purpose of the project goals, objectives, strategies and activities. This MOA serves as a letter of commitment for roles and responsibilities for each organization.

Project Leads: The parties agree that if there is a change regarding the contact information, the party making the change will immediately notify the other party in writing of such change.

For NWAK:

- Lindsey Hajduk, Director of Community Engagement, (907) 677-8433, lhajduk@nwalaska.org

For FVCC:

- Allen Kemplen, AICP-CTP, President, 907-947-0226, president@fairviewcommunity.org

FVCC will:

- Serve as the resident-led organization based in the Fairview neighborhood providing strategic guidance and direction for this project.
- Build partnerships and carry out on-the-ground activities in the neighborhood through the leadership of a Project Manager and Research Coordinator and local community members.
- Maintain consistent communication between NWAK regarding issues, activities, and goals of the project, as well as collaborating for needs and services.

1



2515 A Street, Anchorage, AK 99503

p. 907.677.8490

f. 907.677.8450

www.nwalaska.org



NWAK will:

- Serve as the lead organization with a "Project Lead" by the Director of Community Engagement, responsible for managing the overall Reconnecting Fairview project, including the solicitation, communication, and finalization of contractors; coordination with partner organizations and residents committee; and coordination and communication with FVCC team; and implementation and evaluation of the project.
- Serve as the fiscal sponsor for the project, including all financial management, reimbursement, and reporting to the U.S. Department of Transportation.
- Lead all reporting requirements to the U.S. Department of Transportation.
- Work with implementation partners and consultants for all aspects of the project.

Indemnifications

- It is agreed that FVCC shall defend, hold harmless and indemnify NWAK, its officers and/or employees from any and all claims which arise out of terms and conditions of this Agreement and which result from the negligent acts or omissions of NWAK, its officers and/or employees.
- It is agreed NWAK shall defend, hold harmless and indemnify FVCC and its officers from any and all claims which arise out of the terms and conditions of this Agreement and which result from the negligent acts or omissions of FVCC and its officers.

Duration of the Agreement: The duration of the activities contemplated by this MOA is from October 13, 2022, to December 31, 2025, and may be extended or amended at any time through mutual written agreement of each Party. Either Party may terminate the services referenced in this MOA with thirty (30) days written notice. The Parties may terminate this contract without prior notice in the event of willful negligence or actions by either Party that endanger clients or management.

The MOA is not effective until fully executed by both Parties, but will be retroactive to the commencement of the work described. All terms and conditions of the MOA between the Parties remain in effect, unless modified by addenda.

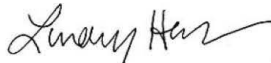
The undersigned individuals executing this MOA represent and warrant they are fully authorized to do so and bind the respective Party for the purposes provided in the MOA.

The terms of this MOA are hereby accepted.



Allen Kemplen
President
Fairview Community Council

10-13-2022
Date



Lindsey Hajduk
Director of Community Engagement
NeighborWorks Alaska

10/13/22
Date



Appendix D: Fairview Reference Documents

This project refers to a number of local resources and projects, all of which can be found at the website: <https://fairviewak.org/>

These include:

- Fairview Community Council (FVCC): **Planning and Environmental Linkages (PEL) Resolution 2022-01**
- Fairview Innovation Area: **White Paper Draft February 2021**
- FVCC **Form-Based Code Overlay Zone Winter City Guidelines March 2019**
- Fairview Design Initiative: **Fairview Design Initiative presentation**
- Fairview Design Initiative: **Visual Preference Survey Results**
- FVCC **Form-Based Code Overlay Zone March 2019**
- FVCC **Fairview Neighborhood Plan Sept. 2014**
- Fairview Business Association: **Gambell Street Redevelopment and Implementation Plan July 2013**
- Fairview Greenway report: **Closing the Loop**
- Fairview Fabrication Lab: **Fab Lab Presentation**
- Fairview Community Gardens: **Fairview Gardens Site Designs**