

CONNECTING OUR URBAN NEIGHBORHOODS

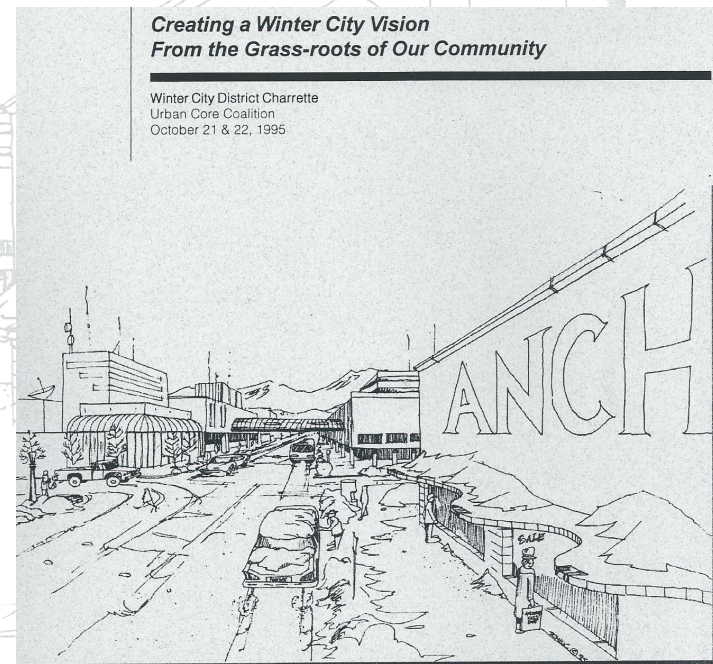
FAIRVIEW GREENWAY

An investment to revitalize the eastern side of Anchorage's urban core.

The Fairview Greenway makes a significant contribution to the revitalization of the Fairview community, East Downtown and brings the urban neighborhoods together. It was identified as a goal as far back as 1995 in a Winter City District Design Charette. The Fairview Greenway represents an over-due investment in the public realm of the economically depressed Gambell/Ingra Street corridor. Such investments are typically perceived favorably by private capital markets as they constitute a valuable public amenity considered of high value by real estate developers.

"Vision empowers one to bridge the gap between imagination and reality"

Of particular note is that the project "Closes the Loop" and creates a pedestrian/bicycle greenway trail around the entire urban core of our Winter City. Such a unique public amenity will stand out as an attractive feature contributing to a strong sense-of-place. The project represents an investment benefiting the entire urban core area.



Creating a Winter City Vision From the Grass-roots of Our Community

The proposed project is identified in the 2040 Anchorage Land Use Plan and included in an upcoming amendment to the Fairview Neighborhood Plan. The project constitutes a missing element in Anchorage's green infrastructure. It connects the existing Chester Creek, Coastal and Ship Creek greenway trails with a new greenway within the Hyder Street right-of-way. Hyder Street is transformed from a wide, asphalt wasteland into a "woonerf" style pedestrian street for most of its length from 15th Avenue to 3rd Avenue. The Fairview Greenway then winds around the old Native Hospital site and connects up to the Coastal and Ship Creek Trails.

PHASING

- Phase 1 constitutes construction of a separated pathway along the east side of Ingra Street north of 20th Avenue to 15th Avenue where it connects with an existing 15th Avenue trail. Approximately 200 feet south of 15th the Greenway takes advantage of topography and goes under Ingra Street via an enhanced ped/bike tunnel. Emerging on the west side, the trail heads in a northwesterly direction where it goes under 15th Avenue in another enhanced tunnel and emerging at the surface of Hyder Street. See Figure 1.
- Phase 2 converts Hyder Street from 15th Avenue to 9th Avenue into a pedestrian street modeled on the "woonerf" approach. The emphasis shifts from a street designed primarily for vehicles to a street designed for the lower speeds of bikes and pedestrians. Vehicles may still use the space but at a much lower speed while giving primacy to the non-motorized user.

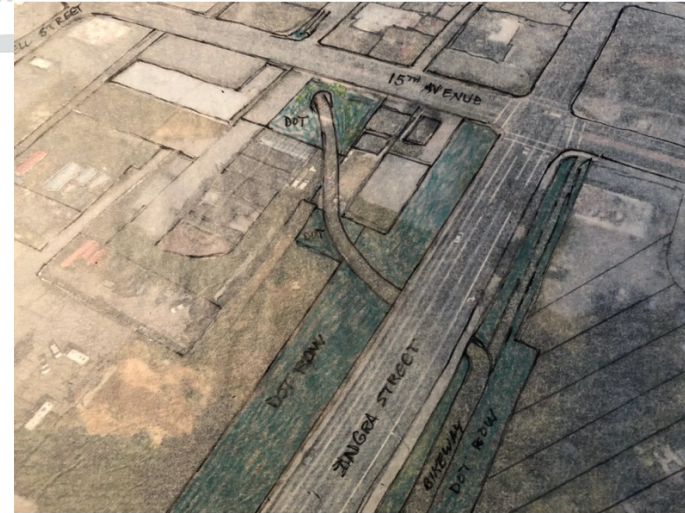


Figure 1

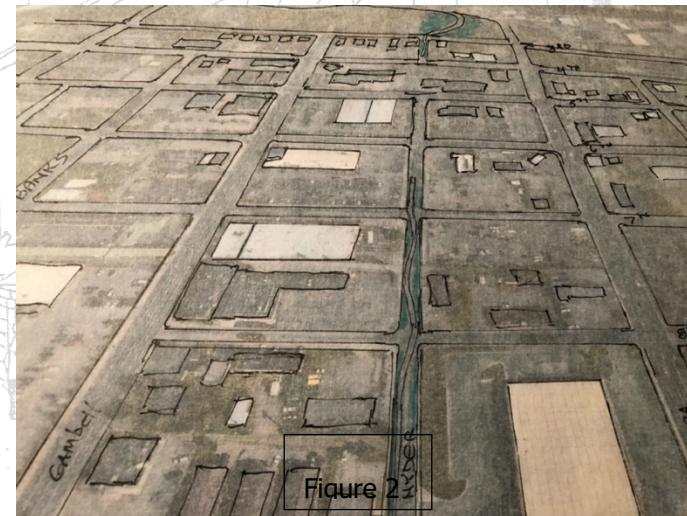
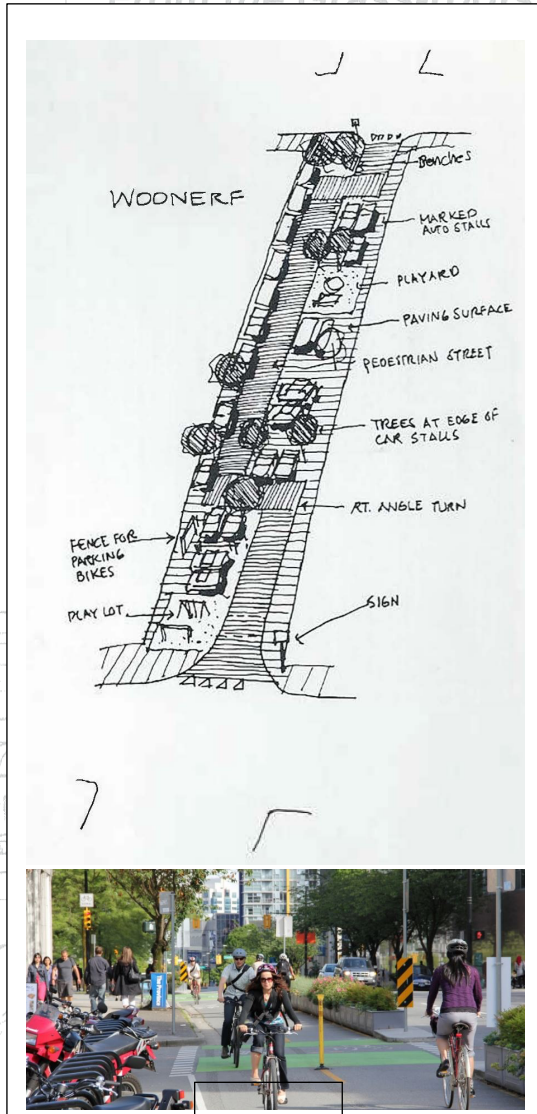


Figure 2

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- Phase 3 continues the "woonerf" design from 9th Avenue to 7th Avenue where it enters an enhanced tunnel under 6th, 5th and 4th Avenues where it returns to the surface in the Hyder Street right-of-way between 4th and 3rd Avenues. See Figure 2.
- Phase 4 constructs an at-grade enhanced crossing of 3rd Avenue and connects to a new trail winding around the old Hospital site. There are likely to be two options available for trail users.



One option will travel along the north facing bluff until connecting with the existing Coastal Trail. Another option winds its way north and connects to the Ship Creek Greenbelt and trail.

- The proposed tunnels will not be just the utilitarian tunnels seen around town. They will be enhanced tunnels incorporating Winter City Design features. Such design elements will brighten up the tunnels by integrating more robust lighting treatments along with substantive creative art elements. See representative images.



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