

AIRPORT HEIGHTS COMMUNITY COUNCIL
RESOLUTION 2022-01

A RESOLUTION REGARDING URBAN DESIGN, FREEWAY PROJECTS AND OUR COMMON
DESIRES FOR A PROSPEROUS, DYNAMIC AND MORE LIVABLE CITY

WHEREAS, the Anchorage Bowl is bounded by Chugach State Park, Federal Lands, Turnagain Arm, and Knik Arm water bodies;

WHEREAS, the reality of a city bounded on all sides by water, mountains or federal lands results in higher land values as a product of economic growth and population increases;

WHEREAS, continued growth in a physically constrained urban environment will increase demand for the limited developable land in the Anchorage;

WHEREAS, the value of increasingly scarce land in the Anchorage Bowl will create higher value development;

WHEREAS, removing high value land for freeway development from the tax rolls results in a revenue loss to the city for generations to come and increased tax burden to the residents of Anchorage;

WHEREAS, it is in the self-interest of all residents to ensure infrastructure projects requiring acquisition of private lands must warrant the loss in perpetuity of tax revenues;

WHEREAS, the Anchorage Land Use Plan serves as a guide for development of our city with an awareness that increasing growth within a finite area requires thoughtful approaches in order to optimize economic prosperity and sustain a high quality of life for residents;

WHEREAS, the Department of Transportation of Public Facilities (DOT&PF) is proposing to construct multi-lane, controlled access freeway through the middle of the Anchorage Bowl in order to connect the Glenn and New Seward Interstate facilities;

WHEREAS, current design proposals emphasize the rapid movement of regional traffic at the least cost irrespective of environmental justice impacts to the urban fabric, the future economic vitality of the city or quality of life for residents;

WHEREAS, constructing elevated interchanges, controlled access freeways will require an inordinate amount of right-of-way land forever lost to the betterment of our community council areas;

WHEREAS, incremental freeway projects without a common vision for the transportation corridor will result in disjointed and unbalanced designs that only increase environmental degradation and rip apart the urban fabric of our city, reduce future tax revenues, worsen resident's quality of life and ignore Anchorage's unique physical environment;

WHEREAS, incremental corridor development without a comprehensive understanding how the entire transportation corridor functions in an urban context can be perceived as segmentation which is a technique not allowed under the National Environmental Protection Act (NEPA);

WHEREAS, the Anchorage Metropolitan Area Transportation Study (AMATS) is tasked by the Federal Highway Administration (FHWA) to ensure federally funded transportation infrastructure occurs through a

continuing, comprehensive and cooperative process with consideration of planning factors other than safe and efficient movement of vehicles;


NOW, THEREFORE, BE IT RESOLVED, THAT AMATS, as the Metropolitan Planning Organization (MPO) approve a resolution obligating DOT&PF to substantively engage with the Municipality of Anchorage and Community Councils to craft a common vision for how best to establish an improved connection between the New Seward and Glenn Highways that complies with FWHA;

BE IT FURTHER RESOLVED, THAT design project work on discreet individual projects within the corridor be paused to allow for a robust public participation process, professionally facilitated and that engages residents, businesses and property owners in meaningful urban design workshop;

BE IT FURTHER RESOLVED, THAT pedestrian safety, multi model access and environmental justice dictate that this must be done as a cut and cover project;

BE IT FURTHER RESOLVED, THAT residents across Anchorage desire an attractive northern city, that is economically prosperous with a high quality of life for all residents and supports the “Live. Work. Play Narrative.”

THIS RESOLUTION WAS APPROVED by the Airport Heights Community Council on April 21, 2022, by a vote of FOR 17, AGAINST 0, ABSTAIN 0.



Carolyn Ramsey
President