

**Fairview Community Council  
Resolution No. CS 2011-02**

**A Resolution stating concern regarding uncoordinated advancement of the H2H and Knik Arm Crossing projects, the public draft Metropolitan Transportation Plan, the AMATS draft 2012-2015 Transportation Improvement Program, requesting development of a EIS with Community Impact Assessment and Corridor Plan for the Glenn Highway-Seward Highway-Knik Arm Crossing connection and opposing any further federal, state or local appropriations for incremental development of H2H until investment uncertainty is specifically addressed and mitigated.**

Whereas, Community Councils are recognized by Section 8.01 of the Municipality of Anchorage Charter as mechanisms to “afford citizens an opportunity for maximum community involvement and self-determination;” and

Whereas, through AR 76-82, the Fairview Community Council was recognized by the Anchorage Assembly as an authorized Community Council under the Charter; and

Whereas, the Fairview community faces significant impact from the Highway-to- Highway project on the property values, homeowner equity, investor returns and quality of life in our neighborhood; and

Whereas, Highway-to-Highway staff has modeled three detailed routes and submitted them to AMATS for the proposed project, all of which would significantly impact the Fairview neighborhood and two alignments would significantly impact the operations of Merrill Field Municipal Airport; and

Whereas, the Anchorage Long Range Transportation Plan identified a “cut-and-cover” conceptual alignment generally along the Hyder Street and 3rd Avenue back to the Glenn Highway at Airport Heights as the most likely alternative, and

Whereas, the Federal Aviation Administration Air Transportation Modernization and Safety Improvement Act (S.223) has language (page 47) removing the obligation of the Municipality of Anchorage from repayment of any outstanding grant obligations owed by the municipality to the FAA that is conveyed to or used by the Alaska DOT&PF for the construction or reconstruction of a federally subsidized highway project, and

Whereas, the Federal Highway Administration has recently approved the addition of the Knik Arm Crossing to the National Highway System and thus eligible for State of Alaska formula allocation funds, and

Whereas, legislation has been introduced by Senator Menard to appropriate \$150,000,000 to a Knik Arm Crossing Reserve Fund which would exist in perpetuity for construction of improvements necessary to the operation of the Knik Arm Crossing, and

Whereas, the Knik Arm Crossing has identified a need for an elevated road connection from Government Hill to the Gambell Street/Ingra Street couplet as the best approach for integration of regional traffic from Point MacKenzie into the Glenn Highway/Seward Highway corridor, and

Whereas, there is increasing uncertainty as to the actions of public organizations and their commitments to stakeholders represented by the Fairview Community Council, and

Whereas, there exists a growing possibility that the Fairview community could end up with both a new controlled access corridor through Merrill Field on the east and a new major NHS corridor on the north funneling new traffic volumes along the Gambell Street/Ingra Street couplet, and

Whereas, this scenario would result in significant harm to residents, businesses and property owners within the boundaries of the Fairview Community Council, and

Whereas, Mayor Dan Sullivan has submitted written comments dated July 31, 2011 to DOT&PF Regional Director Robert Campbell requesting the H2H project be advanced in segments but said correspondence makes no reference to the need for a Seward Highway connection to the Knik Arm Crossing, and

Whereas, AMATS is currently updating, and soliciting public comments on, the Anchorage Metropolitan Transportation Plan to the year 2035 and preparing the 2012-2015 Transportation Improvement Program, and

Whereas, these publications are federally required documents governing the allocation of federal funds within the Anchorage metropolitan planning area, and

Whereas, the draft documents recommend advancing the H2H in segments starting at 36th and Seward then 36th to Chester Creek then Chester Creek to Airports Heights/Glenn Highway, and

Whereas, this proposed phasing and lack of linkage to the proposed Knik Arm Crossing creates a great deal of uncertainty for property owners and investment capital firms considering new development initiatives within the Fairview Community, and

Whereas, the practical impact of such uncertainty is a steady deterioration of capital stock within the Fairview Community and a growing awareness of real estate disinvestment, and

Whereas, such an investment environment results in Fairview properties experiencing, relative to other Anchorage Bowl properties, a steady decline in valuation and the increasing prevalence of low-rent seeking services and institutions, and

Whereas, this disinvestment will likely continue as long as there is a lack of medium to long-term certainty for investors, and

Whereas, such uncertainty could be substantially reduced by completion of the H2H Environmental Impact Statement that includes two specific work products: 1) a Community Impact Assessment to document in a quantitative fashion the real-world impacts on urban property values,

community cohesion and quality-of-life, and 2) a Corridor Plan that specifically links the proposed transportation improvements with local land use development and neighborhood revitalization, and

Whereas, the Federal government has established a new Sustainable Communities Initiative with a formal partnership agreement between the Department of Transportation, Department of Housing and Urban Development and the Environmental Protection Agency, and

Whereas, this new initiative formally recognizes the importance of linking land use and transportation investments in order to establish more sustainable and more livability communities, and

Whereas, the Fairview Community Council considers itself a stakeholder, which would give it higher standing than the general public.

Therefore, Be It Resolved that the general membership of Fairview Community Council requests that the Metropolitan Transportation Plan explicitly recognize the need for linking the future NHS facilities of the Knik Arm Crossing, Seward Highway and Glenn Highway and

Also Be It Resolved that this linkage should prioritize the corridor segment(s) occurring within the metropolitan urban core in order to reduce investment uncertainty and

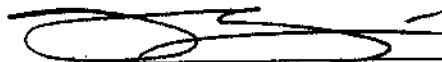
Also Be it Resolved that our elected representatives are directed to oppose inclusion in formal programming documents and to bar funding, from any and all funding sources, for any segment, component or phase of the Highway-to-Highway project until such time as the Fairview Community Council is assured that infrastructure development will be in the best interests of local stakeholders, and

Also Be it Resolved that such assurance can only be delivered by development of a Glenn Highway to Seward Highway EIS including a Community Impact Assessment and a robust Corridor Plan that integrates transportation and land use, implements the principles and intent of the federal Sustainable Communities Initiative and specifically incorporates the concerns, desires and vision for revitalization of local neighborhoods.

Passed this 13 day of October, 2011, by a vote of 12, as attested to by the following:



Michael Howard, President



SJ Klein, Secretary