

Resolution 2015-_____

A Resolution Regarding the Roles, Responsibilities and Actions of Relevant Parties Working Together on a Mutually Acceptable Civic Vision for a Reconstructed Gambell Street/Ingra Street Corridor

Whereas, the Anchorage Metropolitan Transportation Study (AMATS) is the official Metropolitan Planning Organization (MPO), required by the Federal Highway Administration (FHWA) for urban areas of 50,000 people and densities of greater than 1,000 people per square mile, and

Whereas the Municipality of Anchorage as the host organization for AMATS, developed the Metropolitan Transportation Plan (MTP) under the auspices of AMATS and

Whereas, the MTP provides a policy framework for transportation infrastructure development within the Anchorage Metropolitan area for the next 25 years, and

Whereas, the MTP has identified a need for a controlled access connection between the Glenn and New Seward Highways and with the future Knik Arm Crossing, all of which are part of the National Highway System (NHS), and

Whereas, the State DOT&PF has spent nearly \$10,000,000 of State funds to develop a preliminary Environmental Impact Statement examining alternatives for this access connection, and

Whereas, the Fairview Neighborhood Plan recently approved by the Anchorage Assembly identifies the cut-and-cover solution along the Hyder Street alignment as the preferred option for making the connection between the three NHS facilities, and

Whereas, the Fairview Business Association is leading an effort to revitalize the Gambell Street corridor as Fairview's Main Street and has identified positive solutions to balancing regional traffic volumes with local land use development, and

Whereas, the State DOT&PF which owns and controls the right-of-way for Gambell Street is concerned about removal of one traffic lane to make room for a safer pedestrian environment and streetscape improvements which will support and leverage redevelopment of abutting properties as promoted by the Anchorage 2020 Comprehensive Plan, and

Whereas, in order for revitalization of the eastern half of the urban core to succeed, a way needs to be found for reconciling priorities between the State DOT&PF, the Community Council, the Fairview Business Association and the long term vision of the Municipality of Anchorage, and

Whereas, such reconciliation requires an approach addressing increasing traffic volumes on NHS facilities while allowing the local community to grow and prosper, and

Whereas, one such approach is to develop a strategic plan for the Gambell-Ingra Streets Corridor which shows with greater clarity how the corridor could change to accommodate a Knik Arm Crossing /New Seward/ Glenn (KACNSG) connection while contributing to a more vibrant urban area with the best winter city design and a robust private sector investment, and

Whereas, the development of a strategic plan requires greater participation from affected stakeholders and a strengthened commitment to working together on a civic vision to advance economic and community prosperity in the area, and

Whereas, the Fairview Community Council and the Fairview Business Association are appropriate mechanisms for engaging all parties in development of a Civic Vision for the KACNSG Corridor, and

Whereas, the Municipality of Anchorage is the local entity responsible for facilitating land use redevelopment in the urban core area, and

Whereas, any redevelopment on the covers of the KACNSG Connection will require an innovative use of air rights, and

Whereas, the use of air rights above the KACNSG Connection will require a leadership role by the Municipality of Anchorage using its powers over land use redevelopment, and

Whereas, a formal partnership is required between the Municipality of Anchorage and the DOT&PF to ensure ongoing participation and fulfillment of project responsibilities during the analysis, planning, reconnaissance, engineering and design of a redeveloped Gambell/Ingra Corridor above the KACNSG Connection, and

Whereas, such a formal partnership is typically established through a Memorandum of Agreement between the respective parties that lays out the key issues that must be addressed during project development, and

Whereas, the components of a formal Memorandum of Agreement would address the items identified in Table 1 of Attachment A to the greatest degree possible, and

Whereas, a win-win solution whereby regional traffic flows are enhanced, neighborhood integrity is restored, value-added property development generates more good-paying jobs and increases tax revenues to the Municipal treasury, and

Whereas, a positive-sum outcome generates benefits to the neighborhood, the City, the State and advances the national interest by improving the efficiency of the National Highway System

Therefore, Be It Resolved that the membership of the Fairview Community Council supports development of a formal Memorandum of Agreement between the Municipality of Anchorage and the Department of Transportation and Public Facilities whereby the Municipality takes a leadership role in defining how the covers will be redeveloped, and

Therefore, Be It Resolved that obtaining concurrence from major stakeholder interests along the Gambell/Ingra Corridor requires crafting a Civic Vision for the KACNSG Connection, and

Therefore, Be It Also Resolved that to develop said Civic Vision requires each stakeholder to cooperate in the common endeavor, and

Therefore, Be It Also Resolved that such cooperation can consist, but not be limited to actions identified in the Table 1 of Attachment A, and

Therefore, Be It Also Resolved that the Community Council encourages all stakeholders to work together on this public effort that will capture the spirit of urban Alaska and

showcase the talents, skills and capability of those individuals, groups and organizations participating in this grand civic endeavor.

___ Approved ___ Disapproved this ___ day of ___, 2015 by a vote of
___ Ayes, ___ Nays and ___ Abstains.

Attested to by _____, President
Fairview Community Council

TABLE 1

Responsible Party	Action Item
Municipality	
	Clarify Ownership and Maintenance questions regarding cover surfaces including streets, utilities and common areas
	Clarify locations of major anticipated development such as structured parking facilities and mixed-use complexes
	Clarify roles of local development entities such as Anchorage Parking Authority, Heritage Land Bank and local business associations.
	Clarify questions regarding the value of air rights above the KACNSG Connection
	Commit to accepting responsibility for Air Rights from the State
	Seek clarification of cost differential between covers built to different standards (i.e. parks and open space versus structured parking facilities)
	Seek clarification for maximum/minimum length/width of covers
	Seek commitment that regional traffic flows will be kept physically separate from traffic with origins and designations within the KACNSG Corridor
	Commit to exploring the concept of "right of first occupancy" for existing land owners on the new covers
	Commit to participating in and providing technical support to efforts engaged in crafting a Civic Vision for the KACNSG Corridor
	Commit to establishing and providing staff support to a KACNSG Corridor Advisory Group/Steering Committee
DOT&PF	
	Commit to advancing a seamless design regarding traffic flow between the KAC, Glenn Highway and New Seward facilities
	Commit to designing covers with sufficient engineering standards to support vertical construction with more robust designs at locations of higher vertical density
	Commit to assignment of Air Rights to the Municipality
	Clarify Ownership and Maintenance questions regarding core structural elements below the covers
	Commit to participating in and providing technical support to efforts engaged in crafting a Civic Vision for the KACNSG Corridor
	Commit to supporting a KACNSG Corridor Advisory Group/Steering Committee through both staff and technical support
Civic Organizations	
	Fairview Community Council and Fairview Business Association commit to a leadership role in engaging local stakeholders to participate in crafting the Civic Vision
	FCC and FBA commit to an advocacy role in seeking funding to support the efforts of the Municipality and the DOT&PF
	FCC and FBA commit to advancing community discussion of the effort through a robust public participation process that includes: workshops, presentations, third-party analysis, Community meetings and public hearings, etc.

