

**Fairview Community Council
Resolution 2015-01**

A resolution calling for State, Municipal, and Federal agencies to coordinate work toward a civic vision for a reconstructed Gambell Street/ Ingra Street Corridor

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

Whereas the Alaska Department of Transportation and Public Facilities (ADOT&PF) has spent \$10,000,000 (Ten Million Dollars) to develop a preliminary Environmental Impact Statement examining alternatives for a coordinated Glenn/Seward Highway connection, and

Whereas the Anchorage Metropolitan Transportation Study (AMATS) has taken the Glenn to Seward Connection out of the short term MTP and instead placed any projects related to the project into the long term (more than 25 years) transportation plan, and

Whereas ADOT&PF has opposed the Gambell Street Redevelopment project because of the impacts of the Knik Arm Crossing (KAC), whose Environmental Impact Study ends at 3rd Avenue, and capacity issues on other facilities, and

Whereas the lack of long term certainty of large infrastructure projects in the Gambell/Ingra corridor has resulted in significant capital flight in what could be some of the most valuable real estate in Anchorage, which could be considered an unrecovered inverse condemnation, and

Whereas the Fairview Community Council, the Fairview Business Association, the Anchorage Planning and Zoning Commission, the Anchorage Municipal Assembly, and Mayor Sullivan have all identified the redevelopment of the Gambell/Ingra Corridor as a priority that is hampered by the lack of long term certainty, and

Whereas the State, Municipality, and Fairview community coming together behind a civic vision can result in improved traffic flows, value-added property development, a safer pedestrian environment, and an improved community.

Therefore, Be it Resolved that the Fairview Community Council requests State, Federal, and Municipal agencies to work toward a strategic plan for the Gambell/Ingra corridor, and

Be it Resolved that the Fairview Community Council request the Mayor appoint a special projects manager in his office and a traffic engineering consultant to work through the myriad of issues necessary to bring a civic vision to bring the Glenn/Seward connection, the KAC, the goals of the Fairview Community, and the Municipality together, and

Be it Resolved that the a collaboration should result in a Memorandum of Agreement between the Municipality and Alaska DOT&PF laying out the key issues to be addressed, the responsibilities for each issue, as the items identified in the Requested Action Item Table included as an appendix to this Resolution, and

Be it Resolved that the result of such collaboration should be a Transportation Corridor Plan that would allow for both improved traffic flows and development of airspace above the facilities by the Municipality, and

That the Fairview 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.

Requested Action Item Table MOA/ADOT&PF Task Force	
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 Glenn to Seward Connection and Knik Arm Crossing 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 Glenn to Seward Connection and Knik Arm Crossing connection 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 Glenn to Seward Connection and Knik Arm Crossing connection
	Commit to establishing and providing staff support to a Glenn to Seward Connection and Knik Arm Crossing connection Advisory Group/Steering Committee
DOT&PF	
	Commit to advancing a seamless design regarding traffic flow between the Knik Arm Crossing, 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 ADOT&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.

Approved by a vote of 24 to 0, with 3 Abstentions. - *Keaplin*

Signed:

Christy Smith 4/9/15
Chair Date

[Signature]
Secretary

4-9-15
Date

**FEDERAL HIGHWAY
ADMINISTRATION**

Provides \$ for Development of
Gambell/Ingra Corridor

**ANCHORAGE METROPOLITAN
TRANSPORTATION STUDY (AMATS)**

Sets priority for development of the Gambell/Ingra
Corridor in the Municipal Transportation Plan

**STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION AND PUBLIC
FACILITIES**

Responsible for design, compliance, and
requirements for areas in, over, and around
Gambell/Ingra Corridor

MUNICIPALITY OF ANCHORAGE

Control land use of Gambell/Ingra Corridor

FAIRVIEW COMMUNITY COUNCIL

Establish and advocate for vision of Ingra/Gambell
Corridor