

\_\_\_\_\_ **Community Council**  
**DRAFT Resolution 2022-\_\_**

**A Resolution Regarding Freeway Projects and Their Planning  
for a Prosperous, Dynamic and More Livable City**

**Whereas**, the Fairview and South Addition Community Councils encompass lands that are within the boundaries of the Traditional Neighborhood Design area in the Anchorage 2040 Land Use Map and therefore share current and future goals in supporting orderly and sustainable social and economic development , and

**Whereas**, Fairview and South Addition are two of Anchorage’s Four Original Neighborhoods included in the Anchorage Original Neighborhoods Historic Preservation Plan that was created and funded in part to plan for and to mitigate impacts of future infrastructure development that bisects their land areas, and

**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, and

**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, and

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, and

**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, and

**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), and

**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,

\_\_\_\_\_ **Community Council**  
**DRAFT Resolution 2022-\_\_**

**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, and

**Therefore,** 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 workshops, and

**Therefore,** Be It Also Further Resolved that residents across Anchorage desire an attractive northern city, which is economically prosperous with a high quality of life for all residents and supports the Live. Work. Play.

After establishing the necessary quorum, the \_\_\_\_\_ Community Council  
by a vote of \_\_\_\_\_ Nays  
Ayes \_\_\_\_\_ Abstentions or by  
\_\_\_\_\_ Unanimous vote (s) on this  
\_\_\_\_\_

Day of \_\_\_\_\_, June, 2022.

Attested by

\_\_\_\_\_  
President of the South Addition Community Council

\_\_\_\_\_  
Date