

**Fairview Community Council
Resolution 2022-01**

**A Resolution relating to the Seward-Glenn Mobility study project
and transportation issues in the eastern side of the urban core**

Whereas, the Fairview Community Council (FVCC) has well-documented and long-term reasons for concern about transportation facilities and operations, and;

Whereas, the FVCC is an advocate for solutions that exhibit serious consideration of all federal Planning Factors identified in Title 23 450 of federal regulations, and;

Whereas, the FVCC is adamantly opposed to defining transportation as only the safe and efficient movement of vehicles, and supports the inclusion of safety and accessibility for people on foot, bike, and using public transit in considerations for transportation planning, and;

Whereas, the FVCC has spearheaded several neighborhood planning initiatives, including the Assembly-adopted Fairview Neighborhood Plan (2014), the Gambell Street Redevelopment and Implementation Plan (2013), and current official efforts to amend the Neighborhood Plan and Title 21 to include implementation of a Form-Based Code Overlay Zone and associated Winter City Design Guidelines, and;

Whereas, these initiatives advance the revitalization of the urban core, improve economic conditions, strengthen community resilience, improve health outcomes, and promote a sustainable sub-arctic Winter City, and;

Whereas, past solutions to transportation issues in the urban core have inadequately considered the negative impacts to Fairview residents, business owners and property owners as a whole but particularly for those of low-income and/or cultural diversity, and;

Whereas, the Planning and Environmental Linkages (PEL) study effort must explicitly and robustly consider past environmental injustices that continue to this day, including health inequities, and;

Whereas, said injustices created an institutional framework of discrimination that warrants significant mitigating actions in order to meaningfully correct these social and economic wrongs and ensure equitable environmental justice is established as a core component of the Seward-Glenn Mobility Study project.

Therefore, Be It Resolved that the FVCC formally requests the Seward-Glenn Mobility Study aka the Seward-Glenn PEL Study to incorporate the principles and practices of environmental justice as a central transportation issue of concern, and;

Therefore, Be It Further Resolved that the FVCC formally requests the PEL Study to explicitly incorporate both Fairview's community vision and the recommendations of the 2040 Anchorage Land Use Plan for the corridor connection, and;

Therefore, Be It Also Further Resolved that the FVCC formally requests the PEL Study to improve its public education process and materials through robust use of visualizations and techniques in order to ensure greater understanding of the project by a wide variety of people, and;

Therefore, Be It Also Further Resolved that the FVCC formally requests the PEL Study to explicitly address the past and existing disincentives for pedestrian movement along the Gambell-Ingra corridor, and provide recommendations for enhancing the pedestrian environment, and;

Therefore, Be It Also Further Resolved that the FVCC formally requests the PEL Study to explicitly address the economic disinvestment and uncertainty in development since the last H2H effort and continuing today.

After achieving a minimum quorum for conducting business of 15 members, the Fairview Community Council, this ___ day of _____, 2022 by a vote of ___ Yeas, ___ Nays, ___ Abstentions _____ Approved, _____ Disapproved, _____ Abstentions.

Attested to By,

Allen Kemplen, President
Fairview Community Council