



June 4, 2015 Community Impact Assessment & Comp. Plan Review Open House 2 – CIA

Project: City of Houston Community Impact Assessment & Comprehensive Plan Revision

Project No: R&M 2136.01

Purpose: Open House for public to review and comment on draft CIA findings

Date: Thursday, June 4th, 2015

Time: 4:30PM – 6:30PM

Location: City of Houston Fire Station

Meeting Attendance: 28 members of the public and Steering Committee member were present

Project Team in Attendance:

R&M Consultants

Van Le, AICP Project Manager

Taryn Oleson Planner & PI Coordinator

Kristi McLean Environmental Specialist, CIA Lead

City of Houston Steering Committee Members

Mayor Virgie Thompson

Lance Wilson, Deputy Mayor

Len Anderson, Chair Steering Committee

Ron Jones

Chris Johnson



MEETING SUMMARY

As the public entered the Fire Station, they were greeted by a member of the R&M project team who provided a brief explanation on what the CIA is and the purpose of the open house. Attendees signed in, picked up a Fact Sheet on the transportation alternatives assessed in the CIA, and helped themselves to snacks and refreshments. In the truck hull of the Fire Station a variety of boards were on display.

The maps on display were the focus of the open house. Three graphics on large 34x44" boards depicted the potential impacts identified in the CIA to this point. Each graphic showed impacts for one of three impact categories; Transportation, Land Use, and Economic impacts. Impacts were shown geographically on a map of the City of Houston. In addition to the three main boards, a copy of each graphic was printed on the same large size paper and placed on tables for attendees to write directly on. See Attachment A. Supporting the three City of Houston CIA graphics were maps of the existing conditions within Houston, including zoning, land use, land use by zoning. A board showing the Transportation Plan map from the adopted City of Houston 1982 Comprehensive Plan was also on display for reference.

Members of the public were encouraged to read the three CIA maps and provide any comments, concerns, or opinions regarding the information shared. Markers and pens were provided on each table with a CIA map on it and any feedback provided by attendees could be written directly on the map. Comment forms were provided throughout the Open House space to allow written comments to be recorded.

Members of the project team and the Steering Committee engaged in conversations with the public about the process and the goals of performing a CIA. Generally, the public in attendance concurred with the impacts identified. Little new information emerged during the open house; most discussion focused around the opportunities that could emerge due to some of the impacts identified. The Economic Impacts map yielded discussion around the potential development that could occur around the new Port-MacKenzie Rail Extension, including zoning the new areas for industrial development and Knikatu Inc developing an LED Assembly Facility south of Millers Reach Road. The information and opinions gathered on the impacts identified in the CIA will be incorporated into the CIA report.

Additional comments not directly related to the CIA impacts were largely related to the development of parks and establishment of more services and amenities, such as a gas station and grocery store, in the area. This information will be incorporated into the Comprehensive Plan Revision effort.

The public was made aware of the open house through direct postcard mailings, an e-notification reminder, and information posted to both the project website as well as the City of Houston's website. The draft CIA will be made available for review by the public via the project website once it has been approved for release by the Steering Committee.



Community Impact Assessment INFO SHEET

What is a CIA and why is the City of Houston conducting one?

A Community Impact Assessment (CIA) is an evaluation of potential impacts transportation projects could have on the community of Houston. Each project analyzed has the potential to impact the socioeconomics, physical environment, and future growth and development in Houston. The CIA will serve as a planning tool and reference for the City and the Mat-Su Borough by ensuring the needs, opinions, vision and goals of the community are acknowledged and documented to help guide compatible growth and development within and around Houston. The CIA is being conducted concurrently in support of the City's Comprehensive Plan Update.

TRANSPORTATION PROJECTS ANALYZED

Parks Highway Upgrade MP 44-52 Phase 3 Pittman Road to Big Lake Road

PLANNED - AKDOT&PF

- Proposed signalized intersection at Parks Hwy and Big Lake Road and at S. Johnson Road in Wasilla
- Pedestrian improvements include realignment of the pathway along Parks Hwy and Big Lake Rd; a pedestrian island and crosswalk at the intersection of Big Lake Rd and Parks Hwy
- Proposed four-lane divided Hwy from MP 44 in Wasilla returning to a two-lane Hwy after Forrest Lake Drive in Houston
- Proposed lighting at the intersection of Big Lake Road and the Parks Hwy; along the Parks Hwy
- Proposed access and driveway consolidation
- Construction planned for 2017-2018

Port MacKenzie Rail Extension

PLANNED AND IN CONSTRUCTION - ARRC & MSB

- 32-mile extension of the ARRC system to connect Port MacKenzie to the mainline along Parks Hwy
- Extension passes Houston Lake Loop Trail and Horseshoe Lake with connection to the mainline north of Miller's Reach Road
- Grade-separated crossings planned at officially recognized trails and roads
- No support facilities planned as part of the extension

Port MacKenzie to Parks Highway Roadway Corridor

CONCEPTUAL PROJECT

- Road alignment reflects concept shown in the adopted 1982 City of Houston Comprehensive Plan, Transportation Plan Map
- Road alignment parallels the Port MacKenzie Rail Extension alignment
- Conceptual corridor is 800' wide centered on the Rail Extension alignment, designed for a 2-lane 65 mph Hwy
- Anticipated primary use for freight and truck traffic to and from the Port

FOR MORE INFORMATION PLEASE CONTACT

PROJECT MANAGER: VAN LE, AICP | R&M Consultants, Inc. | vle@RMConsult.com | 907.646.9659

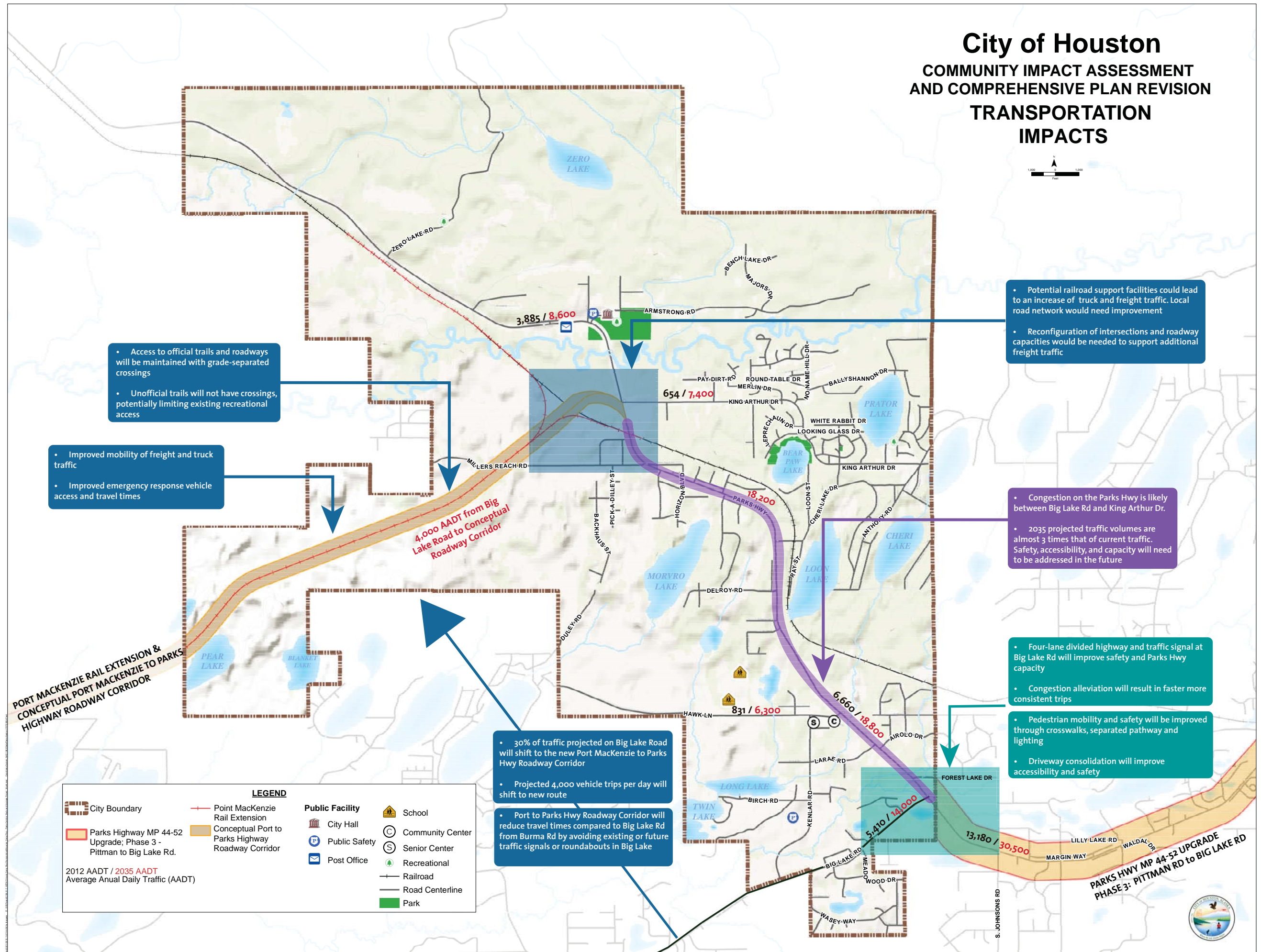
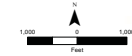
PLANNER & PUBLIC INVOLVEMENT COORDINATOR: TARYN OLESON | R&M Consultants, Inc. | Comments@RMConsult.com | 907.646.9645

VISIT THE PROJECT WEBSITE: WWW.HOUSTONAKCOMPPLAN.COM

City of Houston

COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION

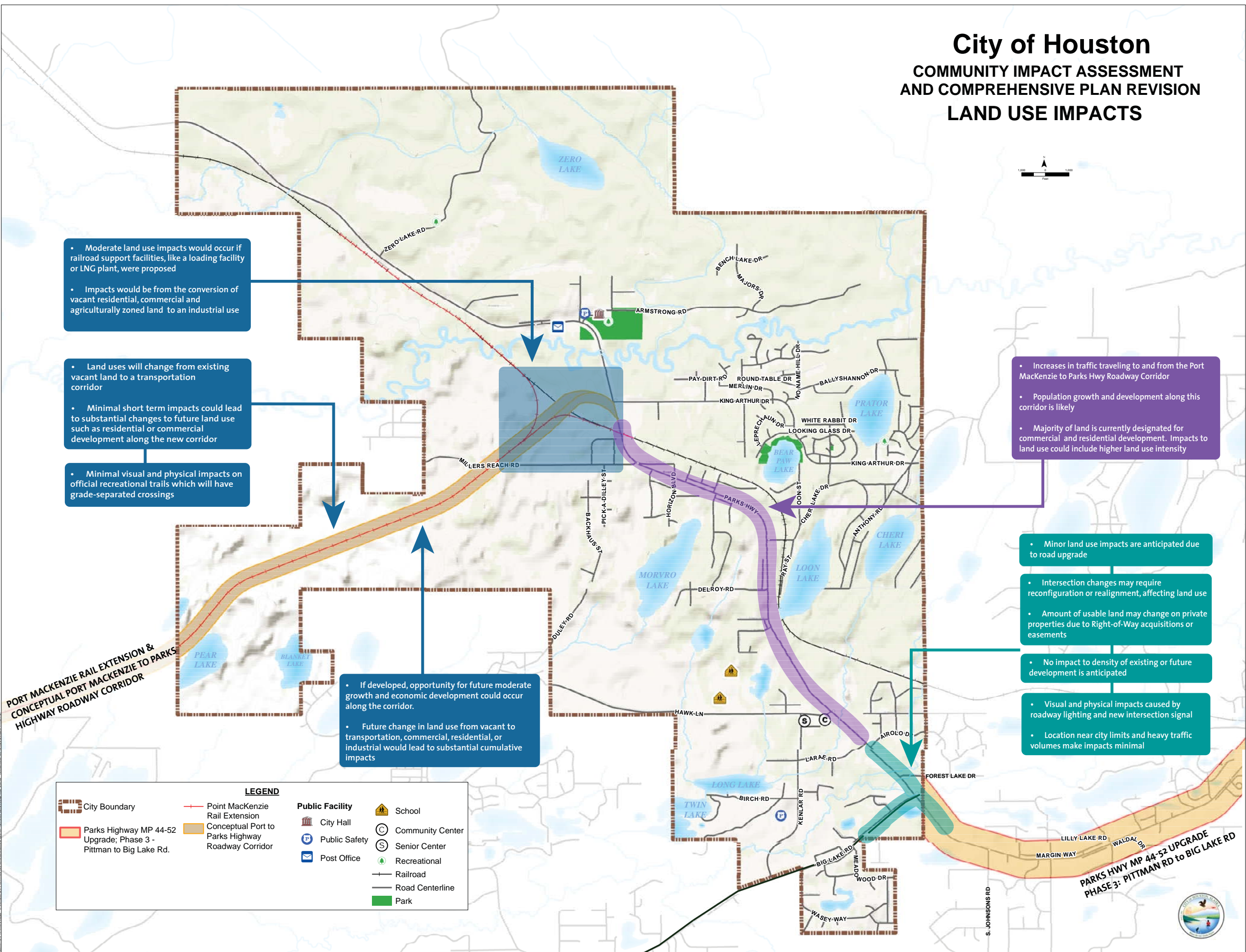
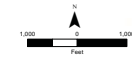
TRANSPORTATION IMPACTS



City of Houston

COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION

LAND USE IMPACTS



City of Houston

COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION

ECONOMIC IMPACTS



- Rail junction could generate jobs and benefit the local economy if private sector investments were made in Houston that require the use of the railroad

- Transportation of liquefied natural gas (LNG) along rail line is possible and could have positive economic impacts
- LNG plant could be built in Houston, converting Cook Inlet natural gas to LNG to be transported by rail to the interior, generating jobs and impacting the economy
- Houston could serve as a loading facility for LNG from the existing LNG liquefaction facility in Big Lake, impacting the local economy

- Economic development, such as natural resource development could be facilitated due to decreased transportation costs between Southcentral and Interior Alaska

- Minimal economic impacts are expected due to the current lack of services and amenities that would otherwise benefit from increased traffic volumes

- Utility expansion might increase economic development opportunities due to the availability of land and natural gas
- Utility expansion is currently limited by low population density, especially for residential customers where expansion is not feasible if costs cannot be shared

- If utility expansion becomes a community priority the City could consider the following strategies: local taxation, bonding, state funding, partnering with tribal organizations and the designation of improvement districts

- Potential for economic development along the Parks Hwy due to increases in traffic volumes and population growth
- Development ideas are conceptual; until there are development plans, actual economic impacts are minimal

- Minimal direct and indirect impacts to economic development in Houston
- Potential for economic development due to improved intersection and access management which may attract more businesses to this location
- Development ideas are conceptual; until there are development plans, actual economic impacts are minimal

PORT MACKENZIE RAIL EXTENSION & CONCEPTUAL PORT MACKENZIE TO PARKS HIGHWAY ROADWAY CORRIDOR

PARKS HWY MP 44-52 UPGRADE PHASE 3: PITTMAN RD TO BIG LAKE RD

City Boundary
 Point MacKenzie Rail Extension
 Parks Highway MP 44-52 Upgrade; Phase 3 - Pittman to Big Lake Rd.
 Conceptual Port to Parks Highway Roadway Corridor

LEGEND

Public Facility
 City Hall
 Public Safety
 Post Office
 School
 Community Center
 Senior Center
 Recreational
 Railroad
 Road Centerline
 Park