

## Spenard Community Council Meeting

Wednesday, May 7, 2014 7:00 – 9:00 p.m.

Spenard Recreation Center, 2020 W 48th Ave.

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### 1. Minutes and Agenda Approval – *Bob Auth*

- The president called the meeting to order.
- The agenda and April meeting minutes were approved with no corrections.
- There were about 22 people in attendance.
- Announcements (see agenda + newsletter)

### 2. Legislative Report – *Rudy Escott, aide for Sen. Gardner; George Escott, aide for Rep. Tuck; Rep. Harriet Drummond*

- **Education:** Sen. Gardner and others were working on a \$400+ increase in the BSA. There was a one-time increase ultimately of about \$250, but not the original amount proposed. There was an approval of grants funds for charter schools, which will help new schools will start.
  - Rep. Drummond shared that she voted no on the final bill, because it had been pushed through session relatively late and did not do enough for the education system. She also noted that luckily, the Municipality has committed the additional surplus money from an adjustment in property tax rates and put it into the local contribution.
  - She was happy to see an increase in funding for charter schools, but is still concerned that it is not enough—charter schools are paying a great deal of rent, including to the school district itself (Aquarian Charter). Winter Berry was able to build a new school, with a generous development deal, but it is still costly to build a new facility.
- **Knik Arm Bridge (KABATA):** The bridge planning and construction management has moved into the AK Department of Transportation. Currently KABATA would manage tolls, but not the actual building project. Harriet added that more funding has been granted for another study phase of the project, and is concerned about the waste of public funds on this project.
- **Infrastructure Improvement Funding:** the \$4 million originally appropriated for the tennis courts in Anchorage was reappropriated to roads, primarily in Turnagain.
- **Water Rights Applications:** there was a bill (HB 77) which would have removed some of the public process associated with water rights on public lands. This did not make it through session in 2013, and also did not make it through session this year. There was general opposition to this bill.
- **Minimum Wage Bill:** there was a movement in session to pass a minimum wage bill—and there was consideration of whether it would be a citizens' initiative or get preempted by the legislature's action. There would be concern about whether a new wage bill would get passed, then essentially reverted after a year or two.
- **Natural Gas Pipeline:** there was a great deal of discussion about this, how much ownership and risk Alaska would take on with this project. The agreement would, once completed, only give Alaska a certain degree of say over what happens: required to sell the gas as it comes through the pipeline, whether this would compete with existing Cook Inlet gas operations. There were also some concerns about the appointment of an out-of-state official on the board for negotiation purposes.
- **Local Projects:** Harriet reported that the Muni finally got funding to study flooding issues in Westchester Creek; the Library has gotten about \$10 million in funding to begin repairs and upgrades to the building; AKEELA has gotten funds to expand its social services facility; Spring Park (at 36<sup>th</sup> and Arctic) has gotten funds for upgrades; Aquarian Charter School will have new lunch tables for about \$60,000; Best Beginnings received funds to purchase books for families to encourage reading; Big Brothers Big Sisters received funds for expanding its mentor program; Cook Inlet Housing received \$250,000 for a Hazardous Materials Abatement project to start improving the land along Spenard Road (the former Alpina Motors site, with many contamination issues).
- **Other Budget Issues:** Harriet shared some of the funding granted to Tesoro, PetroStar and others in response to the closing of the refining facility in North Pole. She also noted that

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several things were passed more or less unanimously; there were a few big issues which became controversial.

- **Comments and Discussion**

- *Phil Isley commented that he has concerns about hiring out-of-state individuals to deal with energy projects in Alaska. He also has concerns about the amount of spending within the Anchorage School District, and the number of auxiliary workers rather than direct teachers in the classroom. He believes Alaska schools could do better, with the same or less funding. He is also concerned about the effect of raising the minimum wage on the number of jobs.*
- *Phil also noted that he is concerned about the deficit between revenue and spending (about \$4.5 billion revenue, \$9 billion budget expenditures) and that the state needs to consider a balanced budget. Harriet agreed that this is important, and is happy that the state passed a \$3 billion payment into the unfunded retirement account.*
- *Ira Perman has many reservations about the natural gasline project—the liability versus the percent ownership of Alaska, what Alaska will actually benefit from the project, et al. The entire discussion was difficult to follow and unclear how Alaska would benefit. The group agreed this was a big uncertainty and had concerns.*

### 3. **Assembly Report – Rep. Tim Steele**

- **Municipal + School Budget:** The Assembly reviewed the annual budget, including school funding, and raised the local contribution to the school district up to the maximum amount allowed. There were considerations about the specifics of the budget—for example, the school district pays for 100% of the school resource officers, even during the summer when they work within the community around the school. The Muni took on the cost of the school resource officers. There was a very dedicated parent group who fought hard for school funding this year; Tim anticipates they will be back soon.
- **Joint Meeting between Anchorage and Mat-Su:** There was a joint meeting held between the assemblies about the Knik Arm Bridge. The MSB Assembly were very enthusiastic about the bridge, while Tim and others expressed reservations: “There isn’t anything in it for Anchorage, really” – it will create traffic issues and may increase out-migration.
- **Comments & Discussion**
  - *Peggy Auth asked about vocational tech programs, if they are planning to expand? Tim noted that there aren’t specific plans for expansion on a large scale, but several programs in Anchorage are doing great, such as Dimond High School’s engineering program. There are challenges with funding cuts, but despite this the programs are producing good graduates to take jobs in the oil/gas industry and elsewhere.*
  - *Phil and Tim discussed the merits and issues of school choice, and why West Anchorage schools are in such high demand.*

### 4. **Airport Report – John Johansen**

- *See Airport newsletter or check for updates online, [www.anchorageairport.com](http://www.anchorageairport.com)*
- **Airport Master Plan:** The draft plan will be issued in late May, with an anticipated 60-day public comment period. The Airport will return to the June meeting hopefully with a draft document for comments.
- **Part 150 Noise Study:** The study continues to move, there was an open house in April presenting the mitigation alternatives for reducing noise impacts. There will be another input meeting in the fall, after the consultant team has compiled the recommended mitigations to be approved by the FAA. Look for more about this meeting later.

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- **New Concessions:** There are two active liquor license applications—one on the “land” side for a Norton Sound Seafood restaurant, and the other is a small kiosk/bar where Legends used to be, in the C Concourse.
- **Raspberry Land Application:** The Airport received all of the parcel to be disposed by the GSA on the north and south sides of Raspberry Road. The Land Trade Task Force is discussing this issue, and their next meeting is at 10:30 a.m. on Wednesday, May 14.
- **Summer Construction Schedule:** John shared a map (included in the handouts) of the construction projects. Most are on the runway areas of the property, but there are also improvements by Postmark Drive and Kulis Air Force Base.
- **Comments and Discussion:**
  - *Merle Akers asked about a bloom of material on Lake Hood that surfaced after the ice melted.* John indicated the Airport is studying what this material is, possibly an algae bloom.
  - *Anna Brawley commented that there are currently 8 liquor licenses in the Airport, not including those proposed most recently; they are considered Tourism licenses, not counted in general population limits for the community like most license types.*

### 5. **West / Romig Report** – *Brianne Keifer, Ray Schoenthal at Dowl HKM; Randy Ribble with the Anchorage School District*

- The consultants from Dowl presented on the proposed building additions to West High School and Romig Middle School to increase capacity of the Vocational Tech education programs. The additions would be on the properties, a Career Technology Education addition. The team shared a site map of the areas and conceptual site plans for the additions themselves and other improvements such as a fire lane, pedestrian amenities and updated landscaping.
- Randy from ASD shared that in the West building, there would be about 12 meeting spaces, primarily for health education, and a larger meeting space on the second floor; the first floor will focus on process technology (oil and gas industry). There will also be some video conferencing and other equipment for digital tech and computer networking. In Romig, some of the existing Family and Consumer Science rooms will become other tech classrooms and more classroom space will be added as well. The West building is larger. The remaining portions of the data processing center can be re-used, in part, since it is not being used and would otherwise be demolished.
- **Comments and Discussion**
  - *Tim Steele commented that there will likely not be a great deal of money for large-scale building projects in the near future.*
  - *Bill Marsh asked what the per square foot cost of construction is?* Randy estimated that it is approximately \$375 to \$400 for the entire project, but that also includes some specialized equipment and other supports (e.g. venting) needed for technical education.

### 6. **Long House / Supportive Housing Zoning Update** – *Bob Auth*

- A proposed ordinance to change the zoning designation for “Supportive Housing Facility,” to replace “Severely Alcohol Dependent Housing,” is in development. It was included on the agenda of the Planning & Zoning Commission on April 14<sup>th</sup>, discussed but postponed to the Commission’s next meeting on May 5<sup>th</sup>.
- At this time, the Commission is considering repealing the existing language (“Severely Alcohol Dependent Housing”) but not yet considering a replacement for that language at this time.

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- The Council will continue to monitor this, and has provided official comments noting concern about the need to have public process for supportive housing. There is no specific proposal about additions to code at this time.
- **Comments and Discussion**
  - *Anna asked if the Commission discussed this at their meeting on May 5? Bob was not sure the result of that meeting, but said it was on their agenda. The Council will continue to monitor the issue.*

### **7. Capital Improvement Projects (CIP) List Survey – Bob Auth**

- Every year, the Muni asks the Community Councils to comment on and provide ranked priorities of capital improvement projects according to the councils' priorities. (See the attached handout for the draft priorities as provided by the Council).
- The Executive Committee made recommendations for the Council's consideration, prioritized based on the Council's priorities in past years, and tried to prioritize improvements or repairs or upgrades to existing facilities over building new road or interchanges.
- Bob shared the draft priorities for the Council, primarily based on the previous priorities in the last two years. Priorities include Spenard Road, improvements of Fish Creek, other road projects, and a variety of park projects. There are also area-wide and multi-council projects which the Muni asks the Council to prioritize.
- Bob also noted that the rehab of Arctic Blvd between Tudor and 36<sup>th</sup> seems to come and go—it may or may not have enough funding to move forward, it is unclear.
- **Comments and Discussion**
  - *Tim pointed out that some of the projects have been priorities of the Council recently, such as improvements at Roosevelt Park and funding for Spenard Road. Bob agreed and noted that these were listed as #1 in their categories, respectively.*
  - *Peggy asked what the next step is for the Council – does a resolution need to be passed? The Council opted to pass a resolution about the CIP list.*
  - *Peggy suggested that Didlika Park is actually in Turnagain, so she recommended to the group that it be deleted from the priorities, to avoid administrative confusion later.*
- **Resolution to Adopt the Community Priorities List for 2015 as presented to the Council (with correction to delete Didlika Park)**
  - A motion was made and seconded.
  - The resolution passed 5 to 1. The motion carries.

### **8. Bylaws Update – Bob Auth, Anna Brawley**

- Bob reminded the group that by the Muni's requirement (AO 2014-3), all Community Councils have to update their bylaws by September.
- The Executive Committee reviewed the bylaws, made recommendations about changes to align the Council's bylaws with the ordinance and according to what the Council feels is best. Anna drafted a copy of the existing bylaws and proposed changes.
- **Download the draft bylaws and the details about the ordinance at Spenard's website:** <http://communitycouncils.org/servlet/content/34.html>  
Or go to [www.communitycouncils.org](http://www.communitycouncils.org) and click "Spenard" on the right, then click the link on the main page called "Draft Bylaws."
- Anna noted that there were a couple areas that might merit Council discussion:
  - The Muni has left it up to the Council to choose whether members could be 16 and older, or 18 and older.
    - Motion: keep the membership requirement at 18 years or older.

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- Discussion: Bob noted that there are no current 16 year old members or would-be members.
- The motion passed unanimously.
- The Muni has also left it up to the Council to determine whether members who join at an initial meeting are able to vote in that meeting—the provision to make people wait until the next meeting is intended to prevent “vote stacking” on an issue by bringing in those who are not regular members.
- Phil noted that he would like to see concealed carry permits and military IDs as valid forms of ID.
  - Peggy and Anna suggested that as long as they have current address, if there is a question of verification of address, these seem fine.
- Phil also asked about the issue of quorum in the bylaws: there was no specific number quorum defined. The group discussed what an appropriate number might be, and whether it should be different than the quorum defined for holding meetings.
  - There are currently two instances in the bylaws where quorums are mentioned for general membership, and another one for officers.
  - Phil suggested the number 6, or replacing the “X” in the draft with a number to avoid confusion later.
  - Bob agreed that this should be reconsidered and suggested that the bylaws could be approved at the next (June) meeting.
- The Council opted to give members an additional month to review the bylaws, to be approved at the June meeting.
- **Download the draft bylaws and the details about the ordinance at Spenard’s website:** <http://communitycouncils.org/servlet/content/34.html>

### 9. Spenard Beach Park – *Bob Auth*

- Bob attended the Turnagain Community Council meeting in April and asked their opinion of the proposal. Turnagain is not in favor of this, and would prefer to keep Spenard Beach Park in their boundaries.
- Planning and Zoning will consider this issue at their next meeting in June.
- It is not clear who originally requested this change, but it appears to not have been someone in either community council. The council will continue to monitor this issue.

### 10. Officers’ Report – *Bob Auth, Jason Bergerson, Allen Thornhill, Anna Brawley*

*As always, check the Spenard CC website for updated copies of the minutes, an archive of past agendas and minutes, and other documents like the bylaws or the map of Spenard’s boundaries! Feel free to send in photos of Spenard to feature on the website.*

- **President:** [none]
- **VP / FCC:** [none]
- **Secretary:** See Liquor Report under Old&New Business
- **Treasurer:** [none]

### 11. Old + New Business

#### Liquor Report

- Anna prepared a map of the licenses within the Spenard Community Council, and within a half mile of the boundary (the general measure the Muni uses when providing notice about an application for a new or renewed license). The map is intended to illustrate the number of licenses in and near to the council, and the types of licenses.

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- There are 52 liquor licenses currently within Spenard's boundary, and a total of 91 within a half-mile of the boundary (mostly in Midtown, the Airport and North Star).
- Members were interested and took a look at the map. Anna will post the map to the Spenard CC website (also see attached minutes).

### **Possible Purchase of In&Out Liquor (at Benson Blvd. and Spenard Rd.)**

- Shigenori Fujimoto, a business person who is considering buying In & Out Liquor, approached the Council to learn more about what the community concerns are about this business. He has heard there have been issues in the past.
- Peggy Auth shared that for the past 20 years, the Council has had issues with the property because there was a great deal of selling to homeless individuals and chronic inebriates, even if they were already drunk. Businesses (Rene, who owns Blaine's Art Store) has had problems for several years, and others have observed a great deal of loitering in the park. This has improved recently, however, after the owner was brought before the ABC Board for selling to a minor, and the owner came to the Council to work better with the community about what their concerns are. Allen Thornhill also
- Bob Auth and Bill Marsh added that there was a great deal of over-service to customers, which is against the law. They cautioned Mr. Hashimoto that there is a great deal of scrutiny by the neighborhood on that property, so if new problems come up it would get attention.
- Peggy and Phil also recommended that he talk with the owner of Blaine's to get a better sense of current activity in the neighborhood. Rene Haag is very close to the issue and could speak best to whether it has gotten better or worse recently.

### **Spenard Farmers Market**

- The Spenard Farmers Market starts on Saturday, May 17<sup>th</sup>!

The meeting was moved to adjourn at 9:00 p.m.



## Alaska International Airport System

Ted Stevens Anchorage International Airport  
Fairbanks International Airport  
P.O. Box 196960  
Anchorage, AK 99519-6960  
Website: [anchorageairport.com](http://anchorageairport.com)

### Anchorage Airport Update May 2014

#### 1. Part 150 Noise Study:

- a. Public Open House was held on Thursday, April 24<sup>th</sup> 5:30pm -7:00pm at the Kincaid Chalet. It was a workshop style discussion of land use and administrative mitigation alternatives.
- b. The next Study input committee meeting will be for review of the consultants draft recommendations and is currently planned for this fall.
- c. Web site is [anc150study.com](http://anc150study.com) for information and to send comments, questions and request to receive notifications/updates.

#### 2. Master Plan:

- a. The draft Master Plan Update report is being prepared and is estimated to be complete at the End of May. The draft report will include chapters on the Airport's inventory, facility requirements, alternatives and more, and will be available for public review.
- b. The Anchorage Airport will continue to accept comments on the Master Plan Update in 2014. Comments will be accepted through the release of the draft Master Plan Update report (estimated Spring 2014), at which time the public will have a 60 day review period to comment on the document prior to final publication. The Airport will consider and respond to all comments received in that timeframe.
- c. Website is [www.ancmasterplan.com](http://www.ancmasterplan.com) for information and to send comments, questions and request to receive notifications/updates.

#### 3. Concessions:

- a. An expansion of the landside seating area for Norton Sound Seafood House is complete. Awaiting approval for a liquor license to open.
- b. A new *Benefit Cosmetics Zoom* kiosks (vending machine) will be installed in the terminal near Gate C2 in May that will sell toiletries and cosmetics
- c. Host International is applying for a liquor license for an existing restaurant, Norton Sound Seafood House mentioned above, and a proposed bar near Gate C6. Host will be giving a brief presentation on the application at the Turnagain, Spenard, and Sand Lake Community Council Meetings in May.

4. **Airport Clean-up Day:** Friday May 2. Meet at the Old Field Maintenance Facility on Aircraft Drive at 10:00am, get work assignments, pick-up trash for a few hours, and get a "free" barbeque lunch.

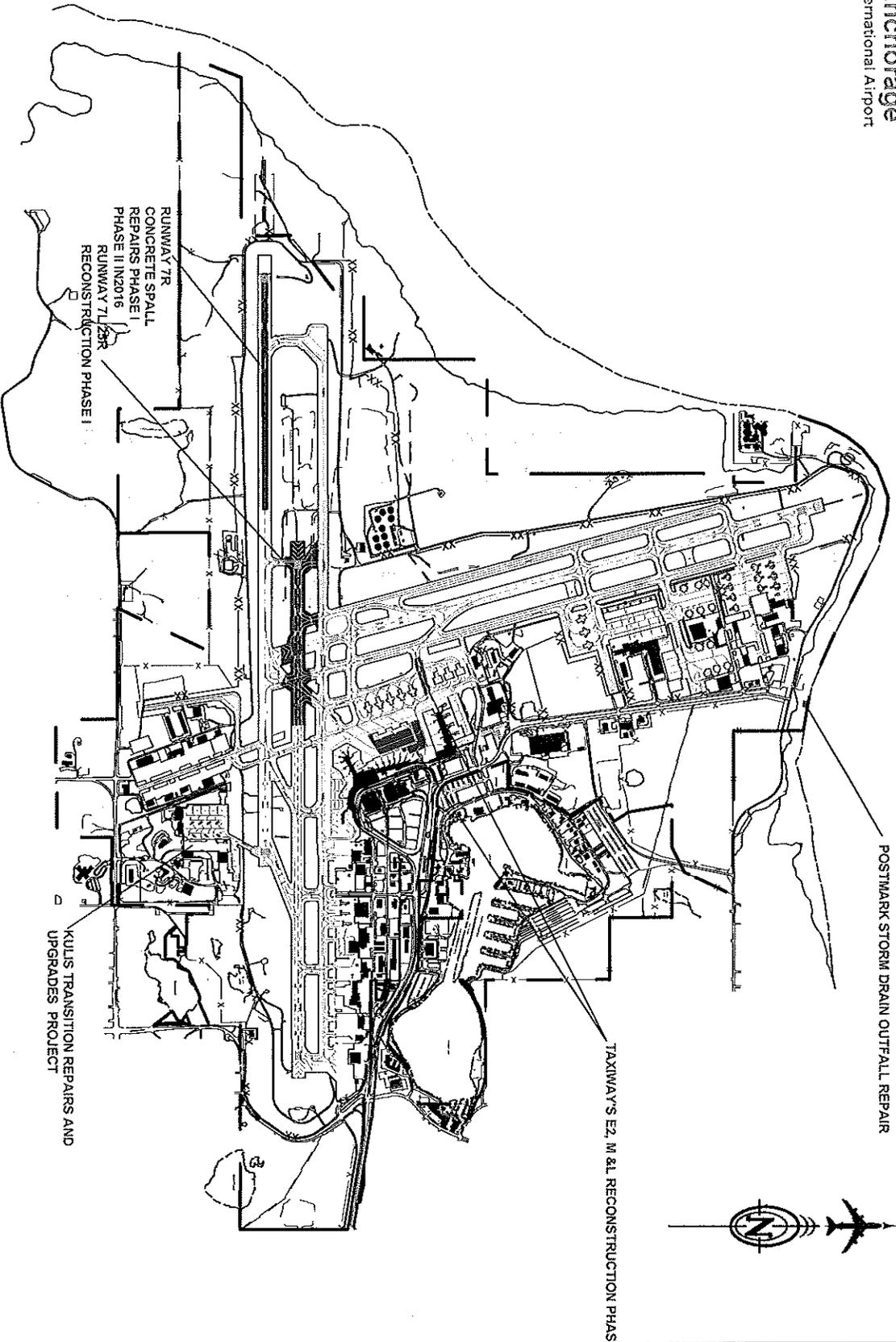
5. **Great Alaska Aviation Gathering:** Saturday and Sunday, May 3<sup>rd</sup> and 4<sup>th</sup>. FedEx hangar on Postmark Drive.

6. **Lake Hood Master Plan Update:** There will be a public kick-off meeting 7-9pm, May 15, at the Alaska Aviation Museum, 4721 Aircraft Drive, to collect input on issues the public would like to see addressed in the Master Plan Update. Ideas will also being solicited at the Lake Hood booth at the Great Alaska Aviation Gathering.

7. **2014 Summer Construction:** information on the summer construction projects at the airport will be posted on our website, [www.anchorageairport.com](http://www.anchorageairport.com) by May 1. Also, handouts on the projects will be provided at the Turnagain, Spenard, and Sand Lake Community Council Meetings in May.

8. **FCC Property:** in late April the Airport became owner of the former FCC Property along Raspberry Road.

*"To Keep Alaska Flying and Thriving."*



# 2014 PROPOSED AIRPORT CONSTRUCTION PROJECTS\*

\*DRAFT CONSTRUCTION SCHEDULE - SUBJECT TO CHANGE



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**Anchorage**  
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## ***Potential Raspberry Road Berm***

Project Description – This project will construct a berm along Raspberry Road across from Tanaina Drive, if and when suitable excess fill material becomes available.

Benefits – This project will provide a visual barrier of the airport for the traveling public on Raspberry Road

Project Timeframe – Work is contingent upon excess fill material becoming available from tenant or Airport Construction projects. It may be that no work occurs on this project in 2014 due to unavailability of material.

## ***Runway 7R/25L Concrete Spall Repairs, Phase I***

Project Description – To evaluate different methods to repair the spalled concrete on the corners of many of the concrete panels on Runway 7R/25L . Repair methods to be evaluated include approximately 500 ft. of milled centerline cementitious repair; 500 ft. of chipped cementitious repair; 25 each epoxy spot repairs; and milling about 6 inches of concrete on approximately 8 concrete panels and overlaying the remaining concrete with about 6 inches of asphalt. The performance of the Phase 1 repairs will be monitored through the winter of 2014-15 to see how the repairs perform through freeze-thaw cycles, snow removal activities, and aircraft traffic. The milling and asphalt overlay will be evaluated as a potential alternative to repairing the concrete if the concrete repairs do not perform well.

Benefits –To determine the best repair method and increase the probability of success for the follow-on *Runway 7R/25L Concrete Spall Repairs, Phase 2* project. The repairs are necessary to reduce the potential for FOD damage to aircraft and increase runway useful life.

Project Timeframe – Summer 2014



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## ***Taxiway E2, M and L Reconstruction, Phase II***

*Project Description* – Reconstruct Taxiway E2 from Taxiway E1 north to Taxiway E3, and Taxiway M between Taxiway E and Taxiway R. Due to timing of FAA grants Taxiway L was constructed in 2013.

*Benefits* – Taxiway E2 and M are showing signs of advanced structural failure. There is alligator cracking occurring along the majority of the taxiway's. During the reconstruction taxiway M structural section will be strengthened which will allow for the newer Group V+ aircraft to utilize the taxiway. Low Visibility lighting will be added to Taxiway L.

*Project Timeframe* – Summer 2014

## ***Kulis Transition Repairs and Upgrades***

### *Project Description*

The project primarily consists of utility repairs and alterations necessary to transfer Kulis utilities to the appropriate public entity, and miscellaneous repairs to reduce maintenance cost and improve access. Specific work includes: 1) Install water meters in remaining buildings, remove 3 master meters and vaults, correct deficiencies in water lines as requested by AWWU, abandon 3800lf of water main, and establish a separate water service to Building 52; 2) Install new sewer line to Building 3 and correct deficiencies in the 10" sewer main, and abandon 1700lf of sewer main; 3) provide improved road access to hangars 45 and 46; 4) improve drainage along east perimeter road to minimize impact on surrounding neighborhood and reduce maintenance costs; and 5) improve Kulis entrance road by removing median and parking curbs and paving gravel areas.

### *Benefits*

The water and sewer mains will be brought up to current AWWU standards. Once this is finished AWWU will take ownership of the utilities reducing the Airports maintenance cost. Access will be provided to Hangars 45 and 46 allowing future tenants to utilize these hangars. Improving storm drainage will minimize maintenance costs associated with airport water impacting the surrounding neighborhood. Entryway improvement will help airport leasing attract new tenants into Kulis.

*Project Timeframe* – Summer/fall 2014.



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## ***Runway 7L Reconstruction Phase I, II***

### *Project Description*

Reconstruct airfield pavement on Runway 7L. The reconstruction consists of excavating the existing structural section and replacing with a structural section thickness (pavement, base course, & sub base) that is designed for Design Group VI aircraft, as well as disposing of any contaminated soils, repaving, lighting, striping, signage, and storm drainage. Installation of LED edge lighting to reduce operational cost.

### *Benefits*

Runway 7L/25R is showing signs of advanced structural failure. There is alligator cracking occurring along sections of the runway. During the reconstruction the runway structural section will be strengthened which will allow for the newer Group VI aircraft to utilize the runway. LED runway lights will be installed to reduce operational and maintenance costs.

*Project Timeframe* – Summer 2014, Phase II 2015

## ***ANC Postmark Storm Drain Outfall Repairs***

### *Project Description*

This project is located north of the intersection of Northern Light Boulevard and Postmark Drive, between the Coastal Trail and the Cook Inlet beach. In the fall of 2013 a failure of the bluff slope occurred over the airport's primary storm water outfall (D Outfall), severely damaging approximately 50 feet of the outfall pipe. The damaged portion of the pipe has separated and collapsed as a result of the slope failure and has severely restricted flow. The project is to repair the damaged outfall pipe and repair the bluff to minimize the potential of another slope failure.

### *Benefits*

The storm drain outfall will be reconstructed which will allow the majority of the airfield storm water to freely drain without flooding the airfield.

*Project Timeframe* – Summer 2014.

**2015 Capital Projects  
Spenard - Community Council Priority List  
Municipality of Anchorage**

**Area Wide - Parks and Recreation Projects**

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
4	<b>626 Multi-use Athletic Field Rehabilitation</b>	\$600,000	\$0	\$600,000
	Scope:	Funds will be used to rehabilitate existing fields to a reasonable standard for all users and increase field amenities to offer quality statewide and local spectator and player use.		
	Need:	Athletic fields in Anchorage play an important role by promoting healthy recreational activities and helping young athletes develop positive life skills. They also play a significant role in statewide athletics. Anchorage is one location for the State C		
	Status:	Anchorage has 110 athletic fields to serve the community and state needs for healthy sports activities. Funds will be used to rehabilitate existing fields to safe and current field standards.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
3	<b>627 Forest Health and Park Safety</b>	\$200,000	\$0	\$200,000
	Scope:	Funds will be used to conduct a follow-up risk assessment, develop a recommended strategy for species management (cottonwood, evergreen, birch), finalize a tree emergency plan and continue the clearing of hazard trees on parkland from the 2012 windstorm.		
	Need:	In September of 2012 more than 5000 trees were lost during a windstorm. Initial assessments estimate clean-up to be over 1 million dollars. The Anchorage Urban Forester's plan to address the damage include a mix of volunteer clean-up, commercial sales and contracted clean-up. Currently, park assets are safe for park and trail users, however as conditions change, follow-up risk assessment and clean-up is required.		
	Status:	Park Maintenance and horticulture crews have cleared parks and trails making current park assets safe for Anchorage citizens.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
1	<b>628 Campbell Creek Greenbelt</b>	\$2,000,000	\$0	\$2,000,000
	Scope:	Asphalt repair, lighting assessment and improvements, bridge repair/replacement, signage improvements		
	Need:	Anchorage has over 250 miles of paved trails. Current infrastructure is outdated, unsafe and in need of repair. Trail use, both summer and winter, will continue to increase and safety and quality condition of trail infrastructure and amenities needs to be a priority.		
	Status:	Bond funding and State legislative grant requests are pending. Areawide greenbelt trails (Campbell Creek Greenbelt, Chester Creek Greenbelt Coastal Trail and Ship Creek Trail) need a repair program to address safety and security concerns (over 250 miles).		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
2	<b>629 Dog Park Site Selection and Design and Management Standards.</b>	\$75,000	\$0	\$75,000
	Scope:	Identify appropriate parks in the Anchorage Bowl where dog park development is appropriate. Create design and management guidelines to assist the department in building and maintaining dog parks.		
	Need:	Anchorage residents love their dogs! Currently, Anchorage has 6 official dog parks, and one more in development. Only one park is completely fenced. There is demand for more fenced dog parks throughout the bowl. Funds will be used to systematically identify the next, most appropriate places to build dog parks. Additionally, this project will develop dog park design and management guidelines.		
	Status:	The department just completed a small, fenced dog park at Arctic Benson Park. Another project is underway to formalize a fenced off-leash area at Valley of the Moon Park.		

**Parks and Recreation Projects**

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
4	<b>641 Didlika Park</b>	\$250,000	\$0	\$250,000
	Scope:	Funds will be used to repair the playground and safety surfacing and fix neighborhood park amenities.		
	Need:	Didlika Park is an important neighborhood park playground for the Turnagain and Spenard neighborhoods. The playground and safety surfacing need to be compliant with current industry-wide safety standards.		
	Status:	Park Maintenance performs monthly safety inspections and repairs the playground as necessary.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
1	<b>644 Roosevelt Park</b>	\$100,000	\$0	\$100,000
	Scope:	Funds will be used to repair the playground and safety surfacing and fix neighborhood park amenities.		
	Need:	Roosevelt Park is an important neighborhood park playground for the Spenard neighborhood. The playground and safety surfacing need to be compliant with current industry-wide safety standards.		
	Status:	Park Maintenance performs monthly safety inspections and repairs the park assets as necessary.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
2	645 Red Bridge Park	\$125,000	\$0	\$125,000
	Scope:	Funds will be used to repair the playground and safety surfacing and fix neighborhood park amenities.		
	Need:	Red Bridge Park is an important neighborhood park playground for the Spenard neighborhood. The playground and safety surfacing need to be compliant with current industry-wide safety standards. Additionally, there is an important trail connection through the park. Asphalt and bridge repairs are necessary.		
	Status:	Park Maintenance performs monthly safety inspections and repairs the park assets as necessary. In 2008 the Spenard Community completed a neighborhood park report card and in 2009 volunteer completed a volunteer park fix-it. Some of the tot-lot playground elements were replaced.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
3	646 Cope Street Park	\$100,000	\$0	\$100,000
	Scope:	Funds will be used to repair the playground and safety surfacing and fix neighborhood park amenities.		
	Need:	Cope Street Park is an important neighborhood park playground for the Spenard neighborhood. The playground and safety surfacing need to be compliant with current industry-wide safety standards. Additionally, there is an important trail connection through the park. Asphalt and bridge repairs are necessary.		
	Status:	Park Maintenance performs monthly safety inspections and repairs the park assets as necessary.		

### Project Management and Engineering Projects

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
8	380 27th Ave Pedestrian Safety - Minnesota Dr to Blueberry Rd (13-39)	\$1,750,000	\$500,000	\$1,250,000
	Scope:	This project will construct pedestrian safety improvements along this corridor. The exact improvements will be determined in the design phase.		
	Need:	This is a high volume pedestrian corridor in mid-town Anchorage. 27th Avenue has no pedestrian facilities between Spenard Road and Blueberry Road. The existing attached sidewalks between Minnesota Drive and Spenard Road are often used for parking. This project is a high priority in the Anchorage Pedestrian Plan.		
	Status:	A 2013 state grant has funded the Design Study Report. A RFP is being developed.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
4B	381 36th Ave Upgrade - Lois Dr to Minnesota Dr	\$6,000,000	\$0	\$6,000,000
	Scope:	Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping. The typical section will be developed in the design phase with community involvement.		
	Need:	This is a strip paved road with inadequate drainage, lighting, and pedestrian facilities. The pavement condition is also deteriorating.		
	Status:	No work is underway or scheduled in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
3	382 Arctic Blvd Surface Rehabilitation Phase III - 36th Ave to Tudor Rd (02-10c)	\$8,000,000	\$2,280,000	\$5,720,000
	Scope:	Improvements are expected to include pavement, curbs, a center turn lane, medians, pedestrian facilities on both sides, street lighting, storm drains, and landscaping.		
	Need:	The existing pavement has deteriorated, and the current 4-lane configuration will be improved for both traffic-flow and safety aspects.		
	Status:	The draft design study report has been updated to reflect the three-lane configuration and is out for review. Utility relocation is expected to begin late 2014, with road construction following in 2015, depending on the availability of funding. Project		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
10	383 ARDSA Storm Drain System Condition Assessment and Rehabilitation Program (13-24)	\$1,000,000	\$0	\$1,000,000
	Scope:	This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) storm drain systems and rehabilitate those system segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of degradation and functionality in our existing storm drain systems through CCTV (Closed Circuit Television) videoing augmented and by field inspecting segments of pipe. The primary focus of this project will be to concentrate on metal pipes and sections with suspect corrosion, flooding and drainage issues. Inherent with any of these investigative techniques, it may be incumbent upon the investigative staff to complete a condition survey, which may require the cleaning and or vactoring of debris that covers the bottom of the storm drain pipe. Emergency rehabilitation will be completed on segments that have or are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future capital improvement program.		
	Need:	There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Drainage Service Area. Metal pipe was primarily used prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 gallon drums laid end to end to divert or convey storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now deteriorated to the extent that in some instances it has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts include health & safety consequences and property damage through flooding.		
	Status:	This is an annual program with bond funding anticipated.		

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
1D	<b>384 Benson Blvd at Spenard Rd Area Pedestrian Safety Improvements</b>	\$1,000,000	\$0	\$1,000,000
	Scope: This project will construct pedestrian safety improvements at this intersection of arterial streets. Specific improvements will be identified in the study.			
	Need: This intersection has a high accident rate and pedestrian safety is a growing concern. This project is a priority in the Anchorage Pedestrian Plan.			
	Status: These improvements will be included in the Spenard Rd Reconstruction Phase II project.			
4C	<b>385 Benson Blvd Southside Pedestrian Facilities - Lois Dr to Minnesota Dr</b>	\$1,500,000	\$0	\$1,500,000
	Scope: This project will design and construct pedestrian facilities on the south side of Benson Boulevard. Bus stops and street lighting will also be evaluated and included in the project scope if warranted.			
	Need: There are no pedestrian facilities along Benson Boulevard. This corridor connects a large residential area to the west with a business/commercial district. This combination is a large generator of non-motorized traffic.			
	Status: This project has not started. State grant funding is proposed.			
11	<b>386 Fireweed Ln at Arctic Blvd Pedestrian Safety</b>	\$650,000	\$0	\$650,000
	Scope: This project will construct pedestrian safety improvements to this intersection. The exact improvements will be determined in the design phase.			
	Need: This project is a priority in the Anchorage Pedestrian Plan. This is a high volume pedestrian area located between a residential area and the mid-town commercial district.			
	Status: This project has not started. State grant funding is proposed.			
2C	<b>387 Fish Creek Improvements - Cook Inlet to Lake Otis Pkwy</b>	\$0	\$0	\$0
	Scope: This project will construct water quality and drainage capacity improvements on Fish Creek.			
	Need: Development has affected the natural flow of the creek and creek capacity is inadequate for current flow.			
	Status: State grant funding is proposed. Several phases have already been funded and constructed.			
2A	<b>388 Fish Creek Trail - Northwood Dr to Spenard Rd (03-27)</b>	\$1,495,000	\$866,339	\$628,661
	Scope: This project will construct a missing link of the Fish Creek Trail, specifically from Spenard Road to Northwood Drive. The first phase is anticipated to construct a bridge over Fish Creek.			
	Need: This segment of the Fish Creek Trail has never been constructed. Users must use roadways to make the connection.			
	Status: Design has been completed. Obtaining permits. A 2012 state grant provided initial construction funding for construction of a bridge. Bridge installation expected in the spring/summer of 2014.			
2B	<b>389 Fish Creek Trail Upgrade - Barbara St Park to Spenard Rd</b>	\$3,000,000	\$0	\$3,000,000
	Scope: This project will resurface the trail segments that are worn or unsafe and replace bridges along the trail as needed. Signage will also be upgraded.			
	Need: The Fish Creek Trail is well used and showing its age. There are many bridges that need to be replaced and sections of trail that need resurfacing.			
	Status: This project has not started. Funding is proposed as a partnership of state grants and local road bonds.			
12	<b>390 Flooding, Glaciation, and Drainage Matching Program</b>	\$50,000,000	\$0	\$50,000,000
	Scope: This annual funding program allows the Municipality to apply funding to drainage needs as required within and without road right-of-ways.			
	Need: This project will design and construct drainage projects that address flooding and glaciation problems throughout Anchorage. The goal of improvements is to improve safety and reduce operation and maintenance costs.			
	Status: This annual program has funded dozens of successful small and large projects in recent years. Local bond funds are matched with state grants each year.			
DELETE →	<b>391 Lakeshore Dr Extension/Upgrade - Aero Ave to Wisconsin St</b>	\$23,000,000	\$0	\$23,000,000
	Scope: Improvements would include a new road base, curbs, pavement, underground storm drains, street lighting, and pedestrian facilities.			
	Need: While no immediate need exists, the OS&HP identifies this as a possible future collector street connection.			
	Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project will remain on the Capital Projects Needs List for future funding consideration. The project is identified as a collector route in the Official Streets & Highways Plan.			

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
4A	<b>392 Lois Dr/36th Ave Upgrade - Northern Lights Blvd to Minnesota Dr</b>	\$10,500,000	\$0	\$10,500,000
	Scope:	Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping. The typical section will be developed in the design phase with public involvement.		
	Need:	This is a strip paved road with inadequate drainage, lighting, and pedestrian facilities. The pavement condition is also deteriorating.		
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.		
13	<b>393 Road and Drainage Rehab Matching Program</b>	\$50,000,000	\$0	\$50,000,000
	Scope:	This annual funding program allows the Municipality to construct road and drainage improvements as they develop. Road resurfacing, drainage improvements, and curb replacement are the types of improvements accomplished through the program.		
	Need:	The 2011 GASB survey of surface conditions for paved roads in the Municipality revealed 190 miles of road either Condition E or F. These letters represent roads that are in poor condition and worse. Most of the time repairing these roads requires addressing the drainage issues that cause the surface to crack, heave, and pot hole. The purpose of this funding is to preserve deteriorating road bases before a costly full reconstruction is required.		
	Status:	Road rehabilitation occurs annually throughout the Municipality on both major roads and local roads due to this program. Local road bonds have been combined with state grants to construct dozens of projects throughout Anchorage in the last few years.		
9A	<b>394 Senate District J Local Road Rehabilitation</b>	\$30,000,000	\$1,000,000	\$29,000,000
	Scope:	Many of the local roads in the Municipality are experiencing surface degradation. This issue manifests in cracking, pot holing, frost heaving, erosion of pavement edges, and separation between curb and asphalt.		
	Need:	Many of the local roads in the Municipality are experiencing surface degradation. This issue manifests in cracking, pot holing, frost heaving, erosion of pavement edges, and separation between curb and asphalt.		
	Status:	State grant funding is proposed annually to fund this program.		
9B	<b>395 Senate District K Local Road Rehabilitation</b>	\$30,000,000	\$1,000,000	\$29,000,000
	Scope:	Resurface, primarily by reclaiming, local roads in Senate District F. Some drainage, grading, and curb work may be included as needed.		
	Need:	Many of the local roads in the Municipality are experiencing surface degradation. This issue manifests in cracking, pot holing, frost heaving, erosion of pavement edges, and separation between curb and asphalt.		
	Status:	State grant funding is proposed annually to fund this program.		
5	<b>396 Spenard Area Railroad Crossing Pedestrian Safety Improvements</b>	\$200,000	\$0	\$200,000
	Scope:	This project would study the pedestrian crossings of the Alaska Railroad in the Spenard area and then make recommendations for safety improvements. Future funding would be pursued to implement the results of the study.		
	Need:	This need has been identified by the Spenard Community Council.		
	Status:	This project has not started. There is no funding programmed in the six-year CIP for this project. However, this project will remain on the Needs List for future funding consideration.		
1A	<b>397 Spenard Rd Reconstruction Phase II - Hillcrest Dr to Benson Blvd (03-22b)</b>	\$18,600,000	\$1,475,000	\$17,125,000
	Scope:	This project will construct this minor arterial to current urban standards. Improvements are expected to include a new road base, curb and gutter, storm drain, transit improvements, lighting upgrades, pedestrian crossing improvements, and landscaping.		
	Need:	The surface of the roadway is experiencing rutting, cracking, and pot holing to the point that safety may be impacted. Street maintenance expense has increased as a result of the road condition, which is deteriorating beyond the scope of normal maintenance.		
	Status:	Contract amendment for design has been finalized. NTP has been issued to Lounsbury. Development of Revised DSR in progress. Project funding is proposed through state grants and AMATS.		
1B	<b>398 Spenard Rd Surface Rehab - Benson Blvd to 36th Ave</b>	\$3,000,000	\$0	\$3,000,000
	Scope:	This project will overlay or replacement the pavement and construct ADA upgrades.		
	Need:	The surface of the roadway is experiencing rutting, cracking, and pot holing to the point that safety may be impacted. Street maintenance expense has increased as a result of the road condition, which is deteriorating beyond the scope of normal maintenance.		
	Status:	This project has not started. Project funding is proposed with a combination of state grants and local road bonds.		

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
IC			
399	\$1,700,000	\$0	\$1,700,000
Scope:	This project will overlay or replacement the pavement and construct ADA upgrades.		
Need:	Pavement and curb deterioration are becoming safety concerns along this minor arterial.		
Status:	This project has not started. Project funding is proposed with a combination of state grants and local road bonds.		

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
7			
400	\$7,000,000	\$250,000	\$6,750,000
Scope:	Upgrade the road to urban collector standards. Improvements typically include a new road base, pavement, curb and gutters, storm drain, pedestrian facilities, lighting upgrades, and landscaping.		
Need:	Turnagain Boulevard is a two lane road that functions as a residential collector. There are no pedestrian facilities. The existing drainage is a combination of ditches and underground storm drains.		
Status:	The design study, funded by a 2010 state grant, is substantially complete.		

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
6			
401	\$500,000	\$0	\$500,000
Scope:	Construct pedestrian facilities to connect to the existing facilities on either side of the railroad tracks.		
Need:	This project need was identified by the Spenard Community Council. The project is a priority for the community council. There are pedestrian facilities on either side of the railroad crossing, but a 250 foot section spanning the railroad tracks has no facilities. The lack of pedestrian facilities negatively impacts safety for non-motorized users.		
Status:	The project has not started. The project will remain on the Needs List for future funding consideration.		

**State Road Projects**

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
5			
603	\$10,414,500	\$3,389,500	\$7,025,000
Scope:	Project involves complete reconstruction of Fireweed Lane between Spenard Road and the Seward Highway and will include pedestrian, transit, bicycle and landscape improvements.		
Need:	There are safety and capacity concerns with the existing 4-lane road section, especially with regard to pedestrians and non-motorized travel.		
Status:	Project transferred back to DOT and no work is underway. No work is currently scheduled in the 6-year Capital Improvement Program. This is a state owned facility and evaluation and funding would be by the State of Alaska.		

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
3			
604	\$1,000,000	\$0	\$1,000,000
Scope:	Construct a pathway or widen the roadway to accommodate non-vehicular traffic from Northwood Drive to Spenard Road.		
Need:	This need was identified by the Spenard Community Council.		
Status:	The project has not started. This is state-owned right-of-way so project evaluation and prioritization will be done by the State of Alaska DOT&PF.		

Delete =>

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
605	\$21,000,000	\$0	\$21,000,000
Scope:	One potential capacity improvement is construction of an interchange.		
Need:	Anticipated traffic increases may call for capacity improvements at this intersection. This project is identified in the Metropolitan Transportation Plan (MTP).		
Status:	No work is currently scheduled in the 6-year Capital Improvement Program. This is a state route and evaluation and funding would be through the State of Alaska.		

Delete =>

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
606	\$45,000,000	\$0	\$45,000,000
Scope:	Capacity improvements may include a grade separated intersection.		
Need:	Anticipated traffic increases may call for capacity improvements at this intersection. This project is identified in the Metropolitan Transportation Plan (MTP).		
Status:	No work is currently scheduled in the 6-year Capital Improvement Program. This is a state route and evaluation and funding would be through the State of Alaska.		

Delete =>

PRIORITY #	Estimated Cost	Funds on Hand	Additional Funds Required
607	\$25,000,000	\$0	\$25,000,000
Scope:	This project would study the feasibility of constructing an interchange at this intersection.		
Need:	Traffic is expected to continue to increase at this intersection.		
Status:	No work is underway or scheduled in the six-year Capital Improvement Program. This is a state owned facility and evaluation and funding would be through the State of Alaska.		

PRIORITY #

4

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>608 Minnesota Dr Corridor Controlled Access - Northern Lights Blvd to International Airport Rd</b>		\$19,900,000	\$0	\$19,900,000
Scope:	The anticipated scope would focus on limiting access to Minnesota Drive.			
Need:	Traffic is expected to continue to increase beyond the capacity of the existing configuration. Direct access to Minnesota Drive is an impediment to the optimal use of a major arterial as a safe, efficient traffic conduit.			
Status:	No work is underway or scheduled in the six-year Capital Improvement Program. This is a state-owned facility and evaluation and funding would be by the State of Alaska.			

PRIORITY #

1

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>609 Northern Lights Blvd @ Spenard Rd Intersection Improvements (HSIP)</b>		\$240,000	\$0	\$240,000
Scope:	This project will construct improvements to the intersection of Northern Lights Boulevard and Spenard Road.			
Need:	Safety concerns have been identified at this intersection.			
Status:	Project is incorporated into the Municipality's Spenard Road project.			

PRIORITY #

2

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>610 Northern Lights Blvd/Benson Blvd Rut Repair - Minnesota Dr to Wisconsin St</b>		\$2,000,000	\$0	\$2,000,000
Scope:	Overlay or re-surface the existing roadway.			
Need:	The rutting of this road surface may impact safety and maintenance.			
Status:	This is a state-owned facility. Evaluation and prioritization are done by the State DOT. This project is on the Central Region's rut repair needs list.			