

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: June 26 2007

CLERK'S OFFICE

Anchorage, Alaska

APPROVED

AO 2007- 97

Date 7-17-07

1 AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING
2 THE **UTILITY CORRIDOR PLAN** TO ADD A NEW WATER TRANSMISSION LINE
3 CORRIDOR.

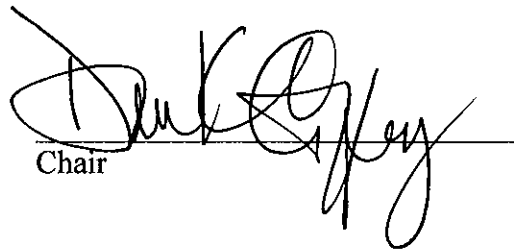
4
5 (Planning and Zoning Commission Case No. 2007-068)
6

7 THE ANCHORAGE ASSEMBLY ORDAINS:
8

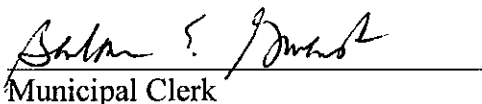
9 **Section 1:** The *Utility Corridor Plan* is amended with the addition of a new water
10 transmission line corridor for Phase IV of the Anchorage Loop Water Transmission
11 Main, with the new alignment described as running parallel to the south side of Tudor
12 Road and extending west from the Tudor Road water reservoir tanks to Boniface
13 Parkway, then south and westerly along the new East 48th Avenue extension corridor to a
14 vault near the intersection of East 48th Avenue and Bragaw Street, then south in the new
15 Abbott Loop extension to the intersection of 84th Avenue and Abbott Loop Road.
16

17 **Section 2:** This ordinance shall become effective immediately upon its passage and
18 approval by the Assembly.
19

20 PASSED AND APPROVED by the Anchorage Assembly this 17th day of
21 July 2007.
22

23
24
25
26
27
28
29
30
31
32
33

Chair

ATTEST:


Municipal Clerk

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2007- 97

Title: An Ordinance of the Anchorage Municipal Assembly Amending the Utility Corridor Plan to Add a New Water Transmission Line Corridor Alignment (Planning & Zoning Commission Case No. 2007-068).

Sponsor:

Preparing Agency: Planning Department

Others Impacted: None

CHANGES IN EXPENDITURES AND REVENUES:

(In Thousands of Dollars)

	<u>FY07</u>	<u>FY08</u>	<u>FY09</u>	<u>FY10</u>	<u>FY11</u>
Operating Expenditures					
1000 Personal Services					
2000 Non-Labor					
3900 Contributions					
4000 Debt Service					
TOTAL DIRECT COSTS:	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Add: 6000 Charges from Others					
Less: 7000 Charges to Others					
FUNCTION COST:	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

REVENUES:

CAPITAL:

POSITIONS: FT/PT and Temp

PUBLIC SECTOR ECONOMIC EFFECTS:

Approval of this amendment should have no significant economic impact on the public sector.

PRIVATE SECTOR ECONOMIC EFFECTS:

Approval of this amendment should have no significant economic impact on the private sector. Without extension of the line, there could be a negative impact as existing water customers in south and west Anchorage could experience low water pressures and, in some areas of south Anchorage, lack of water during peak use periods by 2008.

Prepared by: Cathy Hammond, Physical Planning Division

Telephone: 343-7921



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 420-2007

Meeting Date: June 26 2007

From: MAYOR

Subject: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY
AMENDING THE UTILITY CORRIDOR PLAN TO ADD A NEW
WATER TRANSMISSION LINE CORRIDOR ALIGNMENT

1 This ordinance would amend the Utility Corridor Plan (UCP) to add a new alignment for
2 a 48-inch water transmission line. The UCP was adopted in 1990 to provide guidance to
3 the Municipality and affected utilities regarding the type and location of major utility
4 facilities to be developed over the next ten to twenty years. The plan was designed to
5 express the most appropriate location for facility improvements to provide predictability
6 in utility development while minimizing neighborhood and community impacts.

7
8 The Anchorage Water and Wastewater Utility (AWWU) is completing the Phase IV section
9 of the Anchorage Loop Water Transmission Main (Loop). This new line is the last of eight
10 phases for the Loop project, which was designed to provide 8.5 gallons of water per day to
11 approximately 60,000 customers and to 100,000 prospective new customers in south and
12 west Anchorage.

13
14 The Loop system was deemed essential based on AWWU projections that, without
15 completion of Phase IV or development of an alternative water source, existing customers in
16 south and west Anchorage could begin to experience low water pressures and, in some areas
17 of south Anchorage, lack of water during peak use periods by 2008. The original alignment
18 for Phase IV extended from the Tudor Road Reservoir through Bureau of Land
19 Management (BLM) lands along Campbell Airfield Road ending on Abbott Loop Road. (See
20 Attachment A.) However, that alignment had to change when BLM determined the route
21 through its lands would not be authorized.

22
23 After BLM's finding, a new route was designed along Tudor Road west to Bragaw Street,
24 then south along the Bragaw alignment in the utility reserve section of the Campbell Tract to
25 Abbott Loop Road. Permits for this route were being prepared when the State of Alaska
26 initiated the Abbott Loop Extension road project and the Municipality decided to place the
27 new waterline in that road prism to minimize environmental impacts.

28
29 The alignment was then revised to run along the south side of Tudor Road in existing
30 easements west to Bragaw Street, where it would then travel south in the new Abbott Loop
31 Extension road fill to its terminus at 84th Avenue. After an unsuccessful bidding process for
32 that alignment because of safety and cost concerns, particularly for heavy equipment work
33 that would occur close to high voltage electrical lines in the Tudor Road section, AWWU
34 had to again change the Phase IV route.

1 The new proposed route now departs from the south side of Tudor Road at Boniface
2 Parkway, where the waterline will be placed in the new East 48th Avenue right-of-way, then
3 extended west to Bragaw Street and south along the Abbott Loop Extension to 84th Avenue.
4 (See Attachment A.) Routes for the new East 48th Avenue were evaluated in a recent
5 Environmental Assessment for the East 48th Avenue/Boniface Parkway Extension. The
6 new road traverses MOA PLI land and its location and design incorporated input from the
7 Planning and Traffic Departments, and local resource agencies. AWWU has already
8 constructed the east section of this waterline corridor, so it will be ready to build the section
9 in East 48th Avenue, which is planned for spring 2008.

10
11 The UCP anticipated that departures from adopted corridors might occur over time as
12 conditions, technologies, and land uses change. To account for this, the UCP provides
13 for a plan amendment process should transmission routes other than those depicted in the
14 plan be requested. The UCP describes the process and concludes with the following,
15 "The Planning Commission shall be that municipal entity authorized to grant major
16 deviations from the corridors specified in the plan map." Because the UCP is an element
17 of Anchorage 2020-Anchorage Bowl Comprehensive Plan, the Assembly must also
18 approve UCP amendments.

19
20 AWWU undertook several alternative route selection and evaluation analyses, with
21 public outreach and agency review coordination, consistent with the amendment
22 procedures, standards, and alternative corridor analyses outlined in the UCP.

23
24 The proposed amendment was heard and approved by the Planning and Zoning
25 Commission on May 14, 2007.

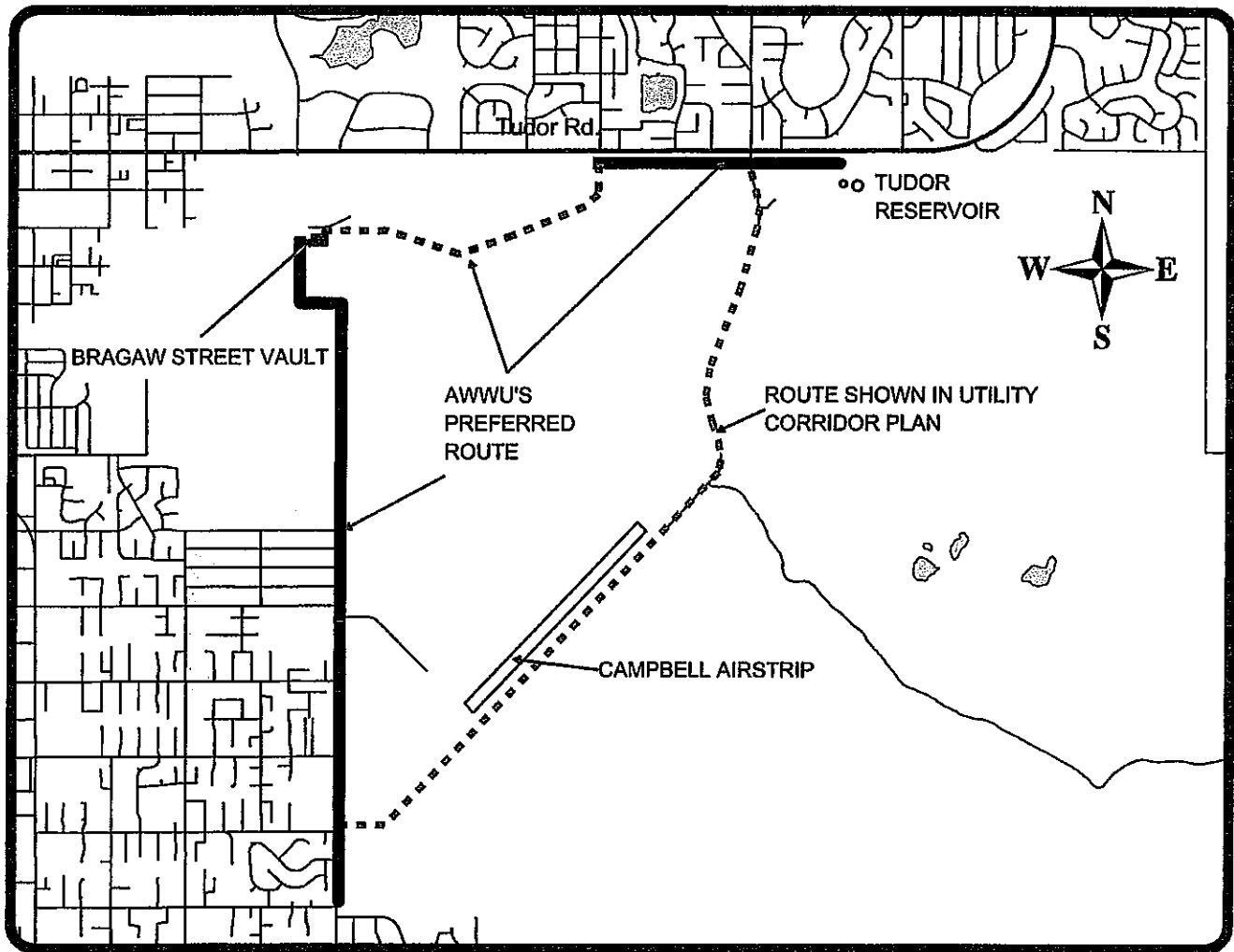
26
27 THE ADMINISTRATION CONCURS WITH THE RECOMMENDATION OF THE
28 PLANNING AND ZONING COMMISSION AND RECOMMENDS ASSEMBLY
29 ADOPTION OF THE ORDINANCE AMENDING THE UTILITY CORRIDOR PLAN
30 TO ADD A NEW WATER TRANSMISSION LINE CORRIDOR ALIGNMENT.

31
32
33 Prepared by: Tom Nelson, Director, Planning Department
34 Concurred by: Mary Jane Michael, Executive Director
35 Office of Economic and Community Development
36 Concurred by: James N. Reeves, Municipal Attorney
37 Concurred by: Denis C. LeBlanc, Municipal Manager
38 Respectfully submitted: Mark Begich, Mayor
39
40

41 Attachments: A. Map of Preferred Route
42 B. Planning and Zoning Commission Resolution 2007-033
43 C. Planning and Zoning Commission May 14, 2007 Meeting Minutes
44 D. Planning and Zoning Commission Staff Report dated May 14, 2007

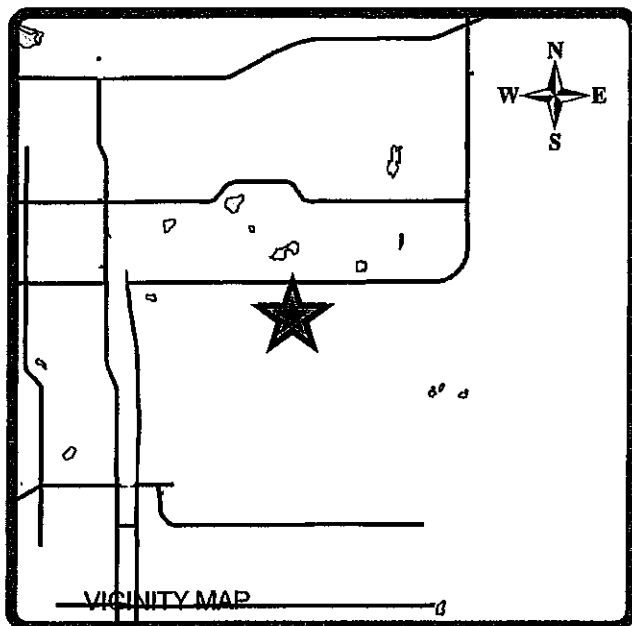
ATTACHMENT A
of Assembly Memorandum

Map
Showing Preferred Route
and
Route in Utility Corridor Plan



PROJECT MAP GRID SW1836-39, 1936,2036

Maps Not-to-Scale



Legend



Approximate location



— Mainline Installed or Under Construction

..... AWWU Preferred Route Alternative

..... Route Shown in Utility Corridor Plan

Anchorage Loop WTM Ph IV

PeopleSoft Project ID 0000000535
Anchorage Water & Wastewater Utility

ATTACHMENT B
of Assembly Memorandum

Planning & Zoning Commission
Resolution No. 2007-033

MUNICIPALITY OF ANCHORAGE

PLANNING AND ZONING COMMISSION RESOLUTION NO. 2007-033

A RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE UTILITY CORRIDOR PLAN TO ADD A NEW WATER TRANSMISSION LINE CORRIDOR.

(Case 2007-068)

WHEREAS, the Anchorage Water and Wastewater Utility (AWWU) submitted a request to amend the Utility Corridor Plan to create a new water transmission line corridor for *Phase IV* of their Anchorage Loop Water Transmission Main (Loop); and

WHEREAS, the Utility Corridor Plan, as an element of Anchorage 2020—Anchorage Bowl Comprehensive Plan, includes design standards and utility corridors which are meant to govern public utility locations and improvements throughout the Municipality; and

WHEREAS, according to the Utility Corridor Plan, significant departures from adopted utility corridors and/or new facilities, require a formal plan amendment, which must follow specific procedures; and

WHEREAS, AWWU undertook several alternative route selection and evaluation analyses, with the associated public outreach process and agency review coordination, consistent with the amendment procedures, standards, and alternative corridor analyses outlined in the Utility Corridor Plan; and

WHEREAS, in order to meet AWWU's future needs for its water transmission Loop, and per the results of the route selection studies and public and agency coordination, a preferred new alignment for a future 48-inch transmission line was identified to parallel the south side of Tudor Road west from the AWWU reservoir tanks to Boniface Parkway, and then westerly along the new East 48th Avenue Extension corridor to a vault near the intersection of East 48th Avenue and Bragaw Street, and then south in the new Abbott Loop Extension to 84th Avenue and Abbott Loop Road;

WHEREAS, notice of the proposed plan amendment was published and a public hearing was held on May 14, 2007; and, as delineated in the Utility Corridor Plan, the Planning and Zoning Commission is identified as the municipal agency responsible for plan amendments.


NOW, THEREFORE, BE IT RESOLVED by the Anchorage Planning and Zoning Commission that:

A. The Commission makes the following findings of fact:

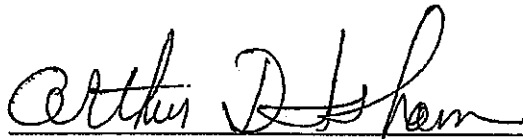
1. The AWWU preferred alternative was determined to be the most direct, cost-effective, and efficient alignment that includes the least impacts to the environment, to residential parcels, and parkland.

2. This final phase of the Anchorage Loop is essential to south Anchorage water supplies.
 3. The AWWU preferred alternative minimizes overall costs to the public and the utility company and represents the closest and most viable alignment to that shown in the Utility Corridor Plan.
 4. The preferred alignment represents the culmination of extensive public and agency engagement and input from within each of the alignment alternatives.
- B. The Commission recommends approval of this new water transmission corridor as a formal amendment to the Utility Corridor Plan.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission this 14th day of May, 2007.



Tom Nelson
Secretary



Art Isham
Vice Chair

(2007-068)

ATTACHMENT C
of Assembly Memorandum

**Planning & Zoning Commission
May 14, 2007 Meeting Minutes**

AYE: Pease, Fredrick, Josephson, Jones, Isham, Palmer, Wang, Phelps
NAY: None

PASSED

F. REGULAR AGENDA – None

G. PUBLIC HEARINGS

1. **2007-068** Anchorage Water & Wastewater Utility (AWWU). Amendment to the Utility Corridor Plan to include a modified alignment for the Phase IV section of the Anchorage Loop Water Transmission Main (Loop), which will run from the mainline valve vault on East Tudor Road, west along Tudor Road to Boniface Parkway, then south and west along a new East 48th Avenue extension to Bragaw Street. The new waterline will then traverse south along the new Abbott Loop Extension to 84th Avenue.

Staff member THEDE TOBISH explained this amendment to the Utility Corridor Plan was submitted by AWWU. The route alignment has a convoluted history, which he tried to capture in the Staff analysis. AWWU needs to complete the final phase of the 48-inch loop transmission line to connect the Tudor tanks to the rest of the system on the south end of Abbott Loop Road. In the second half of the 1990s the utility began to plan for the final route alignment. The original line was to more or less follow what is in the Utility Corridor Plan. That line underwent additional study in early 2000s and after considerable study and public involvement a final alignment was determined to follow Tudor west to Bragaw and then south within the new Abbott Loop Extension (ALE) to the connection point. After additional study and construction documents, that line encountered a problem along Tudor Road and could not be built where proposed. The utility embarked on an additional study and now recommends the alignment proposed tonight that will deviate off of Tudor Road and use the 48th Avenue alignment. Staff has found that the proposed alignment and the public and planning process that accompanied it meets the criteria for a formal plan amendment as outlined in Appendix B of the Utility Corridor Plan. MR. TOBISH noted that no public comment was received, but five memoranda of non-objection were received from various municipal departments. MR. TOBISH corrected a typographical error in the Findings and Recommendations of the staff memorandum. The introduction paragraph should say the newer "water" transmission line rather than the electric transmission line.

COMMISSIONER PEASE noted that page 5 of the packet indicates many alignments have received extensive study and have received Corps of Engineers (COE) permits. She asked whether this alignment has received a COE permit. MR. TOBISH replied that this one will be part of the East 48th Avenue COE permit, which is out for public review at this time.

COMMISSIONER JOSEPHSON noted that the proposed alignment seems to impact the park less than the previous alignment. MR. TOBISH indicated this is correct; the current alignment is in right-of-way alignments.

COMMISSIONER PEASE asked the location of the creek crossings on the map on page 17 of the packet. MR. TOBISH replied that the new route along East 48th does not cross Campbell Creek. The new pipeline is already in the ALE portion of the project. COMMISSIONER PEASE asked if this water line will be the deepest utility infrastructure. MR. TOBISH replied that he understands this is the deepest utility in the new road. The proposal submitted to the COE included best management practices to address and avoid impacts to the adjacent wetlands.

The public hearing was opened and closed without comment.

COMMISSIONER PEASE asked whether this amendment should be conditioned on COE approval. She asked if this is being evaluated against the four criteria from the Comprehensive Plan. MR. TOBISH stated that with the Utility Corridor Plan the criteria in Appendix B are followed; those are more directed at public policy and process and whether or not the alignment is appropriate. Design and development features are more relevant to COE review and are more appropriately addressed through that review. COMMISSIONER PEASE asked whether the Commission was given Appendix B. MR. TOBISH replied that he outlined the relevant criteria from that appendix in the Staff analysis.

COMMISSIONER PEASE moved for approval of an ordinance amending the UCP as per the Staff finding and recommendations. COMMISSIONER PALMER seconded.

COMMISSIONER PEASE supported her motion, noting there is a clear need for an additional utility extension to serve South Anchorage. There is lack of water pressure and possible lack of water in peak periods by 2008. This pipeline alignment has been studied extensively, numerous alternatives have been examined, the public is supportive and accepting of the extension, and it is now up to the COE to find that best management practices are included in the project; that permit is underway. Staff has found that this alignment

meets the general intent of the Comprehensive Plan policy to locate and design facilities with balanced regard to the environment.

AYE: Pease, Josephson, Isham, Fredrick, Palmer, Wang, Phelps

NAY: None

ABSTAIN: Jones

PASSED

F. UNFINISHED BUSINESS AND ACTIONS ON PUBLIC HEARINGS (continued)

2. 2007-076

Municipality of Anchorage, Planning Department. Anchorage Downtown Comprehensive Plan, March 2007.

CHAIR JONES stated the public hearing is closed in this matter and the Staff has supplied the Commission with a May 14, 2007 Issue-Response Summary. She recommended that the Commission convene a Committee of the Whole.

COMMISSIONER ISHAM moved to convene a Committee of the Whole.
COMMISSIONER PEASE seconded.

AYE: Pease, Josephson, Jones, Isham, Fredrick, Palmer, Wang, Phelps
NAY: None

PASSED

Staff member TOM DAVIS stated the Commission has been supplied with a packet containing all comments received through the public hearing process, draft minutes from the April 25 hearing, and the Issue-Response Summary document responding to comments from the public, the Commission, the Geotechnical Advisory Commission, and Anchorage Historical Preservation Commission. Staff wishes to review the comments and issues and explain the Department's response to each. The Issue-Response Summary is organized by section of the Downtown Plan with major subtopics within each section. Some issues were organized by topic. The format first enunciates the issue, followed by the Department's response. There were also comments about technical corrections; the Department will submit an errata sheet to the Commission as soon as possible. Attached to the Issue-Response Summary are several source documents, including the source of the transportation recommendations, a Transportation Network Analysis Report by Kittleson & Associates, Inc. Also included is a more complete copy of AO 85-173 that addresses height restrictions in the vicinity of Town Square Park.

ATTACHMENT D
of Assembly Memorandum

**Planning & Zoning Commission
Staff Packet for Case No. 2007-068
May 14, 2007**


Municipality of Anchorage


G.1.

MEMORANDUM

DATE: May 14, 2007

TO: Planning and Zoning Commission

THRU:  Tom Nelson, Director
Planning Department

FROM:  Thede Tobish, Senior Planner
Physical Planning Division

SUBJECT: Case 2007-068, An Ordinance Amending the Utility Corridor Plan

ATTACHMENTS:

1. Submittal for Plan Amendment
2. Map of Selected Route
3. Map 4-2 from the Utility Corridor Plan
4. Agency Comments

AMENDMENT REQUEST

The Anchorage Water and Wastewater Utility (AWWU) has submitted a request to amend the Utility Corridor Plan to include a modified alignment for the Phase IV section of the Anchorage Loop Water Transmission Main (Loop).

The original alignment for Phase IV, as depicted in the Utility Corridor Plan, was deemed infeasible once the Bureau of Land Management (BLM) issued a finding that this pipeline corridor would not be authorized to traverse their lands in the Abbott Loop area. This new line is the last of eight phases for the Loop project, which was designed to provide 8.5 gallons of water per day to approximately 60,000 customers and to 100,000 prospective new customers in south and west Anchorage.

The Loop system was deemed essential based on AWWU projections that without completion of Phase IV, or development of an alternative water source, existing customers in south and west Anchorage could begin to experience low water pressures and, in some areas of south Anchorage, lack of water during peak use periods by 2008. Because the 1990 Utility Corridor Plan does not identify this pipeline alignment, a plan amendment is required to formally include this new line.

PROJECT HISTORY AND BACKGROUND

Together with the eight other sections of the Loop project, this Phase IV section finishes AWWU's long-term plan to move and distribute water from the northeast Anchorage Bowl to other service areas in the south and west ends of the Bowl. All phases of the Loop program except for Phase IV and V were completed when AWWU initiated a 1998 routing study. That report described the process by which potential route segments were identified, analyzed, and combined to develop six preliminary alternatives for a final analysis.

Three of those six alternatives were retained for future consideration, including the Airport West, the North Perimeter, and Northern Revetment routes, all described as minor variations of the route identified in the original Utility Corridor Plan. These routes traversed the main BLM campus off Abbott Loop Road. Once the need for these last two sections of the Loop was identified as crucial by 2001, the Mayor formed a Task Force to recommend a final route alternative and project construction schedule. This Task Force sought public input and provided further evaluation of costs and constraints and transmitted a record of decision to the Mayor recommending a North Perimeter alignment. AWWU then initiated an Environmental Assessment for this Phase IV alignment. That Phase IV routing has evolved considerably since the 2001 finding.

Because the BLM would not authorize a utility line across their lands, the final route between the Tudor Road reservoir and the Abbott Loop Road vault was to be along Tudor Road to Bragaw and then south along the Bragaw alignment in the utility reserve section of the Campbell Tract to Abbott Loop Road. The Corps of Engineers and the BLM were in the process of preparing permits when the State of Alaska initiated the Abbott Loop Extension project and the Municipality decided to place the new waterline in that road prism.

The interim final alignment for this new Phase IV 48-inch pipeline was identified in 2004 to run along the south side of the Tudor Road right-of-way in existing easements west to the Bragaw Road right-of-way, where it was to have then been directed south in the new Abbott Loop Extension road fill to its terminus at 84th Avenue. Following a failure of the bidding process for that alignment because of safety and cost concerns particularly for the necessary heavy equipment work in the immediate vicinity of high voltage electrical lines in the Tudor Road section, AWWU was forced to again switch the Phase IV route.

The Utility arrived at a new modified pipeline corridor, which now includes a departure off the Tudor Road easement at Boniface Parkway, where the new pipe will be placed in the future new East 48th Avenue right-of-way. Routes for this new arterial were analyzed and summarized in a recent Environmental Assessment for the East 48th Avenue/Boniface Parkway Extension. This new right-of-way, which runs through and is intended to serve new developments in the Tudor Road PLI Study area, has been optimized with a coordinated analysis that incorporated input from the Planning and Traffic Departments and local resource agencies. AWWU has already undertaken construction of the east section of this final new alignment so that it will be poised to construct the section in new East 48th Avenue, which is planned for spring 2008.

Attachment 2 shows the final requested new alignment for Phase IV of the Loop that would amend Map 4-2 on page 42 of the Utility Corridor Plan (Attachment 3). A description of the alignment follows:

From the Tudor Road reservoir tanks, the new 48-inch line is to run west in easements, parallel to and on the south side of Tudor Road, to Boniface Parkway. From Boniface Parkway, the pipe will traverse south then westerly in the new East 48th Avenue Extension corridor to the intersection of East 48th Avenue and Bragaw Street. From that intersection the new alignment moves south in the Abbott Loop Road Extension to the intersection of 84th Avenue and Abbott Loop Road.

BACKGROUND ON UTILITY CORRIDOR PLAN

The Utility Corridor Plan was adopted to serve both as the Municipality of Anchorage utility corridor and design planning tool and as its own instrument for implementation. As an element of the Anchorage 2020/Anchorage Bowl Comprehensive Plan (Anchorage 2020), under *Anchorage Municipal Code 21.05*, it provides guidance to the Municipality and participating utilities for the type, location, and design of major utility expansion and development. The elements of this plan are meant to govern utility locations and improvements in a way that maximizes the predictability of utility developments and minimizes neighborhood and community impacts and conflicts.

The Utility Corridor Plan includes maps, design standards, and formal descriptions and definitions for various utilities for existing and future utility alignments and corridors, which were developed with assistance and input from all of the major utility entities in Anchorage. The chief implementation methods for this plan's policies and guidelines include the platting, zoning and building permit processes, and the interplay and connectivity between this plan and other Comprehensive Plan elements.

UTILITY CORRIDOR PLAN AMENDMENT PROCESS

As a functional plan element of the Anchorage 2020, the Utility Corridor Plan is intended to provide guidance and regulations for virtually all aspects of utility corridors and development within the Municipality. Guiding existing and future utility facilities are a series of plan maps (Maps 4-1 through 4-3). These alignments are intended to be followed in platting, building permit authorizations, and related land use and plan decisions. Minor departures from these adopted alignments may be authorized administratively by the appropriate authority in platting, conditional use and other development approvals. Significant departures from the adopted alignments and completely new facilities require a formal Utility Corridor Plan amendment.

The Utility Corridor Plan outlines plan amendment procedures in its Appendix B. Any plan amendment request must include the following items:

1. Alternatives to Be Considered

A range of utility line corridors must be submitted, which identifies the utility's preferred route; the closest existing route to the preferred; at least one additional alternative; and the impacts of a "no-action" alternative.

2. Alternative Description

Information on the following factors for each alternative, including narrative and graphic description; route maps with plan and profile views; engineering designs and cross-sections.

3. Impacts

Information on environmental, land use and community, and visual impacts, and costs.

4. Coordination

Documentation on the process of consultation and coordination with municipal land use plans and state and federal programs and policies, and an evaluation for consistency with the Comprehensive Plan and criteria and recommendations with the Utility Corridor Plan.

5. Mitigation

Information on how the various impacts for each alternative can be minimized or eliminated.

AGENCY REVIEW AND PUBLIC COMMENT

Four municipal departments submitted findings of no objection. No public comments have been received.

EVALUATION

The following are listed in Appendix B of the Utility Corridor Plan and are the key criteria used to evaluate a plan amendment:

1. Alternatives to be considered;
2. Alternative(s) descriptions;
3. Impacts (environmental, costs, community/land use; visual impacts);
4. Coordination with municipal plans, state, federal programs and policies; and
5. Mitigation.

Alternatives to Be Considered and Alternatives Descriptions

For a formal plan amendment, the Utility Corridor Plan requires submission and evaluation of a range of alternative alignments that identify and address:

1. The utility's (AWWU) preferred route;
2. A route within an existing plan corridor;
3. At least one other alternative route; and
4. Impacts of a no-action alternative.

AWWU's extensive studies and evaluations for an optimal and feasible Phase IV route have been chronicled in various studies and reports, the most important of which are summarized in the packet. The Utility has addressed all the items required in the Plan Amendment Process. AWWU, over a period of nearly nine years presented and evaluated seven alternative alignments with additional sub-segments, all depicted in maps and written descriptions. To the extent applicable, their summary documents included portions of segments that lie within existing Utility Corridor Plan corridors. A "no-action" alternative was also specifically evaluated. All findings documented that this Phase IV project is essential to water distribution efficiency (and public safety) for the Anchorage Bowl.

Impacts

The various route selection studies provided detailed impacts assessments for each of the main line alternatives, many of which were included in published Environmental Assessments and issued Corps of Engineers permits. These reports presented impacts evaluations in a format that provided comparative details on the various impacts of this line in this section of the Bowl. Within all reports, environmental, cost, community/land use, and visual impacts were described, analyzed, and compared between alternative alignments.

Coordination

Presentations of how the various alignments and segments interacted with, or were impacted by applicable municipal land use plans and regulations, and state and federal permits, plans or authorities, were included in the various route selection studies and assessment. These sections focused on how the new alignment would interact with applicable permits and included some discussion of the alternatives in the context of municipal plans, notably Anchorage 2020. AWWU's assumption is that the purpose and need for this new line and the preferred route were chosen for their consistency with the related Anchorage 2020 goals and policies. Staff has identified the following Anchorage 2020 policies that apply to this route selection evaluation:

1. *Policy 44: General Design & Environment*
Design and build public improvements for long-term use.
2. *Policy 46: General Design & Environment*
The unique appeal of individual residential neighborhoods shall be protected and enhanced in accordance with applicable, goals, policies & strategies.
3. *Policy 76: Level of Service*
Optimize existing transportation and utility infrastructure before extending these facilities to undeveloped areas.
4. *Policy 80: Utilities*
Utilities shall be located and designed with balanced regard for the environment, energy conservation, reliability, visual impacts, natural hazard survivability and cost.

To the extent they are applicable to this water transmission line extension, the AWWU purpose and need discussion and route selection studies and evaluations have adequately addressed these policies.

Public Coordination

AWWU and their contractors included substantial public involvement with this attenuated planning process, including presentations for each subsequent alignment to Community Councils, resource agency planning teams, a Mayoral-appointed Task Force, and a direct interaction with the Tudor Road Master Plan study team.

Mitigation

Of the alignments identified and analyzed, the final new route has limited anticipated impacts. The original Utility Corridor Plan route, through the BLM lands probably represented the alignment with the least environmental impacts. But since that route is infeasible, mitigation efforts applied to this new modified corridor are incorporated into the existing and forthcoming environmental permits. Since the new pipeline will be within recent or new road fill prisms, impacts are further ameliorated by this co-location. Impacts and costs have been consistently identified and addressed within the context of route selection studies and published environmental assessments.

FINDINGS AND RECOMMENDATION

The Planning Department finds the proposed amendment to the Utility Corridor Plan consistent with established evaluation standards for Plan amendments. Based on this finding, the stated purpose and need, and the results of the route selection evaluations, staff recommends approval of the requested amendment to add the following new water transmission line to the Utility Corridor Plan:

From the Tudor Road reservoir tanks, the new 48-inch line is to run west in easements, parallel to and on the south side of Tudor Road, to Boniface Parkway. From Boniface Parkway, the pipe will traverse south then westerly in the new East 48th Avenue Extension corridor to the intersection of East 48th Avenue and Bragaw Street. From that intersection, the new alignment moves south in the Abbott Loop Road Extension to the intersection of 84th Avenue and Abbott Loop Road. (Refer to Attachment 2, Map of Selected Route.)

Attachment 1

Submittal for Plan Amendment



Municipality of Anchorage

Anchorage Water & Wastewater Utility



Engineering Division

<http://www.awwu.biz>

3000 Arctic Boulevard • Anchorage, Alaska 99503-3898 • Fax (907) 562-0824

Mayor Mark Begich

March 20, 2007

Mr. Tom Nelson, Planning Director
Municipality of Anchorage
Planning Department
P.O. Box 196650
Anchorage, Alaska 99519-6650

Subject: Anchorage Loop Water Transmission Main
Utility Corridor Plan Amendment Request

Dear Mr. Nelson:

As previously discussed, the Anchorage Water and Wastewater Utility requests an amendment to the Utility Corridor Plan (UCP) to change the corridor for Phase IV of the Anchorage Loop Water Transmission Main to reflect the current alignment.

Construction of a water transmission main on the alignment as depicted on Table 1-3 and Map 4-2 of the UCP is not possible. The U.S. Bureau of Land Management will not permit a water main crossing of the Campbell Tract. AWWU and the Municipality of Anchorage have done considerable work to identify an alignment for Phase IV that may be both permitted and constructed safely. A routing study, a mayoral task force, and two environmental assessments have been undertaken.

The current alignment starts at the mainline valve vault on Tudor Road near Patterson Street and extends west on the south side of Tudor Road within an existing utility corridor to Boniface Parkway. From Boniface Parkway the proposed alignment heads south and west along the East 48th Avenue Extension corridor to the intersection of East 48th Avenue and Bragaw Street. The alignment then heads south along the extension of Abbott Loop Road to the intersection of 84th Avenue and Abbott Loop Road.

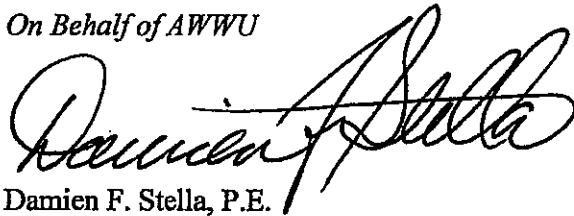
Enclosed with this letter of request is a summary of the actions taken in accordance with Appendix B of the UCP to amend the plan, the Environmental Assessment for Phase IV, and the draft Environmental Assessment for the East 48th Avenue/Boniface Parkway Extension project, which includes the water transmission main.

Community, Security, Prosperity

If you have any questions, please contact Tom Wolf/CH2M HILL at 646-0206 during Ms. Roberta Piper's absence from March 19-26, 2007.

Sincerely,

On Behalf of AWWU



Damien F. Stella, P.E.
Project Manager

Attachments: Utility Corridor Plan Amendment Request - Anchorage Loop Water Transmission
Main Phase IV – Action Summary
Environmental Assessment for Anchorage Loop Water Transmission Main –
Phase IV
Draft Environmental Assessment for the East 48th Avenue/Boniface Parkway
Extension project
Utility Corridor Route Map
Cheque No. 1373 for UGP Amendment Application

XC: Roberta Piper, P.E., Capital Program Manager, AWWU
Tom Wolf, P.E., Project Manager, CH2M HILL, Inc.

Utility Corridor Plan Amendment Request - Anchorage Loop Water Transmission Main Phase IV – Action Summary

Introduction

The 1990 Utility Corridor Plan (UCP) identifies a planned new water transmission facility. The facility is described as a new 42-inch water transmission main with an alignment along Campbell Airfield Road beginning on Tudor Road and ending on Abbott (Table 1-3 and Map 4-2 of the UCP). AWWU water and wastewater master plans formed the basis of the alignment recommendation contained in the UCP.

The water transmission main identified in the UCP is now called Phase IV of the Anchorage Loop Water Transmission Main (Loop). The Loop project is divided into eight phases. All phases are now complete except for Phase IV which will bring water in 48-inch and 42-inch diameter pipelines from reservoir tanks near Tudor Road and Patterson Street to the completed Loop Phase V pipeline just north of the Abbott Loop Road and 84th Avenue intersection.

AWWU desires to amend the UCP to reflect the current alignment of Phase IV. Phase IV has two major segments. A 13,600 linear feet north-south segment that is being constructed in conjunction with the Abbott Loop Extension road project and a 9700 linear feet east-west segment that is located on the south side of Tudor Road from the Tudor Reservoirs to Bragaw Street. Approximately 4,100 linear feet of the east-west segment from the Tudor Reservoirs to Boniface Parkway is under construction at this time. Approximately 5600 linear feet of 48-inch pipeline from Boniface Parkway to Bragaw Street remains to be completed. This remaining segment is planned to be constructed along the alignment of the East 48th Avenue Extension.

The purpose of the Loop is to provide an additional approximately 8.5 million gallons per day of water to approximately 60,000 existing customers and approximately 100,000 prospective customers in south and west Anchorage. The need for the Loop system is based on AWWU projections that without completion of Phase IV, or development of an alternative water source, existing customers in south and west Anchorage could begin experiencing low water pressures and, in some areas of south Anchorage, lack of water during peak use periods in the summer of 2008.

Route Evaluations

In 1996 AWWU initiated a Phase IV Routing Study to determine a preferred alignment. This study involved considerable public and agency participation. At the culmination of the study in 1998, AWWU produced a report titled Anchorage Water and Wastewater Utility Loop IV and V Routing Study (AWWU, 1998). That report described the process by which potential route segments initially were identified, analyzed, and combined to develop six preliminary alternatives for more refined analysis. The six preliminary alternatives were evaluated. Three of the alternatives were eliminated leaving three alternatives for future consideration. The three remaining alternative routes included the Airstrip West (the route described in the UCP), the North Perimeter, and the Northern Revetment.

In 2001 Anchorage Mayor George Wuerch, recognized the critical need to provide for adequate water supply throughout the Anchorage Bowl and requested that a Task Force of diverse

members be formed*. The Task Force's charge was to revisit the technical information provided in the 1998 Routing Study, seek additional community input, and recommend a Phase IV route alternative for advancement to the permitting process.

The Task Force was formed, reviewed the available information, met three times, and conducted two public workshops over a two month period. The Task Force completed their work on August 20, 2001 and transmitted a record of their decision to Mayor Wuerch. The Task Force recommended that the North Perimeter Route be advanced for permit application for the Phase IV Route of the Anchorage Water Loop Transmission Main. All members participated in the final decision except Matt Moore, Basher Community Council, who was not available. Al Tamagni, Sr., Abbott Loop Community Council, participated in the decision-making process by phone.

Also attending and participating fully in Task Force deliberations were representatives of the U.S. Army Corps of Engineers (Corps) and the Bureau of Land Management (BLM), whose expertise and involvement in permitting activities will be required as the project proceeds through the National Environmental Policy Act (NEPA) process. The consulting and AWWU staff team provided management services and technical expertise, produced workshop materials and community outreach materials, and facilitated workshops.

The Mayor concurred with the Task Force's recommendation and on August 22, 2001, directed AWWU to proceed with the permitting necessary to construct the North Perimeter route. The Task Force's recommendation then became the proposed action for the subsequent Anchorage Water Transmission Loop Project Phase IV Environmental Assessment (AWWU, 2003).

The Phase IV EA was prepared for the U.S. Army Corps of Engineers (Corps) and the U.S. Bureau of Land Management (BLM) and considered the proposed action from the Task Force's work, two alternatives, and the "do-nothing" alternative. The EA evaluated the environmental, cost, community/land use, and visual impacts of the alternative alignments on the community. A copy of the EA is attached for reference.

The Corps and the BLM accepted the EA and were in the process of preparing permits when the Abbott Loop Extension road project became a reality. To minimize impacts to the environment, it was decided to permit and construct the north-south leg of Loop IV and the road extension together.

The route for the 9,700 linear feet east-west segment is located on the south side of Tudor Road within existing utility easements because the ADOT will not permit the pipeline to be installed under the paved surface of Tudor Road. Routing the pipeline through the existing utility easements is very challenging in that the pipeline parallels high voltage electrical transmission lines, a natural gas transmission main, and other buried utilities. In addition, the route passes in front of Chugach Electric Association's University Substation. There are numerous overhead and buried high voltage electrical lines entering and exiting the substation in the vicinity of the pipeline.

* The Task Force members included: Harry Kiehling, Municipal Manager and Task Force Chair; Jim Posey, MOA Cultural and Recreational Services Department; Dick Traini, Assembly Chair; Bud Rice, Trail User; Jim Rooney, AWWU Advisory Commission; Matt Moore, Basher Community Council; Al Tamagni, Sr., Abbott Loop Community Council; Dave Casey, Corps of Engineers; Stuart Hirsh, Bureau of Land Management

Despite taking necessary safety precautions, constructing the pipeline in this location will be extremely difficult with a high risk of property damage and personal injury. If an excavator comes into contact with or gets too close to one of the high voltage electrical lines, the operator of the excavator could either be killed or severely injured. Because of the size of the pipeline (48-inch diameter) and the depth of bury required for freeze protection, installation requires very large construction equipment. The size of the equipment and the safety separation distances required for working in the vicinity of the electrical lines leaves no margin for error.

AWWU attempted to bid this project in 2004. Four of five contractors refused to bid the project because of safety concerns related to working in close proximity to high voltage electrical lines. As a result of bidder concerns, AWWU put the construction of the east-west segment on hold.

The MOA plans to develop its PLI property between Bragaw Street and Boniface Parkway. To provide access to these properties and relieve traffic congestion, the MOA also intends to construct a road which extends 48th Avenue to the east from Bragaw Street to Boniface Parkway. The project is called the E. 48th Avenue/Boniface Parkway Extension.

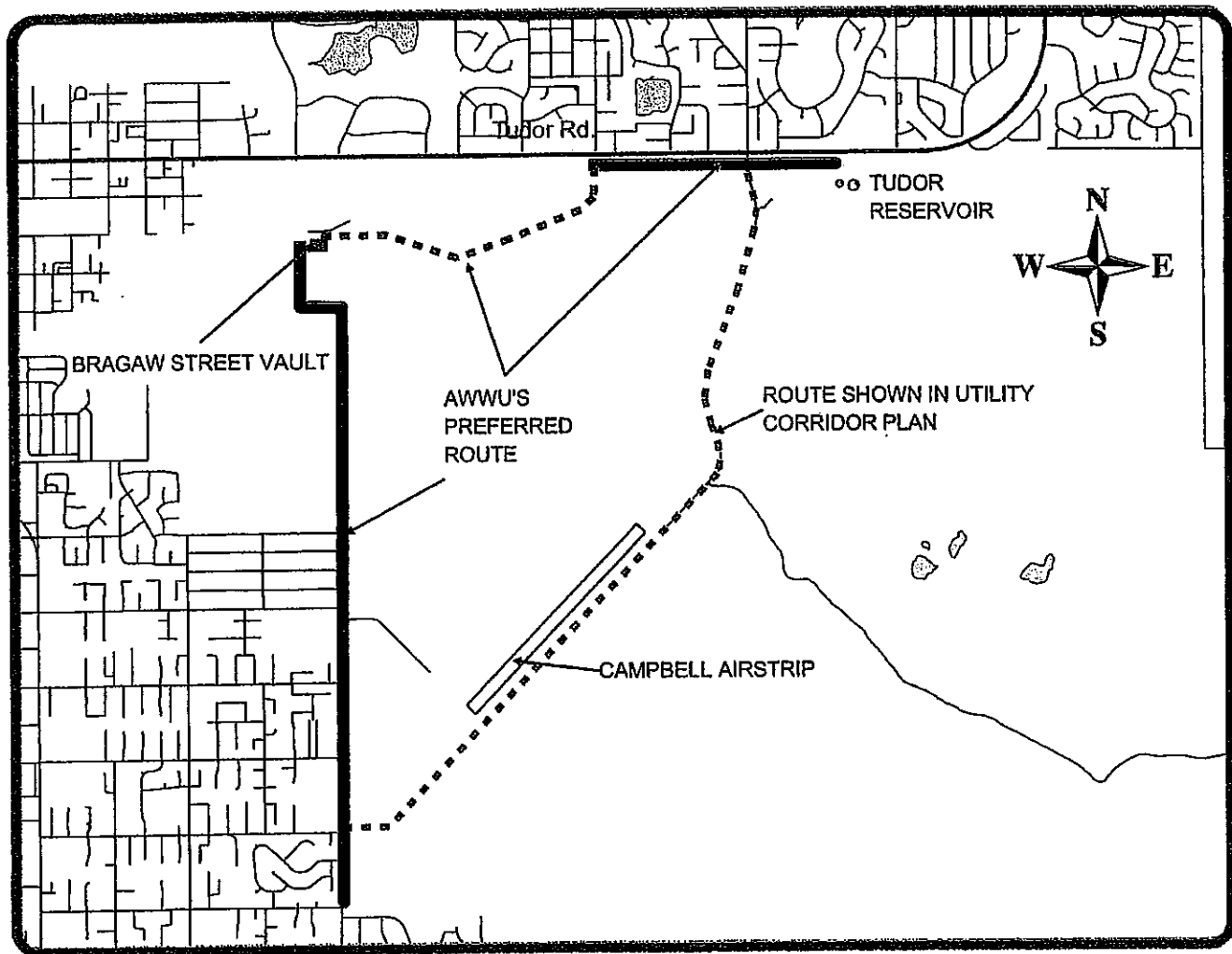
Although development of the PLI property is currently in the early stages of planning, the road development is a high priority of the MOA, with preliminary engineering underway. Constructing the Loop Phase IV water transmission line parallel to the road extension project and other utility development limits disturbance to the entire area and eliminates the high risk pipeline construction between Boniface Parkway and Bragaw Street.

A draft EA has been prepared for the Corps which evaluates both the road project and the water transmission main (DOWL, 2007). The EA has been submitted to the Corps for review and public notice purposes. The EA evaluates the environmental, cost, community/land use, and visual impacts of the alternative alignments on the community. A copy of the draft EA is attached for reference.

Development of the PLI property is in the planning stage and road development is in early engineering; were pipeline construction performed in conjunction with these other improvements, the water line work would not be completed by May, 2008. To increase the chances of completing Loop IV work to meet community needs, AWWU has undertaken construction of the easternmost portion of the work where electrical utility concerns are not as severe as near the CEA substation. This reduces the overall construction period for the East 48th Ave Extension segment.

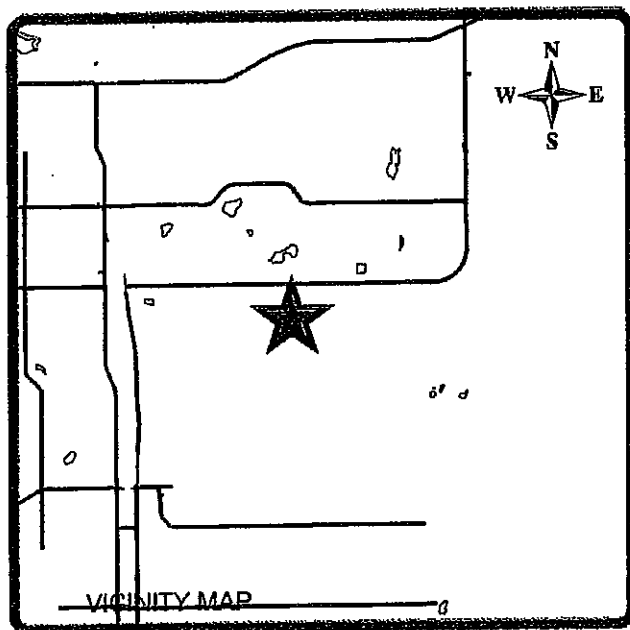
Attachment 2

Map of Selected Route



PROJECT MAP GRID SW1836-39, 1936,2036

Maps Not-to-Scale



Legend



Approximate location



— Mainline Installed or Under Construction

- - - - - AWWU Preferred Route Alternative

- . - . - . Route Shown in Utility Corridor Plan

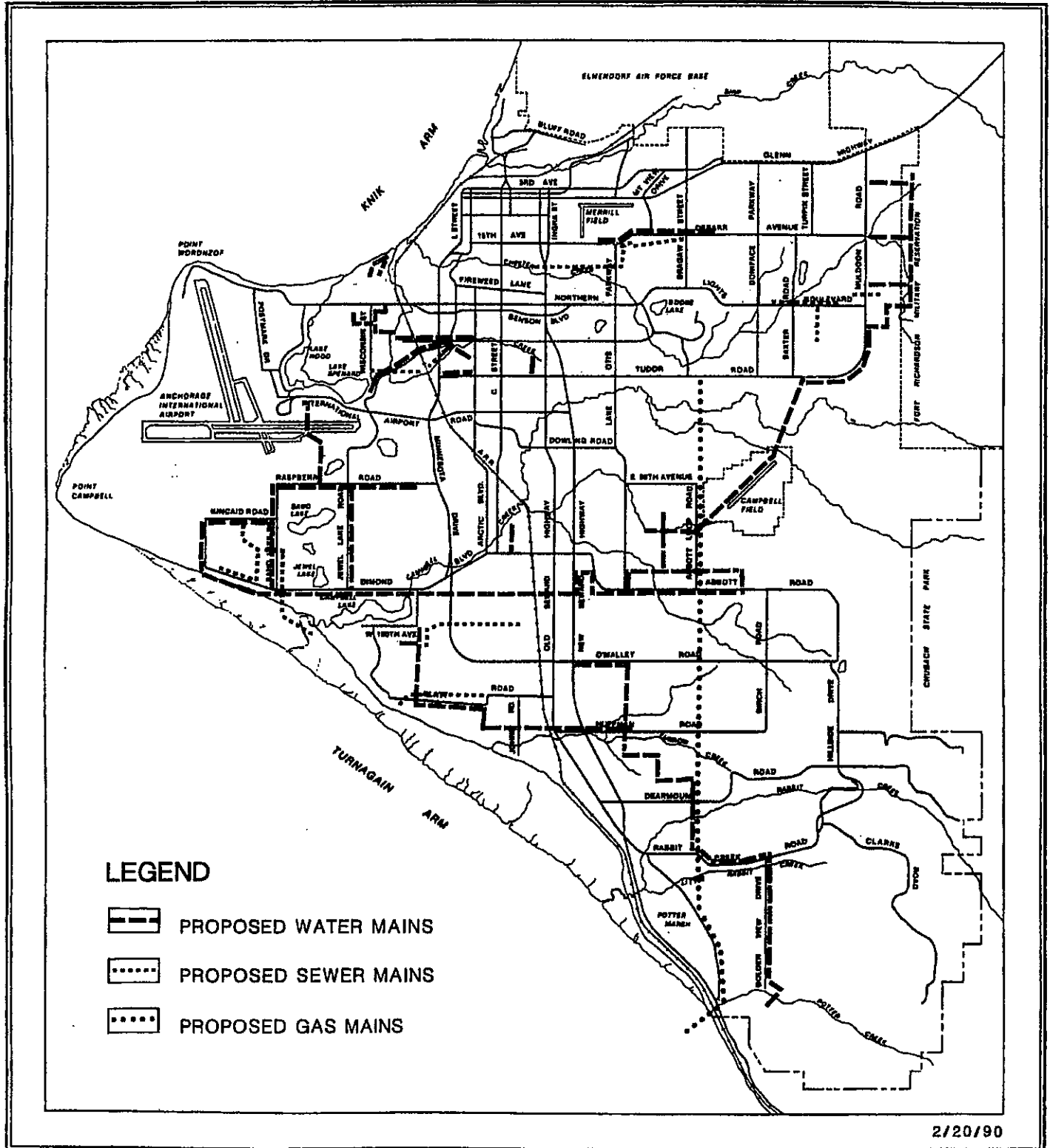
Anchorage Loop WTM Ph IV

PeopleSoft Project ID 0000000535
Anchorage Water & Wastewater Utility

Attachment 3

Map 4-2 of the Utility Corridor Plan
(page 42)

PROPOSED WATER, SEWER & GAS FACILITIES



Attachment 4

Agency Comments

**Municipality of Anchorage
MEMORANDUM**

RECEIVED

APR 11 2007

Municipality of Anchorage
Zoning Division

DATE: April 12, 2007

TO: Jerry Weaver, Manager, Zoning and Platting Division

FROM: Don Dolenc, Development Reviewer

SUBJECT: Development Review Comments, Planning and Zoning Commission Zoning Board of Examiners and Appeals Urban Design Commission Assembly case for the meeting of May 14, 2007.

Case #:

2007-068

Type:

Utility Corridor Plan amendment

Recommendations: Development Review has no adverse comment regarding this case.

(Reviewer: Don Dolenc)

Pierce, Eileen A

RECEIVED

From: Staff, Alton R.
Sent: Friday, April 20, 2007 10:36 AM
To: Pierce, Eileen A; Stewart, Gloria I.
Subject: Planning and Zoning Case Reviews

APR 20 2007

MUNICIPALITY OF ANCHORAGE
Zoning Division

S11587 People Mover serves the Government Hill area of this plat with the route #14. Route 14 circulates in a clockwise loop from Bluff to Richardson Vista, Ivy Street to Hollywood Loop. Bus stops on Richardson Vista and Bluff, Ivy Street at Hollywood Drive and on Hollywood Drive will serve the new residential development. Passengers will cross streets to access the bus stops.

The Public Transportation Department has no comment on the following zoning cases:

2007-068
2007-077
2007-078
2007-082
2007-085

The Public Transportation Department has no comment on the following plats:

S11580-1
S11586
S11593-1

Alton R. Staff
Planning Manager
Public Transportation Department
3650A East Tudor Road
Anchorage, AK 99507
907-343-8230



MUNICIPALITY OF ANCHORAGE

Development Services Department
Right of Way Division



MEMORANDUM

DATE: April 30, 2007

TO: Planning Department, Zoning and Platting Division

THRU: Jack L. Frost, Jr., Right of Way Supervisor *JL*

FROM: Lynn McGee, Senior Plan Reviewer *LM*

SUBJ: Comments on Planning and Zoning Commission case(s) for May 14, 2007.

RECEIVED

APR 30 2007

MUNICIPALITY OF ANCHORAGE
PLATTING DIVISION

Right of Way has reviewed the following case(s) due May 9, 2007.

07-068

Utility Corridor Plan

Proposed Amendment

Right of Way Division has no comments at this time.

Review time 15 minutes.



FLOOD HAZARD REVIEW SHEET

Date: 05/08/07

Case: 2007-068

Flood Hazard Zone: D

Map Number: 0241C, 0242B

RECEIVED

MAY 08 2007

MUNICIPALITY OF ANCHORAGE
PLATTING DIVISION

- ☐ Portions of this lot are located in the floodplain as determined by the Federal Emergency Management Agency.
- ☐ Flood Hazard requests that the following be added as a condition of approval:

"Portions of this subdivision are situated within the flood hazard district as it exists on the date hereof. The boundaries of the flood hazard district may be altered from time to time in accordance with the provisions of Section 21.60.020 (Anchorage Municipal Code). All construction activities and any land use within the flood hazard district shall conform to the requirements of Chapter 21.60 (Anchorage Municipal Code)."

- ☐ A Flood Hazard permit is required for any construction in the floodplain.
- ☐ Other:
- ☒ I have no comments on this case.

Reviewer: Jeffrey Urbanus

Content Information**Content ID :** 005192**Type:** Ordinance - AO

An Ordinance of the Anchorage Municipal Assembly Amending the

Title: Utility Corridor Plan to Add a New Water Transmission Line Corridor
(Planning and Zoning Commission Case No. 2007-068)**Author:** perrysu**Initiating Dept:** Planning**Description:** Ordinance amending the Utility Corridor Plan to add a new water transmission line corridor**Keywords:** Utility Corridor Plan**Date Prepared:** 6/18/07 3:56 PM**Director Name:** Tom Nelson**Assembly Meeting Date:** 6/26/07**Public Hearing Date:** 7/17/07M.O.A.
2007 JUN 22 AM 10:32
CLERKS OFFICE**Workflow History**

<u>Workflow Name</u>	<u>Action Date</u>	<u>Action</u>	<u>User</u>	<u>Security Group</u>	<u>Content ID</u>
AllOrdinanceWorkflow	6/18/07 4:02 PM	Checkin	perrysu	Public	005192
Planning_SubWorkflow	6/18/07 4:22 PM	Approve	weaverjt	Public	005192
ECD_SubWorkflow	6/18/07 5:07 PM	Approve	thomasm	Public	005192
OMB_SubWorkflow	6/20/07 8:10 AM	Approve	mitsonjl	Public	005192
Legal_SubWorkflow	6/20/07 10:36 AM	Approve	fehlenrl	Public	005192
MuniManager_SubWorkflow	6/22/07 10:06 AM	Approve	leblancdc	Public	005192
MuniMgrCoord_SubWorkflow	6/22/07 10:06 AM	Approve	abbottmk	Public	005192



CONSENT AGENDA - INTRODUCTION