

CITY OF ANCHORAGE

1966

BUDGET

CAPITAL IMPROVEMENT PROGRAM

SECTION K

Note:

D=Department Request
M=Manager's Recommendation
C=Council Approval

1966-71 CAPITAL IMPROVEMENTS PROGRAM

		1966 Provided From		1967	1968	1969	1970	1971
		Revenue	Other Sources					
<u>I. FIRE DEPARTMENT</u>								
1.	Spenard-Turnagain Area	D	125,000					
	Fire Station	M	125,000					
	(Building Construction)	C	125,000					
2.	Ladder Truck	D	60,000					
	(Capital Investment	M	60,000					
	Lump Sum)	C	60,000					
3.	Pumper Truck	D	20,000					
	(Lump Sum Capital	M	20,000					
	Investment)	C	20,000					
4.	Minor Equipment	D	20,000					
	Replacement (Radios,	M	20,000					
	small auxilliary	C	20,000					
	engines, etc.)							
Total Fire Department		D	225,000					
		M	225,000					
		C	225,000					
<u>II. PUBLIC WORKS DEPARTMENT</u>								
<u>A. ARTERIAL STREETS</u>								
1.	Bragaw Street	D	70,000	600,000	600,000	600,000	600,000	600,000
	Debarr Road to Northern	M	70,000	600,000	600,000	600,000	600,000	600,000
	Lights Boulevard	C	70,000	600,000	600,000	600,000	600,000	600,000
2.	Pine Street	D	5,000					
	Debarr Road to Northern	M	5,000					
	Lights Boulevard	C	5,000					

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			Revenue	Other Sources				
3.	Ingra Street	D		70,000				
	3rd Avenue to	M		70,000				
	5th Avenue	C		70,000				
4.	9th Avenue	D		350,000				
	Gambell to	M		350,000				
	"L" Street	C		350,000				
5.	Northern Lights Blvd.	D		70,000				
	Lovejoy to Bragaw	M		70,000				
		C		70,000				
6.	Mallard Way	D		47,000				
	Providence Ave. to	M		47,000				
	Northern Lights Blvd	C		47,000				
7.	Northern Lights Blvd	D		5,000				
	Minnesota to	M		5,000				
	Wisconsin	C		5,000				
Total								
		D		617,000	600,000	600,000	600,000	600,000
		M		617,000	600,000	600,000	600,000	600,000
		C		617,000	600,000	600,000	600,000	600,000

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II. PUBLIC WORKS DEPARTMENT							
B. IMPROVEMENT DISTRICT STREETS							
1. District #89	D	55,000	2,000,000	2,000,000	1,500,000	1,000,000	500,000
	M	55,000	2,000,000	2,000,000	1,500,000	1,000,000	500,000
	C	55,000	2,000,000	2,000,000	1,500,000	1,000,000	500,000
2. District #106	D	150,000					
	M	150,000					
	C	150,000					
3. District #107	D	75,000					
	M	75,000					
	C	75,000					
4. District #108	D	410,000					
	M	410,000					
	C	410,000					
5. District #97	D	225,000					
	M	225,000					
	C	225,000					
6. District #102	D	215,000					
	M	215,000					
	C	215,000					
7. Rogers Park	D	650,000					
	M	650,000					
	C	650,000					

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		Revenue	Other Sources					
B. IMPROVEMENT DISTRICT STREETS (Continued)								
8. West Government Hill	D		600,000					
	M		600,000					
	C		600,000					
9. East Fairview	D		500,000					
	M		500,000					
	C		500,000					
10. District #110	D		60,000					
	M		60,000					
	C		60,000					
Total Improvement District Streets								
	D		2,940,000	2,000,000	2,000,000	1,500,000	1,000,000	500,000
	M		2,940,000	2,000,000	2,000,000	1,500,000	1,000,000	500,000
	C		2,940,000	2,000,000	2,000,000	1,500,000	1,000,000	500,000
C STORM DRAINS								
1. Australaska Subdivision Trunk	D		110,000	500,000	350,000	250,000	250,000	250,000
	M		110,000	500,000	350,000	250,000	250,000	250,000
	C		110,000	500,000	350,000	250,000	250,000	250,000
2. Section 29 Drainage	D		75,000					
	M		75,000					
	C		75,000					

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		<u>Revenue</u>	<u>Other Sources</u>				
C. <u>STORM DRAINS</u> (Cont'd)							
3. Gambell Street Trunk	D		60,000				
	M		60,000				
	C		60,000				
4. Eastchester Urban Renewal	D		10,000				
	M		10,000				
	C		10,000				
5. East Fairview	D		100,000				
	M		100,000				
	C		100,000				
6. North Mt. View	D		200,000				
	M		200,000				
	C		200,000				
7. Miscellaneous Drainage	D		50,000				
	M		50,000				
	C		50,000				
8. Subdivision	D		25,000				
	M		25,000				
	C		25,000				

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		1966		1967	1968	1969	1970	1971
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		Revenue	Other Sources					
C. STORM DRAINS (Cont'd)								
9. Ninth Avenue Trunk	D		100,000					
	M		100,000					
	C		100,000					
Total Storm Drains	D		730,000	500,000	350,000	250,000	250,000	250,000
	M		730,000	500,000	350,000	250,000	250,000	250,000
	C		730,000	500,000	350,000	250,000	250,000	250,000
D. SANITARY SEWERS								
1. Improvement Districts and Subdivisions	D		80,000	305,000	355,000	280,000	230,000	130,000
	M		80,000	305,000	355,000	280,000	230,000	130,000
	C		80,000	305,000	355,000	280,000	230,000	130,000
2. Upgrading portion of existing Chester Creek Trunk for increased flows.	D		30,000					
	M		30,000					
	C		30,000					
3. Eastchester Urban Renewal	D		300,000					
	M		300,000					
	C		300,000					

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			Revenue	Other Sources				
D. <u>SANITARY SEWERS</u> (Cont'd)								
4. Design of future	D		10,000					
Sewerage (Preliminary)	M		10,000					
	C		10,000					
<hr/>								
Sub-total Sanitary	D		420,000	305,000	355,000	280,000	230,000	130,000
Sewers	M		420,000	305,000	355,000	280,000	230,000	130,000
	C		420,000	305,000	355,000	280,000	230,000	130,000
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E. <u>CITY STRUCTURES</u>								
1. Replacement of Prison	D	5,000		400,000				
Farm and Dog Pound	M			300,000				
Structures	C			300,000				
2. Office Space Addition	D	50,000						
at Warehouse	M	50,000						
	C							
3. Vehicle Washing and	D							
Steaming Shop	M							
	C							
4. Satellite Shop A	D	87,000						
	M			87,000				
	C			87,000				
5. Satellite Shop B	D			87,000				
	M				87,000			
	C				87,000			

32,500

32,500
32,500

see pg 3 distribution of fund balance

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			1966	1967	1968	1969	1970	1971
			Provided From					
			<u>Revenue</u>	<u>Other Sources</u>				
E. CITY STRUCTURES (Cont'd)								
6. Remodel City Structures	D	9,600						
	M			4,600				
	C			4,600				
7. Cemetery Equipment	D	6,800						
Storage Shed	M			6,800				
	C			6,800				
8. City Hall Annex	D	13,050						
Coal Bunker	M							
Remodeling	C							
9. City Hall Annex	D	75,000						
Heating & Ventilating	M							
Rehabilitation	C							
10. Community Center	D	20,500						
Window Rehabilitation	M							
	C							
11. City Hall Annex	D	31,800						
Window Rehabilitation	M							
	C							
Total City Structures								
	D	298,750		32,500	487,000			
	M	50,000			430,900	87,000		
	C				430,900	87,000		

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<u>III. PARKS AND RECREATION</u>								
1. Small Neighborhood Parks	D	11,000		59,500	59,500	43,500		
	M			70,500				
	C			70,500				
2. Swimming Pool	D	250,000		500,000				
	M							
	C							
3. Upgrade Existing Facilities	D	16,500		9,500	9,500	9,500	9,500	9,500
	M							
	C							
4. Carlson Park	D	1,000						
	M							
	C			1,000				
				1,000				
5. Lions Camper Park	D	22,000						
	M			22,000				
	C			22,000				
6. Camper and Picnic Facilities (Goose Lake and Russian Jack Springs)	D	50,000		50,000	50,000	10,000		
	M							
	C							
7. City Hall Parking Area	D	9,500		25,000				
	M			9,500				
	C			9,500				

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III. <u>PARKS AND RECREATION</u> (Cont'd)								
8.	Arboretum	D	15,000					
		M						
		C						
9.	Contingency	D	10,000		10,000	10,000	10,000	10,000
		M						
		C						
10.	Greenbelt Improvement	D	5,000		5,000	10,000		
	(Lighting, trails,	M			10,000			
	bridge)	C			10,000			
11.	Explorers Park	D	5,000					
		M			5,000			
		C			5,000			
12.	Mountain View	D	50,000					
		M			50,000			
		C			50,000			
13.	Tennis Courts	D			15,000	20,000		
		M						
		C						
14.	Land Acquisition	D			50,000	50,000	150,000	
	67-West of Gambell St.	M						
	Westchester -							
	68-Mountain View and							
	Fairview							
	69-Turnagain							

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III. <u>PARKS AND RECREATION</u> (Cont'd)								
15. Bootleggers Cove	D				400,000			
	M							
	C							
16. Underpasses	D	6,500		93,500		100,000		
	M							
	C							
17. Land Acquisition	D							
Hillstrand Condemna-	M		83,955					
tion City Share	C		83,955					
Total Parks and	D	451,500		817,500	589,000	343,000	19,500	19,500
Recreation	M		84,955	167,000				
	C		84,955	167,000				
IV. <u>PORT OF ANCHORAGE</u>								
1. 600 Foot North	D		3,950,000					
Extension Trestle, &	M		3,950,000					
Roadway to Industrial	C		3,950,000					
Park Dieselization of								
Port Cranes								
2. Container Crane	D		1,125,000					
	M		1,125,000					
	C		1,125,000					
Total Port of	D		5,075,000					
Anchorage	M		5,075,000					
	C		5,075,000					

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V. URBAN RENEWAL

See Project Description

VI. LIBRARY

1. Branch Library	D	200,000					
	M	200,000					
	C	200,000					

VII. TRAFFIC ENGINEERING

1. Expansion of "Market Basket" Parking Lot	D	231,000					
	M	231,000					
	C	231,000					
2. Parking Lots in Buttress Project (Downtown R-20)	D	636,000					
	M	636,000					
	C	636,000					
Total Traffic Engineering	D	867,000					
	M	867,000					
	C	867,000					

1966-71 CAPITAL IMPROVEMENTS PROGRAM

GENERAL FUND PROJECT DESCRIPTIONSI. FIRE DEPARTMENT1. Implementation of Fire Station - \$125,000

To meet basic fire station distribution, Anchorage should implement a station to cover the business area in Spenard and the residential area of Turnagain.

Failure to do so would entail higher insurance premiums in that area in relation to the remainder of the City. (From October 5, 1965, bonds)

2. Ladder Truck - \$60,000

A new 100' aerial ladder truck. The present truck is 18 years old and has a 65' ladder. The present truck would be used to serve other sections of the City, thereby meeting requirements. (From October 5, 1965, bonds)

3. Pumper Truck - \$20,000

For the new station and the area served.

4. Minor Equipment Replacement - \$20,000

For obsolete equipment as well as major items. Radios 70% are 16 years old. Normal life is 7 years.

Engine for apparatus. (From October 5, 1965, bonds)

II. PUBLIC WORKS DEPARTMENTA. ARTERIAL STREETS1. Bragaw Street - Debarr Road to Northern Lights Boulevard - \$70,000

This street carries an exceptionally high volume of traffic during the School year and is critical maintenance problem. With the completion of Northern Lights Boulevard to Boniface Road this year, the traffic will be greatly increased. Recommend strip paving during 1966.

Requirements for the years 1967 through 1971 are estimates based on the anticipated need for arterial streets. No detail is provided.

1966-71 CAPITAL IMPROVEMENTS PROGRAM

2. Pine Street - Debarr Road to Northern Lights Boulevard \$5,000

Pine Street from Debarr Road north to Ninth Avenue is programmed for construction in 1966 under a subdivision agreement with Australaska Corporation. It is desirable at this time to have a preliminary alignment and design of Pine Street south of Debarr and the connection with Northern Lights Boulevard, which is under construction this year. Negotiation will be required with Alaska Methodist University for the acquisition of their property at this location. Request planning and design funds only.

3. Ingra Street - Third Avenue to Fifth Avenue - \$70,000

The improvement of this street is necessary for the movement of traffic from the Gambell-Ingra and Fifth-Sixth couplets to Third and Fourth Avenue. The 36' equivalent residential width would be assessable under the present ordinance. The total cost is estimated at \$70,000; property owner share estimated at \$45,000 and the general fund contribution at \$25,000. It is recommended that the Council direct that an Improvement District be formed for the purpose of assessing the property owners share.

4. Ninth Avenue - Gambell to "L" Street - \$350,000

Preliminary Engineering funds were authorized for this project in 1965. The improvement of this street is considered vital to the orderly movement of traffic into the downtown area from the Gambell-Ingra; "C" Street, and "L" Street-"I" Street projects to be constructed by the State. It is highly desirable to complete construction on 9th Avenue prior to the starting of the State projects to avoid interference with the large traffic volumes which the State projects will generate each way, curb and gutters, sidewalks, and protected turning lanes with barrier medians, and signalization. The curb, gutter, sidewalks and widening could be assessed to the property owners on the north side of 9th Avenue for a total project estimate of \$750,000. Due to the high cost of the entire project, it is proposed to construct only that portion from Gambell to "C" Street during 1966 for an estimate of \$350,000.

5. Northern Lights Boulevard - Lovejoy to Bragaw - \$70,000

Paving of this road has been deferred pending the completion of extension of Northern Lights Blvd. through to Pine Street and the connection with the existing road to Boniface Road. Northern Lights Blvd., Bragaw to Boniface, will be completed and opened to traffic by October 31, 1965. Strip paving is proposed for Northern Lights Blvd., Lovejoy to Bragaw.

1966-71 CAPITAL IMPROVEMENTS PROGRAM

6. Mallard Way - Providence Avenue to Northern Lights Blvd. - \$47,000

The strip paving of Mallard Way was deleted from the 1963 contract for the construction of Mallard Way and Northern Lights Blvd. improvements due to overrun on the gravel quantities and increased Contract costs. It was the intent in the original agreement with Alaska Methodist University, that the City would pave Mallard Way in 1964, to provide a good entrance to Alaska Methodist University. The University is of the opinion that the City has not followed through with their responsibilities under the agreement, and requests that this road be paved in 1966. The Administration recommends that the City strip pave this road, from Northern Lights Blvd. to the existing paving near Providence.

7. Northern Lights Blvd. - Minnesota to Wisconsin - \$5,000

The State Highway Department's present plans call for the construction to begin on the Minnesota bypass during 1966. The improvement of this road will only increase the present congestion now existing on Northern Lights Blvd., due to the free movement of vehicles to the Minnesota - Northern Lights Blvd. intersection from downtown. It is recommended that Public Works begin planning and preliminary design on Northern Lights Blvd. in 1966 from Minnesota to Wisconsin, with construction tentatively scheduled for 1967 and 1968.

B. IMPROVEMENT DISTRICTS - STREETS

1. District #89 - \$55,000

Susitna Street - East 16th Avenue to East 15th Avenue, East 15th Avenue - Susitna to Birchwood.

Three blocks of paving remain to be completed in the City View - Airport Heights area. This project was included in the 1965 program, but later deleted due to lack of sufficient funds. This project was previously approved on the 75/25% assessment ordinance. The plans are complete. 1967-71 costs are estimated.

2. District #106 - \$150,000

North Bunn Street - Mountain View Drive to McPhee Avenue.

Formal petition for 100% assessment paving received signature of 76.25% of property benefited. Petition returned on July 12, 1965.

1966-71 CAPITAL IMPROVEMENTS PROGRAM

3. District #107 - \$75,000

Ninth Avenue - Bragaw to Klevin; Klevin - Ninth Avenue to San Roberto Avenue; San Roberto Avenue - Klevin Street to Pine Street.

Full width residential paving, 100% assessable. Formal petition requested by Australaska Corporation. The north boundary of the Australaska development in the 80 acres north and east of Debarr Road and Bragaw street. This work to be accomplished under terms of the subdivision agreement entered into with Australaska on August 13, 1965, and whereby Australaska owns or controls over fifty percent of the frontage.

4. District #108 - \$410,000

Debarr Road - Bragaw to Pine Street; Bragaw - Ninth Avenue to Debarr Road; Pine Street - San Roberto to Debarr Road.

Work will consist of widening with curb & gutters on the east side of Bragaw, and north side of Debarr, with only gravel improvements on Pine Street in 1966. The widening will be 100% assessable to Australaska over ten years per the subdivision agreement. It will also be necessary to lower the existing Debarr Road several feet toward Pine Street to an elevation more compatible with adjacent property. This cost would be a General Fund contribution since the initial paving was assessed against the property at the time of construction.

Debarr Road

Estimate \$250,000

General Fund Contribution \$50,000

Bragaw Street:

Estimate \$100,000

General Fund Contribution -0-

Pine Street:

Estimate \$60,000

General Fund Contribution \$40,000

5. District #97 - \$225,0006. District #102 - \$215,000

These Districts, both in the Grandview Gardens area, are comprised of some of the oldest petitions on the file, and have been considered for paving each year for the past three years, only to be eliminated due to lack of funds. Formal improvement districts have not been established to date.

1966-71 CAPITAL IMPROVEMENTS PROGRAM

6. District #102 (Continued)

It is recommended that the Council direct the Administration to initiate a new formal petition based on the current 100% assessment ordinance, and if the required 50% signatures are obtained, to include these districts in the 1966 program. The plans are 95% complete for these streets. This would complete the paving in the Grandview Gardens area.

7. Rogers Park - \$650,000

There are thirteen informal petitions currently on file at the Public Works Department from the Rogers Park area. These petitions date back to 1962. Only one petition, that being for 26th Avenue and Glenwood Street, has been previously considered for paving by Council but was not approved.

It is recommended that the Council direct the Administration to initiate a new formal paving petition on the basis of the current 100% assessment ordinance and if the petition receives the necessary 50% signatures, that the entire area be included in the 1966 paving program. There has been considerable interest shown in the past by many residents of this area for the paving of these streets.

The Council approved the funds for the construction of storm sewers throughout Rogers Park in the revised 1965 Capital Improvements Program, and the contract for installation is scheduled for completion in September 1965. Street paving plans have been in preparation since 1960 and are approximately 50% complete.

8. West Government Hill - \$600,000

There is an informal petition currently on file for the West Government Hill area, dating back to 1960. District #99, comprised of Cook, Dugen and Manor Streets has been considered for paving each year for the past three years, but not approved. The Council approved the funds for the installation of storm sewers throughout the area in the 1965 revised Capital Improvements program. This work should be completed late in 1965.

It is recommended that the Council direct the Administration to initiate a new formal paving petition on the basis of the current 100% assessment ordinance, and if the petition receives the required 50% signatures, to include the area in the 1966 program. Plans have been in preparation for the entire area since 1960, and are approximately 75% complete.

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9. East Fairview - \$500,000

There are three informal petitions on file for the East Fairview area dating back to 1960. Alaska Sales and Service have requested, and are now circulating a new petition for 100% assessments, on Medfra Street, 5th to 15th Avenues, which was formerly part of District #96, along with 7th and 9th Avenues, Medfra to Karluk.

With the construction of the Gambell - Ingra couplet, it will be imperative that additional connecting cross streets are paved for the proper circulation of traffic to and from the one way couplet streets, and within the Fairview area.

It is therefore recommended that the Council direct that an Improvement District be formed for the paving of 7th and 11th Avenues, between Gambell and Medfra Streets; and 9th Avenue between Karluk and Medfra, and approve these streets, along with Medfra Street, for paving in 1966. These streets would be 36' in width and therefore 100% assessable to the adjoining property.

10. District #110 - \$60,000

Talequana Drive - Clay Products Road to Northern Lights Blvd.

An informal petition for full width residential paving indicates 75% signatures. A formal petition is now being circulated.

Port of Anchorage - Roads

Preparation of Port Dock Road for surfacing after installation of utilities; resurfacing upon completion of installation.

1966-71 CAPITAL IMPROVEMENTS PROGRAM

C. STORM DRAINS

1. Australaska Subdivision Trunk - \$110,000

Australaska Subdivision will be developed late in 1965. A trunk sewer is required to serve this area, which is contained in the S.W. 1/4 of Section 15 in the NE quadrant of the intersection of Debarr and Bragaw. Other property South of Debarr and East of Bragaw is also included to be developed in 1966 which will utilize this facility also included would be the lowering of 2,000' of the North fork of Chester Creek and two culverts on Bragaw. 1967-71 costs are estimated.

2. Section 29 Drainage - \$75,000

Southeast quadrant of Northern Lights Boulevard and the Seward Highway.

With a joint financing agreement reached between the State Highway Department for the installation of a trunk from Northern Lights Boulevard to Chester Creek on the Seward Highway, we now have an outfall to service the Northwest 1/4 section 29. Development had been deferred for several years pending the City's ability to provide drainage to this area. Funds requested for lateral sewers into this area.

3. Gambell Street Trunk - \$60,000

Trunk sewer construction in cooperation with the State Highway Department and the Borough on the Gambell - Ingra Street project, from M. B. to Chester Creek. City's share estimated at \$60,000.

4. Eastchester Urban Renewal - \$10,000

Funds for Eastchester were previously programmed for 1965 and later deleted. Due to delays in land acquisition, request planning and design funds only for the present.

5. East Fairview - \$100,000

Storm drainage has long been required in East Fairview. This encompasses the area from Gambell to Medfra and 5th to 15th Avenue. Paving is tentatively programmed for some streets in this area for 1966.

6. North Mountain View - \$200,000

Extensive storm drainage required throughout North Mountain View prior to paving this area in 1967.

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7. Miscellaneous Drainage - \$50,000

Funds are required annually for areas rapidly developing throughout the City, which are difficult to predict at this time. Often development is delayed for a year due to funds not being programmed in the Improvement program for that particular area. Request \$50,000 for use in these areas as necessary, and also for isolated drainage problems throughout the City.

8. Subdivision Repayments - \$25,000

The City has several agreements with various subdividers by which the subdivider constructs the sewers and the City repays its share over a five-year period. The City portion of such agreements for 1966 is estimated to be \$25,000.

9. Ninth Avenue Trunk - \$100,000

A trunk storm sewer will be required on Ninth Avenue to pick up several intersections now devoid of drainage, in conjunction with the street paving.

Storm Drain construction for Eastchester has not been included in the program due to ASHA's opinion that land acquisition may take up to two years. The State Highway Department will also have the Ingra - Gambell project under contract in this area during 1966 and 1967.

D. SANITARY SEWERS

The estimates made herein are from only general information at hand for any given area and at expected 1965 prices. There have been no detailed, or in many cases, even preliminary plans drawn at this time. The Department of Public Works is, however, in the process of preparing preliminary plans for the projects included herein; and when these are completed the full extent of the soils problems, ROW costs and other variables will be known. It is not until this time that a good engineering estimate can be made. It is requested that these estimates be considered with this in mind and with the knowledge that when the preliminary plans are completed, a revised Improvements Program will be resubmitted to Council to adjust the project costs accordingly, to stay within the total funds authorized for 1966 construction.

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D. SANITARY SEWERS (Continued)

Funds have been included for sanitary sewers, however, since these are needed to serve boundary areas at the present time, and also to alleviate an overloaded condition now existing on the Fifteenth Avenue sewer. The \$10,000 requested for planning of storm sewers will be sufficient to develop the preliminary plans for street grades and drainage necessary for design of sanitary sewers. No work was done on the sanitary sewer design yet this year, although it was budgeted and pending approval of the overall plan, and we have therefore shown this project in the program for 1966. The bond sale for 1965 included \$250,000 for Eastchester sewers, and this can be carried along for 1966. The increase to \$300,000 is due to later, more complete estimates.

In the 1965-70 program, the sewerage projects have been revised considerably, to reflect the importance of the current Borough Sewer Study now being accomplished, and also the recent order handed down to the Air Force at Elmendorf AFB to finalize plans for a sewage treatment plant for 1967-68 construction.

Sewage treatment has been considered by many, to be either a long way off, or not necessary at all, but the U.S. Department of Public Health, the Borough, and the U.S. Government, through the Military, have indicated that primary treatment of the sewage wastes in Anchorage is only three to four years away. Planning is being accomplished as of this date by both the Borough and the Military, and the finalization of the Borough Sewer Study in May, 1965, should indicate the most feasible and economical means of accomplishing this task.

It is therefore felt necessary, that the sewerage program reflect this new attitude, and that funds be provided for interceptor sewers to carry the sewage to the plant, which by all present indications will not be at the location of our present Chester Creek outfall. Current thinking has Point Woronzof as the most likely location, to be used by both the Borough and the City, and perhaps the Air Force.

Funds for the City's share in a treatment plant are not included in the program, since a separate Bond Sale is felt to be necessary to finance that large amount, and also since funds will be available through the Department of Public Health for aid in construction.

The need for installation of the extra pumps in the lift station has eliminated for the present, since the Corps of Engineers under terms of PL 875 is currently advertising a contract for the installation of an additional pump driven by a diesel engine for emergency use during power outages. This pump can also be adopted for regular use when necessary. Another consideration is the fact that when a treatment plant is constructed in the next three or four years, the existing pumping station will need to be altered to pump the City sewage to the site of the plant.

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E. CITY STRUCTURES1. Replacement of Prison Farm and Dog Pound Structures - \$5,000

Structures at the Prison Farm - Dog Pound complex have been reported condemned by the Fire Inspector, Condemnation Officer and Health Officer. \$5,000 is required in 1966 to provide appropriate site survey, preliminary architectural plans, etc., for proposed construction in 1967. The 1967 construction figure of \$400,000 is dependent upon several decisions, i.e., location, staff housing and growth.

City Manager recommends that 1966 request of \$5,000 be denied and that City staff cooperate with the Borough in preparing a site study covering future location and construction plans for both Prison Farm and Dog Pound. Ultimate construction to be contingent upon bond financing.

2. Office Space Addition at Warehouse - \$50,000

The execution of the programs set forth in the recently approved bond issue will require additional employees for design, contract administration and contract supervision and, concomitantly, additional space for such employees, particularly within the Public Works Department.

A need for additional space also exists within the Finance Department. The current program of reorganization in this department, aimed at more efficient and economic customer service, will require the provision of more space.

The office of the Purchasing Agent is inadequate in that it lacks space for a conference room (needed for pre-bid conferences and bid openings) and affords no privacy to the Purchasing Agent or the Senior Buyer. This section is further hampered by a lack of space for the warehouse personnel and records.

The various departments have partially resolved the need for more space by remodeling and reallocating the available space and some further relief can be accomplished by this means. However, the need for more space has now reached a state sufficiently critical to warrant the addition of some new space. It is therefore proposed that a second story be added to the City Warehouse containing approximately 2,900 square feet.

The City Council eliminated this project from the Capital Improvement Program.

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This addition will provide the space needed by the Department of Public Works to expand its facilities as required by the recent bond issue. It will also provide the space for offices and a conference room needed by the Office of the Purchasing Agent. This move will leave space available in the City Hall to accomodate the reorganization in the Finance Department and will make space available for the warehouse personnel and records (in the space now occupied by the office of the Purchasing Agent).

3. Vehicle Washing and Steaming Shop - \$32,500

There is, at present, no indoor facility for cleaning City vehicles. Very little cleaning can be accomplished during the winter months. This detracts from the appearance of City vehicles, but more important is the fact that Dumpster trucks, loadpackers, salt and sand trucks cannot be maintained in proper condition. The build up of garbage sluge causes equipment to wear out and break down prematurely. The Fire Department insists on removal of machine from present location in Paint Shop.

Funds are available in the Depreciation Reserve of the Mechanical Maintenance Division.

4. Satellite Shop A - \$87,000

Recommended for 1966 construction, this shop will be located in the Spenard area. The present facilities located at the northern edge of town are surrounded by high density traffic routes. Men and equipment waste time traveling to cover present 15 square mile area (which will continue to expand). The money saved in travel time of men and equipment will pay for the building in 4 to 5 years.

The estimated total cost to equip this station is \$10,280.45 with a mechanic at the proposed Satellite building, all running and minor repairs could be made in the immediate area and equipment would not have to travel back to City shops. This service would amount to an undetermined amount in annual savings. Past records show that approximately 1,040 man hours and travel time hours could be saved annually by Mechanical Maintenance Division.

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The combined warm storage area needed for Public Works and Refuse Division equipment during winter months would require a minimum of 4,600 square feet. Travel time for equipment and City personnel traveling from City shops to Spenard and Turnagain area over a one-year period is estimated at 2,080 lost man hours for Refuse Division amounting to 6,440 lost man hours a year. A crew of 11 is required to operate equipment proposed for Satellite building. At an average hourly rate of \$4.40 a savings of \$31,336 could be realized in a one-year period.

5. Satellite Shop B - \$87,000

Recommended for 1967 construction, this Satellite Shop B will be located in the east end of Anchorage.

6. Remodel City Structures Maintenance Shop Attic - \$9,600

Makeshift office and storage space for City Structures Division if the plans under item 2 above are not completed. If the office space is built over the Warehouse, this space would be used for storage only at an estimated cost of \$4,600.

7. Cemetery Equipment Storage Shed - \$6,800

The present shed is in a bad state of repair, has no foundation, floor is rotten and structural framing is in poor shape. The space is presently inadequate and there is no heat (which is required in the winter). General appearance is bad and the building is, in all ways, below City standards. New building will provide adequate space and a small heated area.

8. City Hall Annex Coal Bunker Remodeling - \$13,050

The City constantly needs more space. Rehabilitation would provide 900 square feet of office space at \$14.50 per square ft. compared to \$20 (minimum) per square ft. for new construction. Use of space as microfilm center (i.e., recording and developing) or microfilm storage vault could be accomplished for less than amount shown above.

9. City Hall Annex Heating and Ventilation Rehabilitation - \$75,000

The existing distribution systems are obsolete now and continue to deteriorate. Piping choked with scale and rusting. Radiation and controls obsolete, inadequate, and not properly located. The ductwork is inadequate and is not properly located. Additional temporary heat required in winter and fans required in summer. Much extra maintenance is required to keep antiquated systems going.

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10. Community Center Window Rehabilitation - \$20,500

Existing windows are obsolete, double glazed pane with no insulating value. Condensation in the winter causes excessive maintenance. Condensation between panes causes constant build up of dirt which is impossible to remove. New windows to have insulating glass which will provide savings in heat cost and will reduce maintenance costs.

11. City Hall Annex Window Rehabilitation - \$31,800

Existing windows are obsolete, double glazed pane with no insulating value. Condensation in the winter causes excessive maintenance expenditures. Condensation between panes causes constant build up of dirt which is impossible to remove. New windows would have insulating glass; would lower heating costs and eliminate some maintenance.

Note: City Manager recommends that items E8, 9, 10 and 11 be postponed for future consideration. Review programs will include discussion of future use of these two buildings based on ultimate resolution of the proposed Civic Center development.

III. PARKS AND RECREATION

1. Neighborhood Study recommends neighborhood recreational facilities including "Tot Lot" areas for children under 8 years of age. Five per year to be developed in various neighborhoods on minimal basis. In 1966, one such recreation area should go in Fairview area and a second in Mountain View. Figure includes land and improvements.
2. Community does not provide such an indoor facility and public demand dictates earliest start possible.
3. Mountain View Community Center - Surface 3,500, Lands 1,000 = 4,500
Park Strip (on 9th and "P") - Lands 6,000 = 6,000
Russian Jack Springs (Debarr Road) - View 2,000 = 2,000
Romig Hill - View parking 1,000, picnic 500 = 1,500
Improvements to Tot Lots and playgrounds (Chester Creek, 11th and Fairbanks, 10th and "E")=1,000
10th and "E" Landscaping
Repairs to ball field (water, electricity, bleachers)= 1,500
Park strip tennis court lighting = 4,500 (coin meter?)
4. Remaining construction costs 1,000

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5. Additional washroom facilities and improvements to site (principally access roads).
6. New facilities based on proven (1965 season) tourist use.
7. Need based on interpretation of 1965 parking structure referendum.
8. Site preparation.
9. Topographic Maps
Development of long-range recreational plan, technical and professional services necessary to development of C. I. P. program.
10. Prepared beginning of trail system including bridges and lighting.
11. Viewpoint development self explanatory.
12. Present building condemned.
13. 1965 bond committment for developing donated courts.
14. Land needed for future completion of "Green Belt" concept.
15. See City Manager Memo 64-589.
16. Actual site acquisition - development dependant upon completion of Borough Planning Department. Development survey to be completed subsequent to publication of this document. Amounts indeterminate.
17. City share on 50% matching basis with Federal Open Space Grant. Amount contingent upon condemnation award.

Note: City Manager notes that the ultimate solution to the problems of recreational facilities as detailed under Items 1, 6 and 8 must await outcome of over-all development planning to be undertaken in 1966. Consideration must be given to use of newly authorized Federal Grant programs applicable in this area. Also that location, type and costs of facilities, shown under Item 10 are dependant upon the future course of Westchester URA project and State highway development.

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IV. PORT OF ANCHORAGE

1. Six hundred foot north extension - \$3,950,000.

Completion of work authorized in two bond issues. \$750,000 in March, 1965, and \$3,200,000 in October, 1965.

2. Container Crane - \$1,125,000.

Basic reimbursable financing for construction of container crane to serve Sea Land and other users of like nature. For instance, repayable by Sea Land entirely.

V. URBAN RENEWAL

Details of expenditures, year and rate of work to be done are contained, where known, in operating budgets of affected departments.

1. Northern Lights R-12 - \$16,500.

Project close-out date December 28, 1965; these are final City costs.

2. Downtown Buttress R-20.

Final contract not signed; contract construction in project scheduled to begin in November, 1965.

Streets	\$163,176 Street Improvement Bonds
Sanitary Sewers	4,722 Sewer Bond Issue
Storm Sewers	44,030 Street Improvement Bonds
Water System	50,361 Water Improvement Bonds
Telephone	102,583 Existing Telephone Funds
Street Lighting	68,284 Existing M.L.&P. Funds
Traffic Signals	5,610 Existing Revenues
Fire Alarm System	16,093 Fire Department Bond Issue
Subdrains	46,226 Street Improvement Bonds
Parking Facilities	
(Land & Improvements)	636,118 Parking Fund Bonds

As an offset to the above, A.S.H.A. will pay the City in cash \$150,330 for land purchased from City for use in the project.

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3. Eastchester R-16

Final contract document covering City net costs of \$983,003 is in final processing as of October 1, 1965. City obligations beginning in 1965 are shown in Departmental operating budgets.

4. Westchester R-8

Amounts for expenditures by Department dependant upon Council's directive in re: 4 alternate redevelopment proposals and subsequent detailed planning. Earliest feasible budget effect is 1967.

VI. LIBRARY

Architectural plans; remodeling of present Federal Exchange building and joint use of Telephone's storage use.

Actual construction of addition to be started in the 1966 construction season. Limited amount of space remodeling to permit joint use of present building also to be accomplished in 1966.

Final remodeling of present building to be completed in 1967.

Furniture, \$12,000 and floor covering, \$4,200 are included as capital costs.

Funding is provided from \$120,000 authorized G.O. Bonds plus anticipated \$80,000 Federal Assistance.

VII. TRAFFIC ENGINEERING

Projects 1 and 2 provide for authorized expenditure of the balance of the 1965 off-street parking bond proceeds. No additional off-street parking lots are presently planned.