



## Meeting Notes

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<b>SUBJECT:</b>	Arlene Drive/Pelican Drive/Pelican Court/Kingfisher Drive RID open house
<b>PROJECT NO.:</b>	MOA Project 06-019 (B&A No. 3907.28)
<b>GROUP:</b>	Public
<b>DATE:</b>	May 28, 2009
<b>TIME:</b>	7-9 p.m.
<b>LOCATION:</b>	Bayshore Clubhouse, 3131 Amber Bay Loop
<b>MEETING OUTREACH:</b>	Newspaper ad, flyers mailed and hung on doors, e-mail
<b>MEETING ATTENDANCE:</b>	See below
<b>MEETING MATERIALS:</b>	Aerial photos of each street, FAQ, comment sheet, meeting graphics
<b>STAFF PRESENT:</b>	Lounsbury: Joel Stout, Chris Black, Scott Pulice MOA: Todd Jacobson, The Boutet Company Brooks & Associates: Anne Brooks, Rose Cox

### MEETING INFORMATION:

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This was the first public meeting for the Arlene RID project. The open house format allowed attendees to view typical sections, plan & profile drawings, encroachment and easement drawings and aerial photos of the project and ask questions of the engineers, then hear a presentation by Joel Stout on the draft design study report.

People were greeted at the door, asked to sign in, and place a dot on their house on an aerial map of the project area. They were invited to visit tables with drawings and aerial maps for each street in the project and talk with engineers. Thirty-one people signed in at the meeting.

Joel Stout welcomed the group and introduced the project team. He described the opportunities for people to weigh in on the project as the team moves through the design process. He invited people to talk about issues while changes could still be made to the design. Two more meetings will be held: 1) when the design is 80 percent complete; after utilities, road maintenance and other city services have reviewed the design; and 2) when the bid is awarded, so people can meet the contractor. Several times during the evening, Stout invited people to contact him for one-on-one meetings on their properties about specific issues.

Stout said when comments on the draft design study report are complete, information will be posted on the Web site. He said some property owners would be asked for easements, for example so a new storm drain can be installed. He asked for volunteers to let Lounsbury run a camera down their sewer service to help determine where the storm drain should be placed.

He said catch basins will be installed at every intersection to send runoff water into the storm drain. Each house will get a storm drain stubout and property owners will be able to choose where it will be placed, with some restrictions. If property owners do not choose a location, one will be chosen for them. He reminded property owners any natural storm or drain water — such as water from gutters — can be hooked into the storm drain.

He said there is a 15-foot easement on both sides of the street. The water main is placed on one side of the street, and the sewer on the other side.

MOA has offered to let residents get a group rate on driveway replacement; the base cost will be calculated per square yard of driveway space. After the cost per square yard is calculated, people can accept or decline a new driveway. The contractor and the property owner will contract for this service; MOA will not coordinate driveway replacement or payment.

There was a question from the audience about whether sidewalks would be installed. Stout reiterated that RID projects restore the area to its former condition. Property owners agreed to pay 10 percent, not to exceed 11 percent, of this cost. However, property owners would pay 70 percent of any new construction, such as sidewalks.

An audience member asked about traffic calming measures. Stout said they are considering two areas where measures could be effective — along Arlene and Arlene/Noblewood, at the northern project borders. He described two possible strategies for calming traffic — neckdowns and islands. In response to a question about raised intersections as a traffic calming measure, Stout said they do not hold up well and cause difficulties for snowplow drivers.

A question was raised about the area to be disturbed in front of houses. Jacobson said that up to 5 feet on both sides of the street might be disturbed, but that area could be as small as 3 feet. Jacobson mentioned that a similar job at Bayshore West is currently being completed and should be similar to the Arlene RID.

An audience member asked if the four existing catch drains on Arlene would be raised or lowered. Stout said they would remain as is, because the level of the lake sets the level of the drains.

An audience member asked if the overhead power line on Noblewood might be buried. Stout said there are no plans to bury power lines. He offered to meet the commenter on site to review the concern.

There was significant discussion about lighting. Lights in the RID will be upgraded to new MOA standard light emitting diode (LED) lighting. LEDs require poles to be spaced closer together, so poles will need to be relocated and there will be more of them — perhaps double the existing number. Placement of the poles depends on utility placement, and that has yet to be mapped. Stout said as soon as the preliminary lighting design is available, an e-mail will be sent to property owners telling them where to find the design on the web. There was some concern that

more light mean more light pollution, and some audience members said they'd prefer less light, not more.

Next there was discussion about improvements built in the right-of-way. Stout said the policy is if it costs a lot to eliminate an encroachment, such as a large retaining wall, it will probably be left in place. If it's not costly to remove, it will likely be taken out. In general, the audience was told to expect some trees and retaining walls in the right of way will be removed, others won't. Stout offered to talk with people individually about right-of-way encroachments. Jacobson noted that sometimes encroachments affect the ability to maintain the street, in these cases, street maintenance concerns would trump all others.

There was a question about mailbox relocation. Since MOA categorizes streets in this area as "local streets," individual mailboxes are acceptable. However, during construction mailboxes will be grouped together in an area clear of the work zone, and then restored to their original locations after construction.

A question was posed about trees in the construction area. Generally, trees will be saved whenever possible. However, if excavation disturbs the roots so a tree may be dangerous in high winds or the property owner wants the tree removed, it will be removed. Jacobson said MOA street maintenance will also tour the area and weigh in on trees that may cause maintenance problems, such as limiting the ability to store snow.

An audience member pointed out a 150-foot span on Arlene where trees screen the road from homeowners' view, and noted that their removal would not be welcome. Stout said that span of trees will be considered, and it may be acceptable to narrow the street to them if it doesn't create maintenance problems. However, in general, street widths and grades will be matched as closely as possible.

Todd Jacobson next talked about the project schedule. The project was initially scheduled for construction in 2009-2010. However, since the April bond was reduced from \$52 million to \$34.8 million, some projects will be postponed. His best information at this point is that the project will be constructed starting in 2011, if the bonds pass in 2010 and 2011. He also said the project design would continue on a pace that would make it ready for construction in 2010 if funding becomes available. He suggested property owners talk to their assembly members if they want project construction in 2010.

The original cost of the project rose from \$5.6 million to just under \$8.5 million, Jacobson said. Stout explained how project costs are tied to the cost of fuel. A municipal ordinance was passed to exempt the Arlene RID, as well as 6 other Anchorage RIDs, from paying more due to these rising costs.

An audience member asked about access to property during construction. Stout said the contractor will define means and methods, with some restrictions, and that the contractor will provide that information.

A question was raised about the duration of construction. It is expected the project will extend from May until the snow flies, with finish work the following spring.

After the meeting was adjourned, attendees had a second opportunity to gather around the project exhibits and talk about the project and their specific concerns.

Related documents on file:

- Sign in sheets
- Handouts (FAQ, Comment Sheet)
- Meeting announcement flyer
- Meeting graphics
- Mailing List
- Newspaper ad