

## **VOLUME II**

### **Public and Agency Scoping**

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## **SECTION 1**

### **Scoping Summary Report**

**SCOPING SUMMARY REPORT  
ENVIRONMENTAL DOCUMENTATION**

**48TH AVENUE/BONIFACE PARKWAY EXTENSION  
TUDOR ROAD TO BRAGAW STREET**

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**LIST OF ACRONYMS**

ADF&G.....	Alaska Department of Fish and Game
APD.....	Anchorage Police Department
AWWU.....	Anchorage Water and Wastewater Utility
DEC.....	State of Alaska Department of Environmental Conservation
DNR-OHMP.....	State of Alaska Department of Natural Resources, Office of Habitat Management and Permitting
DOT&PF.....	State of Alaska Department of Transportation and Public Facilities
DOWL.....	DOWL Engineers
HLB.....	Heritage Land Bank
LUST.....	leaking underground storage tank
MOA.....	Municipality of Anchorage
NEPA.....	National Environmental Policy Act
PM&E.....	Project Management and Engineering
TAG.....	Technical Advisory Group
USACE.....	United States Army Corps of Engineers
USEPA.....	United States Environmental Protection Agency
USFWS.....	United States Fish and Wildlife Service

## 1.0 OVERVIEW

The 48th Avenue/Boniface Road Extension project is a Municipality of Anchorage (MOA) sponsored project to construct a major arterial roadway that will provide a parallel facility for Tudor Road and access to planned development identified in the 3500 Tudor Road Master Plan. The proposed road would connect the intersection of Boniface Parkway and Tudor Road to the intersection of 48th Avenue and Bragaw Street, a distance of approximately 6,500 feet. Additionally, a 1,300-foot-long collector roadway would be constructed to connect the proposed 48th Avenue alignment to Tudor Road at the intersection with Tudor Centre Drive. Other components of the proposed action include:

- new storm drain facilities,
- signal upgrades at Boniface Parkway/Tudor Road,
- a new signal at 48th Avenue and Bragaw street,
- new pedestrian facilities and trail connections,
- water and sewer service mains,
- street lighting, and
- landscape enhancements.

In addition, a 48-inch water transmission main is also proposed to be located within the 48th Avenue corridor. The construction of the proposed roadways and the Anchorage Water and Wastewater Utility (AWWU) water transmission main may occur in different phases. Figure 1 shows the project location.

The process of gathering information from the public and agencies on the purpose and need for a project, potential alternatives, and possible issues and concerns that need to be addressed during the environmental review and design, is called “scoping.”



**Figure 1: Project Location Map**

This report, with its appendices, summarizes the public and agency scoping process for this project. The report documents the scoping methods used, identifies issues and concerns, and lists comments received to date along with their sources. Comments were received from a variety of stakeholders (or interested parties) including local residents, resource agency representatives, and interested organizations.

## **1.1 Project Team**

The project team for this project is listed below.

### Contracting Agency

MOA, Project Management and Engineering (PM&E)

- John Smith, Project Manager
- Rand Gaynor, Project Administrator

### MOA - AWWU

- Roberta Piper, Project Manager

Lead Federal Agency for Environmental Permitting

United States Army Corps of Engineers (USACE)

- Maureen McCrea

Prime Consultant

DOWL Engineers (DOWL)

- Stewart Osgood, P.E., Project Manager
- Steve Noble, P.E., Project Engineer
- Kelly Suchodolski, P.E., Design Engineer
- Kristen Hansen, Environmental Lead
- Kevin Doniere, Landscape Architect
- Maryellen Tuttell, Public Involvement Lead

**1.2 Scoping Method**

The following scoping methods are included in the Public Involvement Plan and were used to inform the public and the local, state, and federal resource agencies about the project, its objectives and the environmental and design processes:

- Public Scoping Meeting
- Agency Scoping Meeting
- Community Council Meetings
- Other Community Group Meetings
- Technical Advisory Group (TAG) Meetings
- Project Website
- Project e-mail Address
- Newsletters and Flyers
- PowerPoint Presentations and Display Boards
- Project Office

### 1.2.1 Mailing List of Potentially Affected Interests

Two mailing lists have been developed for the project. They include a general public list and an agency/officials list. The general public list was assembled by identifying all residents and property owners within the vicinity of the project corridor and adding to it those persons who, through the course of advertisements and scoping, showed an interest in this project or had expressed an interest in previous projects in this area. The agencies/officials list includes local, state, and federal resource agencies and officials who might have an interest or concern, environmental or otherwise, in the project. The two lists were combined to form the potentially affected interests mailing list, which contains approximately 1,400 names.

In addition to the mailing list, an e-mail distribution list has also been created. The e-mail list contains approximately 150 e-mail addresses.

### 1.2.2 Advertisements

An advertisement notifying the public of the initiation of environmental and design studies for this project, and the date and time of the public scoping meeting appeared in the Anchorage Daily News (daily circulation approximately 90,000) on April 20, 2006.

### 1.2.3 Community Councils

The project area includes two community council areas. DOWL contacted the presidents of these Community Councils (University Area Community Council and Campbell Park Community Council) to have them include an announcement in their monthly newsletter about the date, time, and location of the public scoping meeting. This information was also passed on to the Federation of Community Councils for inclusion in their announcements. In addition, DOWL staff attended the following community council meetings:

- Campbell Park Community Council - February 8, 2006
- Campbell Park Community Council - April 13, 2006
- Campbell Park Community Council - May 11, 2006
- University Area Community Council - June 7, 2006
- Campbell Park Community Council - June 8, 2006

At these meetings, the staff announced the public scoping meeting, provided informational newsletters and comment forms, and responded to issues noted by those present.

#### 1.2.4 Community Groups

DOWL staff also met with representatives of the following groups:

- The Far North Bicentennial Park Trail Users Committee - April 3, 2006
- The Far North Bicentennial Park Trail Users Committee - May 1, 2006
- Alaska Sled Dog and Racing Association - May 5, 2006

#### 1.2.5 Technical Advisory Group (TAG)

A TAG made up of representatives from the various local, state, and federal resource agencies has been established. The focus of this group is to assist with the development of the technical/environmental study needs, provide input on the appropriate study methods, and review and provide comments on the study results. The first TAG meeting was held June 7, 2006. The TAG member participants are listed in the following table.

**Table 1: Technical Advisory Group (TAG) Members**

<b>Member Name</b>	<b>Organization</b>
Cindy Anderson	State of Alaska Department of Natural Resources, Office of Habitat Management and Permitting (DNR-OHMP)
Heather Dean	United States Environmental Protection Agency (USEPA)
Maureen deZeeuw	United States Fish and Wildlife Service (USFWS)
Karlee Gaskill	Heritage Land Bank (HLB)
Rand Gaynor	MOA PM&E, Project Administrator
Tom Korosei	MOA Parks and Recreation
Maureen McCrea	USACE, Regulatory
Roberta Piper	AWWU, Project Manager
Lori Schanche	MOA PM&E, Non-motorized Transportation Coordinator
John Smith	MOA PM&E, Project Manager
Kurt Steinert	MOA PM&E, Project Management Division
Thede Tobish	MOA Planning

#### 1.2.6 Project Website

A project website ([www.dowl.com/projects/48thavenue](http://www.dowl.com/projects/48thavenue)) was developed to provide specific information regarding the project area, objectives, schedule, project documents, team members, and a place to review and make public comments.

### 1.2.7 Project E-Mail Address

For persons wanting to communicate about the project via e-mail, an e-mail address (48thavenue@dowl.com) has been created. This address has been included in the Public Scoping Meeting mailer announcement, in the newspaper announcement, on the comment form passed out at meetings, and announced at both the Public Scoping and Agency Scoping meetings.

### 1.2.8 Project Flyer and Comment Forms

A project comment form and project information flyer were developed and passed out at the Public Scoping Meeting and all other meetings project staff attended to solicit public comments. The form includes an area to add contact information for those who wish to be added to the project mailing and e-mail lists.

## **2.0 PUBLIC SCOPING**

### **2.1 Public Scoping Meeting**

The public scoping meeting was held at MOA Permit Center Training Room, 4700 Bragaw Street, Anchorage, on Thursday, May 4, 2006. To help the public understand the purpose of the project and the public scoping meeting, a flyer was sent to all persons on the potentially affected interests mailing list, e-mail distribution list, and posted to the website.

The public scoping meeting began at 6:30 p.m. and concluded at 8:30 p.m. Community members signed in and met with the project staff one-on-one to discuss individual issues and concerns. At 7:00 p.m., project staff made a half-hour presentation. The following topics were included in the presentation:

- Meeting Purpose
- Project Description
- Project Purpose and Need
- Alignment Concepts
- Planning and Design Considerations
- Environmental Documentation and Permitting Process
- Project Schedule

- Public Involvement Process

At the conclusion of the presentation, the meeting was opened up for public questions and concerns. At the end of the question and answer period, the one-on-one discussion with individuals resumed and lasted until 8:30 p.m. Approximately 21 private citizens, not including project team members, attended the meeting.

## **2.2 Documentation of Public Comments**

All written and verbal public comments received as of June 5, 2006 (the conclusion of the scoping period), have been reviewed. Comments received have also been paraphrased and listed below. The list attempts to group the comments into common issues and concerns.

### 2.2.1 Favor the Project

- It is important to have another option for essential services (e.g., medical, fire, police) if Tudor Road is out of commission for any reason.
- We need a Boniface Parkway extension to ease congestion on Tudor Road.
- This project is important to connect the water transmission line to supply water to southeast Anchorage.

### 2.2.2 Oppose the Project

- I do not support the project and do not believe it is needed.
- I can see the benefit of circumventing Tudor Road traffic, but the end result (Bragaw Street) does not make sense.

### 2.2.3 Recreation Concerns

- How will the project affect the ballparks and dog sled trails in the area?
- How will this project affect the wonderful non-motorized trail (bike trail) in this area?
- Make accommodations for the existing ski trails (Tour of Anchorage Trail) and maintain the trail system with as few road crossings as possible.

- It appears the new road will conflict with the Tour of Anchorage Trail and the dog mushing trail system.

#### 2.2.4 Environmental Issues

- What will be the effect on wetlands? What is being done to mitigate the impact on the wetlands?
- The extension will affect undeveloped parkland in Campbell Tract and destroy valuable open space.

#### 2.2.5 Planning Issues

- The extension should be from Tudor Road and Boniface Parkway to Dowling Road. This would give a straight shot east west to the south side of the airport if Dowling Road is ever extended through to Raspberry Road.
- What happens after we get to Bragaw Street? This route appears to make it easier to eliminate the University Lake area on the Alaska Pacific University and University of Alaska Anchorage campus in the future.

#### 2.2.6 Water Line Issues

- Can you confirm that the newly selected alignment is indeed this route rather than the previously planned Tudor Road alignment?
- When was the decision made to change the location of the AWWU alignment and who made the decision?
- Will the water line be located under the planned road or adjacent to it?
- What will the approximate clearing width of the road/water pipeline be?

#### 2.2.7 Public Process

- Will there be any public review or National Environmental Policy Act (NEPA) analysis on the water line alignment?

### **3.0 AGENCY SCOPING**

#### **3.1 Agency Scoping Meeting**

The agency scoping meeting was held on May 3, 2006. A letter was sent to the agencies that provided background information on the project and invited them to participate in the scoping meeting.

#### **3.2 Documentation of Agency Scoping Comments**

All written agency comments received as of June 5, 2006, have been reviewed and are included in Appendix J. The following is a summary of the agency comments received through June 5, 2006.

##### **3.2.1 Alaska Department of Fish and Game (ADF&G)**

- Moose
  - East-west moose movements are particularly concentrated along the North Fork riparian zone.
  - North-south movements are particularly concentrated across Tudor Road between the Anchorage Police Department (APD) building and the Native Hospital lake.
  - Data compiled by APD and State of Alaska Department of Transportation and Public Facilities (DOT&PF) should show a relatively high rate of moose-vehicle collisions near the corner of Tudor Road and Bragaw Street.
- Bears
  - Black bears are found throughout project area and occasionally cross Tudor Road, often near Checkmate Drive.
  - Brown bears appear to pass through the project area daily from May to October, and perhaps into November in some years.
  - North Fork Campbell Creek is essential brown bear habitat based on recent collaring studies.
  - Brown bears occasionally cross Tudor Road.

- Concerns about cumulative impacts on wildlife (especially large mammals) from the extensions of Abbott Loop, Dowling Road, and 48th Avenue/Boniface Parkway.
- Recommended appropriate crossing structures for these roads to minimize moose-vehicle collisions.

### 3.2.2 MOA - Parks and Recreation

- Keep the integrity of the existing Campbell Creek Trail intact and be consistent with the Areawide Trails Plan to accommodate other existing and proposed trails in the area.

### 3.2.3 MOA - PM&E, Non-Motorized Transportation Coordinator

- Recognize that this parkway will be near a major existing recreational facility. Roadway improvements should include separate crossing to ensure the safety of trail users.
- There should be pedestrian facilities on both sides of the street. It is recommended that the sidewalk not be attached to the back of curb.
- Consider a bike lane for commuting cyclists.
- Recommend that paved, separated trails be located on the south side of the proposed roadway.

### 3.2.4 MOA - Public Transportation Department

- Bragaw at 48th is the major ingress/egress for MOA buses; over 50 buses will use the intersection at peak hours.
- 48th Avenue west of Bragaw Street should be signed as “Not a Through Street.”
- Consider pedestrian access at all intersections.
- 48th Avenue needs curb and gutter and pedestrian facilities on both sides of the road.

### 3.2.5 State of Alaska Department of Environmental Conservation (DEC)

- Contaminated Sites Program
  - Have not been any significant contamination releases, spills, or leaking underground storage tank (LUST) sites within the immediate project area.
- Environmental Health Laboratory
  - Access issues and impacts to their property
  - May want additional landscaping to visually and acoustically screen the facilities from the new road.
  - Increased traffic exhaust may be a concern - recommended an air quality analysis.
  - Ensure proper drainage that will not affect the groundwater table or result in ponding of water between the lab and 48th Avenue.
- Division of Water - Section 401 Water Quality Section
  - Concerns about storm water during construction and its potential impact on water quality.
  - Concerns about storm water during road operations; and whether it will be routed to Campbell Creek.
  - Where will the water be directed during construction dewatering operations?

### 3.2.6 MOA - APD

- The sole entrance to APD is crossed by the proposed water main.
- The APD access road cannot be closed or limited in any way during the construction process.

### 3.2.7 Alaska Division of Homeland Security

- Expressed concerns regarding potential impacts to facilities near the project.

#### **4.0 SUMMARY**

The above public and agency comments provide valuable insight into the issues to be resolved during the project. Comments will be reviewed and addressed, as the environmental document is prepared. Comments received after the end of the scoping period (June 5, 2006) will also be reviewed by the team and addressed in the environmental document.

## **SECTION 2**

### **Mailing Area Boundary Map**

# 48th Ave Project Mailing Boundary Map

