

APPENDIX A.

MUNICIPAL POLICIES REGARDING AIRPORT AREA

Anchorage 2020

#28 The area surrounding Ted Stevens Anchorage International Airport, as shown on the Policy Map, shall be designated as the West Anchorage planning area.

A *West Anchorage District Plan* shall be developed for the West Planning Area. This plan is intended to identify, address, and resolve impacts to neighborhoods, public infrastructure, and the environment from Airport activities.

Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan

Northwest Park District Policies:

- Acquire permanent trail easement corridor for Coastal Trail along Ted Stevens Airport.

Southwest Park District Policies:

- Maintain long-term lease of Airport lands for continued park uses.

West Anchorage District Plan

#IA-1 (3rd bullet) Coordinate with the State of Alaska to: establish a task force with formal representation from the public, state and local elected officials, Alaska Department of Fish and Game, AWWU and other MOA departments, the Airport and ADOT/PF, airport users, and FAA to assemble relevant data, regulations, needs and constraints, and possible scenarios that will ultimately lead to a long-term resolution of the airport area parcel conflicts, which also retains a permanent Coastal Trail corridor. Once completed, the MOA will take task force proposals through appropriate municipal commission and Assembly reviews with a recommendation to amend the WADP accordingly.

#IA-5 (in part) Work with TSAIA to establish buffers adjacent to residential areas and to create a Kincaid Park entry corridor. Buffers that permanently remove airport land from use by TSAIA require FAA permission.

Buffers could be established by:

- MOA purchase or land exchange (permanent)

#IA-24 Initiate a systematic approach to the permanent resolution of airport perimeter parcel and land use conflicts, either via a comprehensive land exchange, fee-

simple acquisitions, and/or easements, or a combination thereof that transfers land title and preserves public use of certain TSAIA and MOA parcels. Acquisition via a land trade action should reflect the Municipality's priorities of the Coastal Trail preservation and maximizing value and benefit to the public and parks and recreation resources with minimized impacts to the community.

A comprehensive land exchange offers the most complete means of resolving these conflicts, but whatever method is used, it should:

- Reflect a fair market exchange that balances properties with aviation value against those with municipal recreation and operations value; and
- Include the preparation and processing of relevant documents for formal approval by the MOA, ADOT, and FAA;
- Include as a condition of any land exchange agreement and/or in any deed transfer that the Coastal Trail shall be retained in perpetuity as a continuous, buffered system extending from Earthquake Park to Kincaid Park. TSAIA shall be responsible for all costs associated with any future need to realign this corridor on existing or future TSAIA lands;
- Any future coastal Trail relocation shall maximize natural vegetated buffers, unobstructed views, a wilderness experience, and minimize tunnels or other trail alignments that might compromise trail safety and/or require costly new maintenance. Any future approach to Coastal Trail relocation in the area of Pt. Woronzof and Pt. Woronzof Park shall follow an extensive public process, which must fully disclose all variables related to trail alignments, trail design, trail maintenance needs, and trail closure time frames during construction prior to any work being performed.

#P-8 Acquire all remaining portions of the Coastal Trail on airport land along with a vegetated greenbelt so that the full length of the trail corridor is consolidated under MOA ownership for permanent public recreational use. The greenbelt shall provide approximately 300' of natural, non-disturbed, vegetated buffer on the airport side of the trail but may be adjusted by agreement of the TSAIA, MOA, and user groups. Vegetation within the buffer shall be retained to preserve wildlife habitat with only selective clearing to avoid overgrowth that might impede line of sight for trail users and to minimize human/wildlife conflicts. Any coastal trail realignment and buffer area and future airport development should address the protection of the Dena'ina archeological site.