

Municipality of Anchorage

WEST ANCHORAGE LAND TRADE TASK FORCE

MEETING #3

Tuesday, January 14, 2014 10:00 am – 12:00 pm
Federation of Community Councils Conference Room
URS Corporation, Meeting Facilitators

Attendance: See attached sign-in sheet.

1. Welcome and Introductory Remarks

Joan Kluwe, Meeting Facilitator, welcomed the participants. The meeting context and highlights of the last meeting were provided by Dr. Kluwe, as follows:

This meeting is a continuation of last week's meeting to identify potential uses for parcels. I will have a few introductory remarks, and then we will continue the exercise for identifying parcel uses. We will conclude with setting the next meeting date and time for public comments.

We will be using two tables today: the table that was electronically distributed for last week's meeting and then updated with the notes for the parcel uses for the first parcels that we discussed. Also the table from the West Anchorage Plan is available for background information on the parcels.

The discussions from last week's meeting were quite long, with actually a fairly small focus toward the potential uses and greater detail toward history. We will be focusing the discussion this week toward potential uses, with a goal to finish this exercise for the remainder of the parcels in today's meeting. While there is interest in the history, much of the history is familiar to residents and task force members, and much is documented in the West Anchorage Plan. The goal today is to focus on potential uses for the parcels.

As requested by the Mayor, this task force is to focus on development of land trade scenarios, including a no trade scenario. I am summarizing, and Thede can add further clarification if needed. The Mayor is very interested in developing a range of solutions to resolve the land use conflicts. Our ground rules include acceptance of this goal and the working assumptions address many of the issues that were raised last week.

We understand that there are differences of opinion on the matter of potential land exchanges. We will work to incorporate as wide a range of opinions as possible. We understand that some do not feel that a task force is needed at all. Some feel that there are other avenues to reach solutions. We understand that but we will not belabor the point. There are many different perspectives. As stated in the Purpose Statement, the Administration believes that to assure permanent Municipal and public use of Airport

controlled lands, the optimal and likely only realistic means to insure this is via direct ownership of the lands (acquisition).

Also following up on notes from last week, the Heritage Land Bank provided a brief summary of the easement for the Runway Protection Zone related to Parcel 4. I also understand that Terri Lindseth brought a few copies of additional information related to Runway Protection Zones

Merle Akers offered additional information and corrections via email which will be added to the notes from Meeting 2. He reminded the Task Force that he submitted written comments at Mtg #2. .

Cathy Gleason noted that the historical information provided last week was beneficial and she wanted to include such history in this meeting. The facilitator noted that such background largely is already in the West Anchorage Plan, and was previously available.

The facilitator asked the group whether there were participants who were not already familiar with the West Anchorage Plan, and none so indicated. Holly Spoth-Torres suggested that is the responsibility of the task force members to familiarize themselves with the West Anchorage Plan. The facilitator emphasized that information is also available in the working assumptions, such as the assumption (#12) stating that the Coastal Trail must be maintained, “The Coastal Trail will be retained in perpetuity as a continuous, buffered system extending from Earthquake Park to Kincaid Park.”

Runway Protection Zones (RPZ): Terri Lindseth provided a packet from FAA which included an overview, and descriptions of allowed uses. A large map of these areas was posted at front of room. There are 2 different sizes: the smaller zones are for runways for visual approach; and bigger zones are on runways used for instrument approaches. Additional information from the Heritage Trust Land Bank was provided for attendees regarding the RPZ associated with Parcel 4.

Recommendations from the group as to highest and best uses of parcels continued in geographical order. Flipchart notes are recorded on the Parcel Table (see attachment). Additional comments are noted as follows.

2. Continuation of Parcel Discussions – Potential Uses

See also Parcel Table for additional notes regarding potential uses

Parcel 4

Cathy Gleason noted the erosion concerns with this parcel and that it was another reason to retain and include all HLB land. If the Coastal Trail and buffer area had to be moved, then this land would be needed as part of a realignment.

It was clarified that the Coastal Refuge was established by Alaska statute, is managed by the Alaska Department of Fish and Game, and that land cannot be added nor taken away without state legislation.

Parcel 17

Any change in designation of park land requires a public vote.

In the 1994 land trade, there was a provision for this area to remain permanent park; 192 acres of Point Woronzof Park were to be dedicated parkland.

This was questioned: Was this really a condition of the trade or a separate decision by MOA later? Mr. Tobish thought it was later but can look at it. Ms. Gleason says it was part of the original intent for the land trade.

Nick Moe noted that the airport master plan still refers to runway potential or airpark potential for this area.

Parcel 30

Brian Baus from AWWU explained that the expansion potential for the wastewater treatment plant is actually larger than was portrayed in available information for the West Anchorage Plan. However, the plan for the utility is to operate as long as possible as a primary treatment facility, and to utilize the Cook Inlet currents to ensure that the resulting treatment is equal to secondary treatment of wastewater.

There could be a requirement to upgrade the Anchorage wastewater plant, based on determinations by EPA or DEC regarding mixing zone issues. He noted that moving to secondary or tertiary treatment is a big expense, requiring geographic expansion, increased rates, and other consequences. So there has to be an area identified for expansion, if that becomes necessary. He agreed to provide a very preliminary draft footprint of that information. The actual report is still in development, so a public draft is not available at this time. Also, extensive areas continue to be tested out in the mixing zone, to assess primary treatment. Those locations are available online. Mr. Tobish noted that they would add mixing zones to consideration of this parcel.

Parcel 7

A question about impacts of earthquakes was addressed by noting that there is an informative photo series of this area after the 1964 earthquake, available in the hallway to the car rental facility at the airport.

Jim Burkholder raised concerns about the snow dump facility. It was clarified that the state does not share the use of the snow dump; it is for use only by the MOA. It was noted that this comment was for Parcel 13, not the parcel under discussion.

Parcel 8

Regarding the next step on bluff erosion studies, the airport has asked the Corps of Engineers to do a study, and the status of this will be provided as an update.

Parcel 27

To the question of why this parcel is on the list, the Planning Department considered that it was within the general area of interest and should be included for potential in land trade considerations.

Parcel 11

In 1963 it was sold to city and there was a condition of sale that the airport would not allow commercial activities. Does documentation exist?

3. Public Comment

A comment was made that the long term history was valuable to learn, and to question what information was out there.

4. Information Requests

- Lease information for substation on Parcel 22
- How long term leases changed to short term leases for MOA use of airport parcels
- Why is the funding source for upgrades to the snow dump facility tied to parcel ownership by the MOA?
- Preliminary draft footprint of expansion needs for AWWU treatment plant
- Status of bluff erosion studies by the Corps of Engineers
- Documentation of condition of sale of Parcel 11

5. Meeting Logistics / Next Steps

The group requested that the next meeting be scheduled for Wednesday, February 12, 2014 from 11 a.m. – 1 p.m. in the current location. Participants preferred this location rather than the Loussac meeting room, which had been suggested as an alternative site.