

Municipality of Anchorage
WEST ANCHORAGE LAND TRADE TASK FORCE
MEETING #7

Monday, March 24, 2014 11:00 am – 1:00 pm
Federation of Community Councils Conference Room
URS Corporation, Meeting Facilitators
<http://www.muni.org/Departments/OCPD/Planning/Projects/Pages/WestAnchorageLandTrade.aspx>

AGENDA

1. Welcome and Introductions

Joan Kluwe, meeting facilitator, welcomed the participants and conducted the introductions of facilitation staff, task force members, and public attendees. Dr. Kluwe outlined Meeting 6 highlights and the format for Meeting 7, with the primary objective of evaluating each scenario against relevant goals, needs, and uses. The Task Force should consider specific conditions for implementation. She then outlined the information provided prior to the meeting, in response to information requests.

Following this, Thede Tobish, MOA, discussed historic open space/wildlife data maps available and the response provided by the FAA indicating the airport was required to charge the MOA fair market value for the snow dump parcel. This was followed by a discussion of who was the appropriate point of contact for questions regarding FAA regulations and the status of the snow dump in regards to the applicable regulations.

2. Whole Parcel Exchange Scenarios

Dr. Kluwe outlined the whole parcel exchange scenarios, listed the parcel numbers that are under consideration, and then asked the Task Force if these scenarios meet the determined needs. Brian Baus, AWWU, began by saying the whole parcel exchange scenarios do not meet the needs of AWWU. This was followed by several historical questions and clarifying comments regarding the parcels owned by AWWU. Cathy Gleason, Turnagain Community Council, expressed the opinion that the appraisal of the parcels proposed for the whole parcel exchange would not have equal values, with the airport parcels likely having higher value. It appeared that most agreed that the Whole Parcel Exchange scenario does not meet the determined needs and relevant goals. At this point, the Task Force agreed it would be best to discuss a partial parcel exchange.

3. Partial Parcel Exchange Scenarios

Dr. Kluwe outlined the partial parcel exchange scenario, listed the parcel numbers under consideration, and then opened the discussion to Task Force members for evaluation of the scenario to meet the determined needs. Mr. Baus said this is the most likely scenario for a successful resolution of the goals and objectives. He reiterated that AWWU would likely require land from the airport to meet AWWU needs, in exchange for land transferred to the airport. Technical studies would be needed to determine exact needs. Mr. Tobish indicated that it would be important for the Task Force to identify conditions for partial parcel exchanges. There was further discussion of parcel 17, the need for boundary adjustments to solve land use issues, and the need to add a new parcel to the

list, i.e. the “L” shaped parcel currently owned by TSAIA as an expansion of parcel #5, adjacent to AWWU and parcel 17.

Dr. Kluwe handed out a draft of potential conditions for partial parcel exchange to the Task Force. These are a first draft of potential conditions. Robin Ward, HLB, inquired about the difference between land function and acreage in assessing value. John Parrott, TSAIA, indicated that the FAA cares about the functionality of the lands available to the airport, not just what the appraisers assessed value. Holly Spoth-Torres, MOA Parks Department, followed by saying the Parks Department is taking the same approach to land for the MOA parks.

Further discussions between Mr. Parrott and Mr. Baus focused on AWWU and TSAIA needs under a partial parcel exchange. Discussion focused on changes to mixing zones, potential AWWU expansion, and runway expansion. Both agreed that there was enough acreage to reach an agreement and that neither organization wanted to hinder the other’s future development. This was followed by an engaged discussion of several Task Force members of the need for a new runway and the current use of airport land for recreation activities. There were many clarifying questions and comments regarding FAA regulations and the current status of many parcels.

Dr. Kluwe proposed an exercise to provide an overview of the four scenarios’ ability to resolve the stated issues. Each member of the Task Force was given colored dots (red, yellow, and green) to post on the scenarios. Red indicated the scenario would not address the issues or needs, yellow indicated the issues/needs would be partially addressed, and green would best resolve the issues and address needs. Most members of the Task Force indicated the partial parcel exchange would be the best path to resolve the land issues under discussion.

Bob Auth, Spenard Community Council; Nick Moe, ACE; and Ms. Gleason expressed their concerns with the partial parcel exchange scenario. They indicated the scenario was focusing too much on long term priorities and dismissing potential short term solutions. Ms. Gleason and Mr. Moe also advocated for a limited exchange scenario and their continued disapproval of including Point Woronzof Park in a trade scenario.

Following some lively discussion, Dr. Kluwe requested each member of the Task Force to voice their perspective on the potential scenarios.

- Ms. Gleason indicated that there is a long term need to solve issues, but this needs to be with a parcel by parcel process. She stated she does not like using all of the parcels to solve all of the issues at once and again advocated for the limited exchange scenario.
- Ms. Ward stated that the partial land trade scenario is the only way to resolve issues at hand and that she is committed to work with the airport to develop solutions. She is in support of the MOA gaining permanent control over the land used by the MOA for recreation.
- Steve Strait, Aviation Advisory Board, indicated that he was in support of using the partial parcel exchange scenario.

- Mr. Parrott indicated that these issues have a long history. If there is an opportunity to resolve use and control of land, we owe it to the community to resolve this issue. The partial parcel scenario offers this opportunity.
- Ms. Spoth-Torres stated that the Parks Department is committed to working as partners to address these issues and protect current recreational assets. She emphasized that it was important for the Parks Department to take a holistic approach that takes into account all resources.
- Mr. Auth indicated that parcels 17, 30 and 6 are the main issues and that everything else now seems secondary. He followed by saying that these issues are contentious and will need a vote of the people, but we have no sense of what the public wants.
- Mr. Moe felt that there is not a trigger that makes an exchange necessary, and as a result it is premature to decide all of these issues now.
- Mr. Baus reiterated that he supports the partial parcel exchange, but many details are still undefined. He felt that the limited exchange could have potential; however, he is not sure if this is realistic because the parcels are so intertwined.
- Ed Fogels, Member at Large, indicated that there are lots of parcels of interest and that a trigger point is not needed. He wants to take a long term view and come up with a plan for a path forward to help the people.
- Mr. Tobish stated that the identified parcel uses and conflicts are all significant but each has a different timeframe to resolve them. He felt there is enough land to meet all needs with little change in acreage, but any exchange needed to be done with conditions.

Dr. Kluwe then asked for public comments. Dave McCargo stated that there was no such thing as a permanent solution and that the Task Force should not try to find a comprehensive land exchange solution. David Landry indicated that the problem was unsustainable development by the airport and that community needs to say enough is enough relative to airport growth; however, the airport holds all of the cards and that MOA is in a tough spot. Bill Wortman, Turnagain Community Council President, felt it was important to protect existing recreation on airport lands with long range planning. He asked Mr. Moe if the other parks, such as Connors Bog, were important, or if Point Woronzof Park and the Coastal Trail were the only important parks. Mr. Moe agreed that all parks were important to the community. Comments were made in support of a land exchange and the WADP was cited as a supporting Municipal planning document.

Discussion of potential conditions for a partial parcel exchange followed, including the public process that would be required. It was generally agreed that each land owner would need to know what the other is proposing as a future use at a concept level before an agreement could be reached. Dr. Kluwe asked the Task Force to review the conditions list and consider triggers, timing, and other conditions for further development of a partial exchange scenario. Some discussion followed regarding FAA regulations, particularly concerning use of airport lands for park uses, and how regulations would be applied before or after a potential exchange.

4. **Meeting #8** is scheduled for Thursday April 17th; 11am – 1pm at the FCC Conference room.