

### Lake Hood Neighborhoods (Exhibit 4-8a/b)

This area consists of Turnagain single- and two-family neighborhoods that back onto the TSAIA boundary along Turnagain Bog. These neighborhoods are located very near the general aviation operations at Lake Hood and the GA airstrip. They will also be increasingly impacted as development in the North Airpark expands eastward. The potential for more large aviation buildings, such as the Federal Express hangar, near Turnagain neighborhoods is a community concern. The retention of Turnagain Bog as a horizontal buffer is a long standing issue for these neighborhoods. Enhanced buffering with trees or berthing at this location may be difficult due to the presence of wetlands.

Focal design issues include:

- Retaining wetland areas as a natural buffer between residences and airport uses.
- Keeping large, imposing airport buildings (e.g., the FedEx hangar) at a distance from residential neighborhoods.
- Light shielding.
- Water diversion/containment measures to minimize and control release of deicing fluids into surface water bodies (such as Lake Hood, Lake Spenard).
- GA noise minimization techniques (e.g., parking orientation of GA aircraft).

### Coastal Trail (Exhibit 4-9a/b)

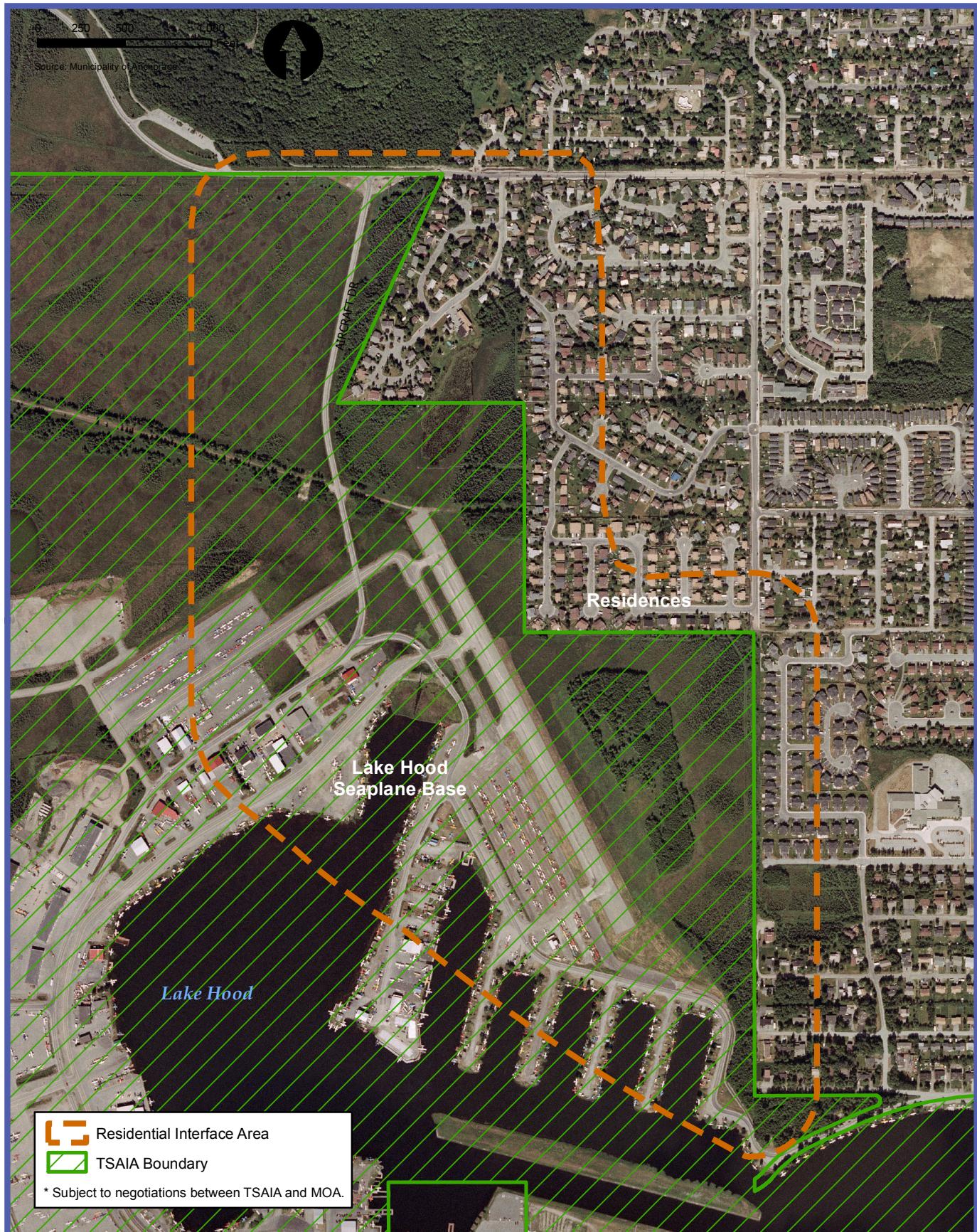
This area involves the length of the Tony Knowles Coastal Trail from Kincaid Park to Earthquake Park along the airport boundary. This stretch of the trail interfaces with various facilities including the airport, AWWU treatment plant, and Clitheroe Center.

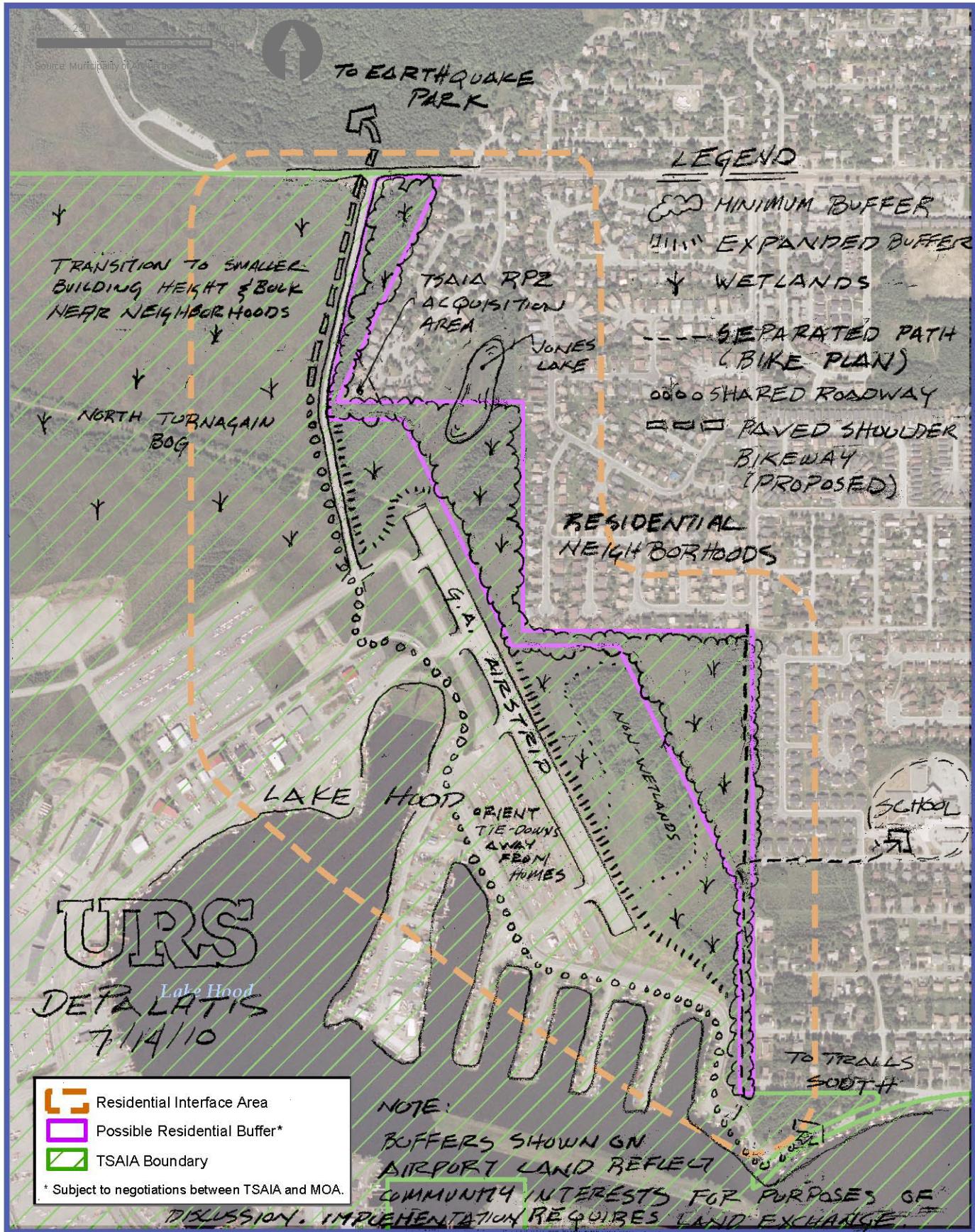
Eventually, airport expansion to the west will bring the two uses closer together so a buffer is essential to maintain some level of separation and screening. In addition, possible future improvements, such as a second N-S runway or AWWU treatment plant expansion, would conflict directly with the existing trail alignment. Should either project be realized, the proponent (TSAIA or AWWU) would need to include substantial funding for trail planning, design and reconstruction to achieve a high quality trail user experience that addresses any necessary realignments (including possible tunneling), re-naturalization, and buffering, along with trail upgrades, new amenities, and repairs. They are shown on Exhibit 4-9b for the same purpose.

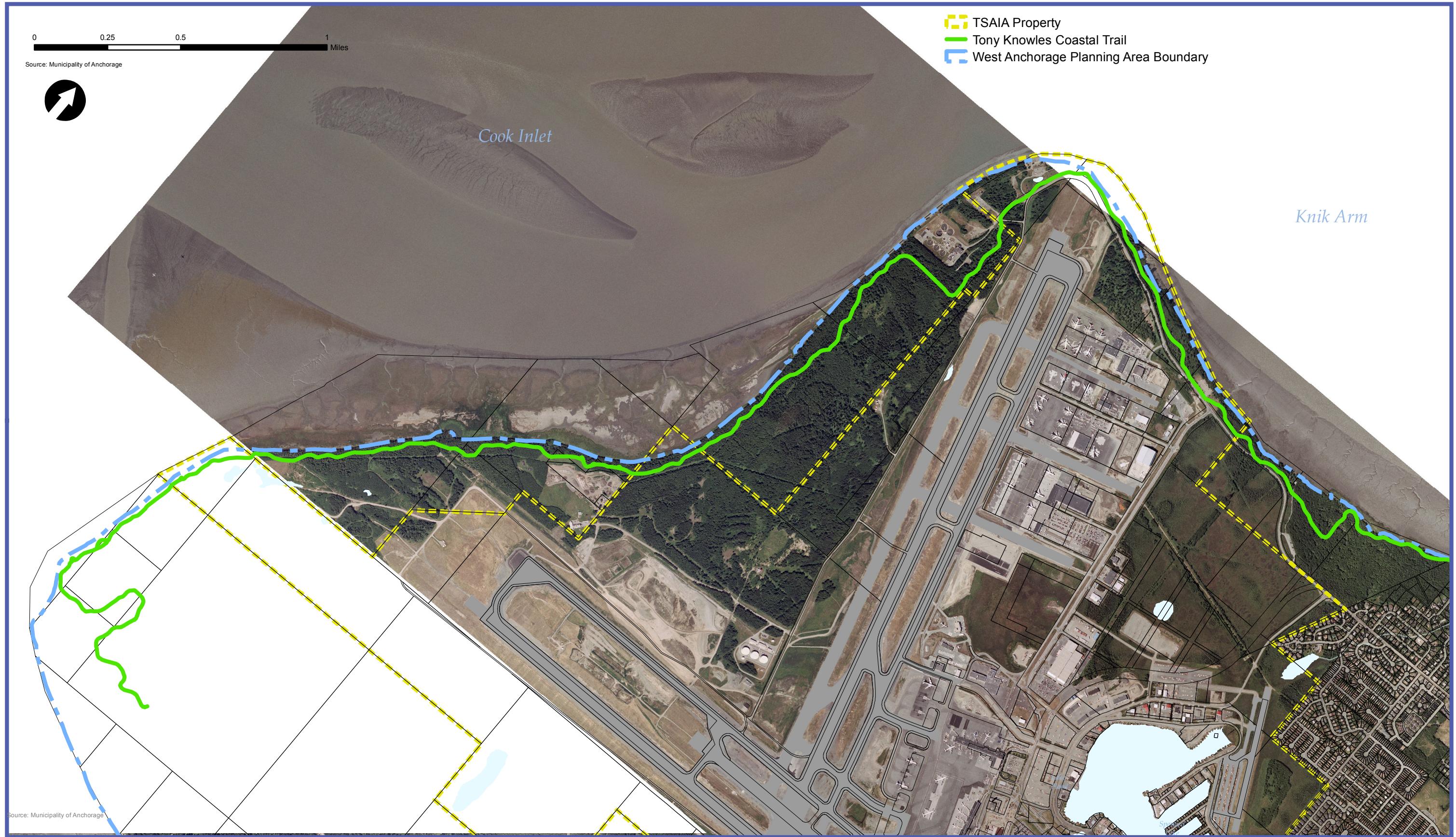
Finally, the trail is subject to natural processes such as coastal bluff erosion east of the Point Woronzof parking and overlook that needs attention.

Focal design issues include:

- Acquiring those portions of the Tony Knowles Coastal Trail on airport land.
- Retaining an appropriate natural buffer along the trail.
- Addressing areas of coastal bluff erosion that threaten to undermine the trail.
- Developing creative design responses to runway or treatment plant expansions should they occur.

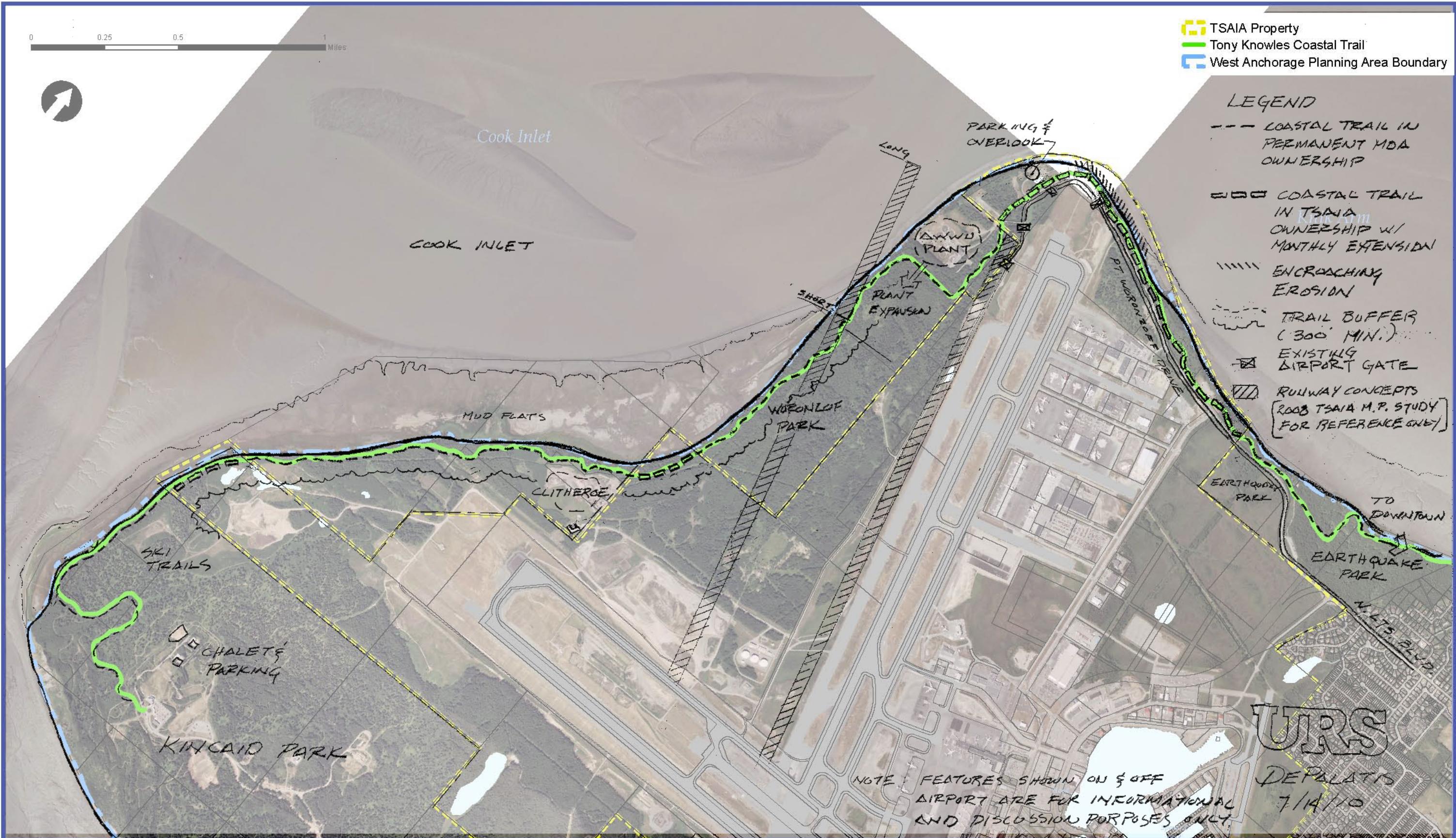






West Anchorage District Plan  
**Exhibit 4-9a: Coastal Trail Interface Area**





### *Objective #3*

*Promote responsible development and activities outside the airport that do not interfere with safe and efficient airport operations and support planned airport growth.*

For many years, there was little awareness or consideration of airport conflicts during the planning process outside the airport. TSAIA was small, homes were few and conflicts didn't arise. But as TSAIA has expanded within its boundaries, aircraft operations have grown, and the number of residences around TSAIA has increased, conflicts have become more pronounced. Today, most jurisdictions containing airports routinely impose land use compatibility criteria for new development around airports, including the use of zoning, airport overlay districts, or land use compatibility plans.

The most common incompatible uses confronting TSAIA fall into three categories. The first consists of residential development located within areas of high airport noise. This causes an obvious quality of life issue for affected residents and, nationally, has been the catalyst for much public opposition to airport operations. The second category relates to uses (such as athletic fields or parking lots) that congregate people in or near the airport's runway protection zones, creating a public safety issue. Finally, major projects located further away can sometimes impact flight safety to and from the airport. For example, thermal plumes on power plants can create updrafts that affect safe aircraft operation. All of these examples run counter to FAA airport grant assurance commitments and TSAIA is obligated to oppose them.

Unfortunately, since incompatible land use and zoning patterns around TSAIA are well established, it may not be practical or politically feasible to disallow new infill development or require rezoning to compatible uses. However, where incompatible uses are allowed under current zoning, the *WADP* recommends that strong consideration be given to making new construction, renovation, or substantial remodeling as compatible with the airport environment as possible by enhancing building code provisions requiring a higher standard of sound insulation to benefit future homeowners. Likewise, the MOA should not approve zone changes that would intensify or allow new incompatible uses in critical areas (e.g., rezoning to higher densities within the airport noise contours). Land uses occurring within the high noise contours surrounding the airport are shown in Exhibit 4-10.

Once the MOA establishes land use measures to mitigate incompatible uses, the action may create an opportunity for TSAIA to pursue additional funding for FAA sound insulation programs. If special requirements and restrictions for development are in place, the airport could make an argument for extending the program to homes built after 1998 if those homes surrounding it were built prior to 1998 and were insulated under the current program. FAA noise mitigation policy acknowledges that offsite land use issues are a shared problem requiring a shared commitment. Local governments with land use authority need to partner with airports and the FAA in resolving airport noise issues. It is reasonable that the FAA does not want to spend public money to fix problems that could be avoided in the first place.

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## EXPLANATION OF TERMS

Colors describing generalized land use and residential density reflect actual development as it exists "on the ground".

Table 1 - Maximum density by zoning districts indicates the most intense residential development theoretically possible on each parcel.

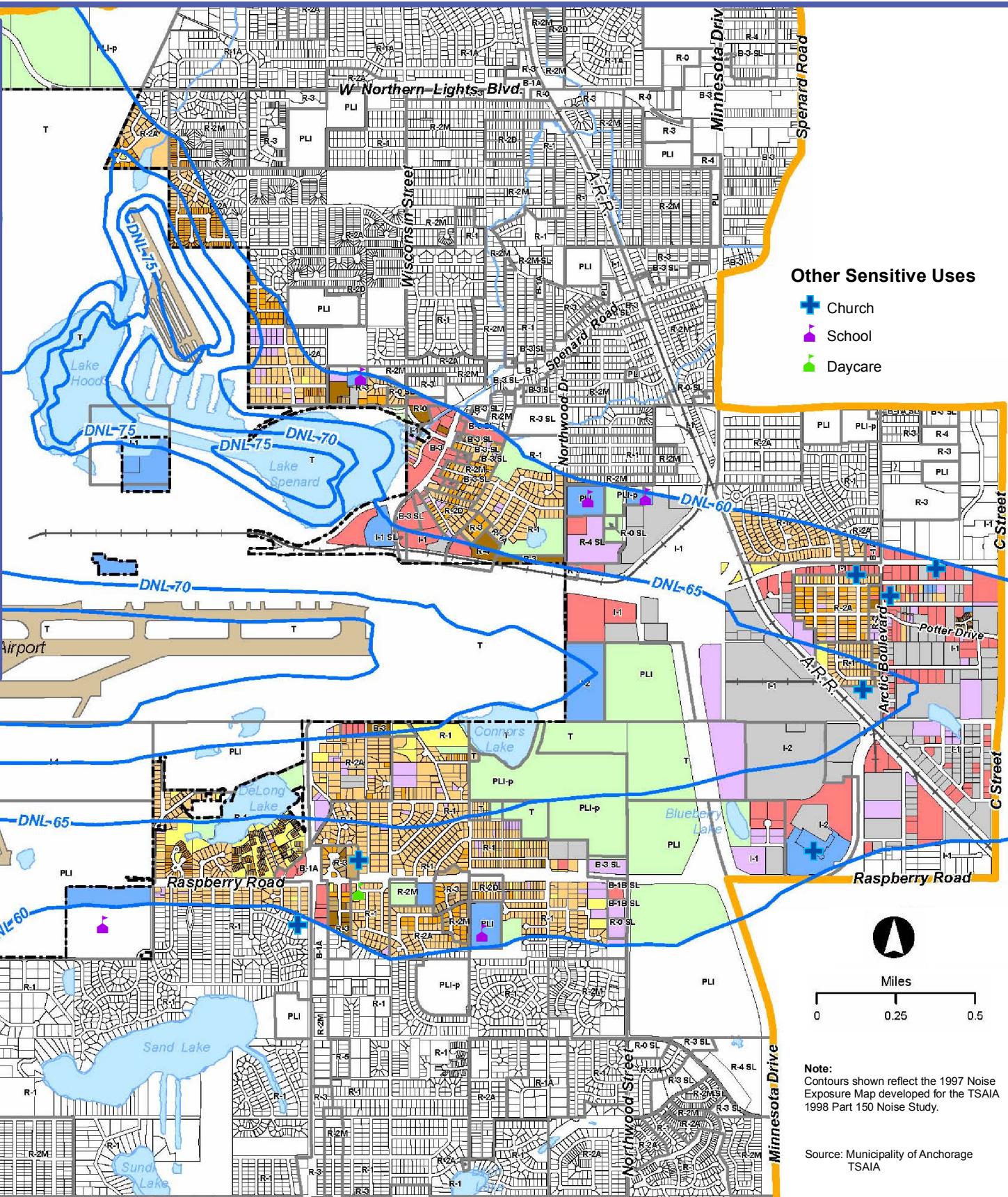
Table 2 - In actuality, properties do not develop to their theoretical maximum.

## OBSERVATIONS

FAA land use compatibility guidelines under 14 CFR Part 150 advise that noise-sensitive uses, including residential, school, hospital, and church, are considered incompatible with noise levels 65dB DNL or higher, and should not be developed or increased within that noise contour. The area between 60 and 65dB DNL is considered inappropriate for new noise-sensitive uses without noise attenuation (noise insulation). The higher the residential density, the greater the number of people exposed to high levels of airport noise.

Generally, once a property is subdivided, the density becomes fixed and is not likely to increase or decrease substantially.

Vacant, unsubdivided, residentially zoned properties have the greatest potential to develop at the maximum density. They also present the greatest opportunity to control growth since development has not yet occurred.



## Generalized Land Use

Commercial
Industrial
Institutional
Parks/Open Space
Water/Tidelands
Transportation Related
Vacant

## Residential Density per Lot (Dwelling Units per Acre)

≤ 1
> 1 ≤ 8
> 8 ≤ 15
> 15 ≤ 25
> 25

Table 1

Zoning District	Max Dwelling Units per Acre Based on Title 21
R-1A	4
R-1	7
R-2A	10
R-2D	14
R-2M	17
R-3	40
R-4	~100

Table 2

Zoning District	Average Residential Density (existing developed lots - Anchorage Bowl 2004)
R-6	.91
R-1A	3.08
R-1	4.67
R-5	4.97
R-2A	6.39
R-2D	7.60
R-2M	8.70
R-3	16.95
R-4	24.57



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#### **Airport Objective #4**

*Improve communication, understanding, problem solving, and consensus building between TSAIA, MOA, FAA, airport leaseholders, and the surrounding community, and better integrate these stakeholders into airport decision-making.*

In any situation where conflict is evident, effective communication is an integral part of achieving lasting solutions and maintaining an atmosphere of cooperation among diverse stakeholders. A consistent problem has been unrealistic expectations or conclusions reached from public involvement processes. There needs to be clear communication accompanied by a willingness to explore potential solutions by all parties. The airport, its tenants, the MOA and neighboring community councils should reassess communication mechanisms previously and currently used and look to improve them. The WADP has attempted to facilitate mutual understanding and provide a basis for improved community-TSAIA relations by including sections that describe the FAA constraints on airport management and a history of important community interactions. It also brought together upper level staff from the TSAIA, FAA, and MOA to interact with the West Anchorage Planning Group so that questions could be answered with all three perspectives present. A summary of these very productive work sessions is found in Appendix A (available on-line). MOA, TSAIA, and FAA staff and management should cooperatively explore ways to carry these initial successes forward to promote more effective public communication and conflict resolution strategies including regular briefings, websites, and use of advisory groups.

#### **Airport Objective #5**

*Identify strategies that resolve or mitigate land use and operations conflicts and clarify long-term future use on parcels in and around TSAIA.*

The TSAIA abuts various properties owned by the MOA that would be of beneficial use to the airport. Conversely, parcels owned by the airport that are adjacent to residential areas, or used for public recreation, would be of beneficial use to the Municipality. Acquisition of title of perimeter parcels into MOA ownership would permanently resolve longstanding ownership issues that are a recurring cause of public controversy. An acquisition through exchange or other means could transfer ownership from the TSAIA to the MOA of lands currently used heavily for public recreation or needed to provide separation between residences and the airport. The exchange could also transfer control of MOA land to TSAIA that is needed to more efficiently and cost effectively meet aviation demand. Any land exchange (or permanent non-aviation easement) would require the approval of the FAA to ensure that any disposal of airport land is surplus to aviation use and/or that the lands being acquired are more important in achieving the airport's mission, therefore justifying a disposal of less valuable property. The airport would need a high degree of certainty with concrete assurances that lands exchanged would not be redeveloped for uses that cause additional conflicts. Similarly, disposal of municipally dedicated parkland, such as Point Woronzof and Earthquake Parks, typically requires a public vote (which can be unpredictable) to confirm that the exchange of municipal parkland for airport parkland is worthwhile and in the community interest.

A final agreement would require in depth negotiations between the TSAIA and MOA to finalize an agreement that each felt to be sufficiently beneficial. Because negotiation involves some amount of subjective judgment, a reasonable parity of benefit and possible regulatory limitations, there is no guarantee that a comprehensive land exchange would involve every property of interest or satisfy every member of the public. However, if it addressed even some of the most important ownership issues, it would be worthwhile. This topic is explored in greater detail in Section 4.3.5.

In considering the starting point for a land trade or acquisition negotiation, key municipal interests include:

- Acquiring all portions of the Tony Knowles Coastal Trail plus an appropriate non-disturbance buffer.
- Acquiring the municipal snow dump site.
- Acquiring neighborhood buffers adjacent to residential areas east and south of the airport.
- Acquiring a visual buffer along Raspberry Road as an entry corridor to Kincaid Park.
- Acquiring land north of Connors Bog.
- Acquiring additional land for Kincaid Park.
- Acquiring Little Campbell Lake and adjacent areas.
- Acquiring land in Turnagain Bog for wetland protection and neighborhood buffer.

TSAIA interests focus on:

- Acquiring property along the western airport boundary for a possible second North-South Runway or to meet other aviation needs.
- Acquiring property for Airpark development.
- Minimizing incompatible land uses surrounding the airport.

All potentially relevant properties are shown on Exhibit 4-11 and characterized in Table 4.3-3. The ownership and exchange interest for a subset of these properties is shown in Exhibit 4-12. (This exhibit depicts some of the most relevant exchange properties and how they are valued by the party wanting to obtain the parcel.)

#### *Objective #6*

*Ensure that every resident is aware of the airport's presence before purchasing a home in the area.*

One important way to reduce conflicts between airports and local residents is to ensure that individuals who purchase residential property near the airport are aware of its presence and potential inconveniences before they buy. This is a matter of fair disclosure and removes the "surprise" factor when airport inconveniences occur. Also, an informed buyer is less likely to become a disgruntled airport neighbor or political constituent.

Plat notes are one way to accomplish this but are not normally identified in a title search. Another method used near airports throughout the country is to require that a "notice of airport environs" be recorded disclosing the airport's existence and advising the buyer to consider whether or not these are important to them. These notices are single page, highly visible, and mandatory for inclusion in residential sales documents. An example is included in Appendix A (available on-line).

Airport disclosure is not a new requirement in Alaska but an extension of what is already contained in the State's "Residential Real Property Disclosure Statement." The difference, however, is a matter of visibility. Currently, airports are only mentioned in passing as part of a general "yes-no" checkbox about noise sources (along with dogs, neighbors, trains, etc.). Given the broad community-wide effects of a major airport like TSAIA and the demonstrated high potential for conflict, especially with uninformed homebuyers, the WADP recommends the use of a more prominent, single-focus disclosure notice.

The recordation of an "aviation easement" frequently accompanies the notice. As noted in Section 4.3.4, it is used to obtain legal concurrence from homeowners accepting the

presence of overflights and the effects of airport operations. Aviation easements are currently employed by TSAIA as part of its sound insulation program. On one hand, consistent use of aviation easements is an effective method to diminish community conflict over time. On the other, it requires homeowners to waive the right to litigate airport activities, though it has no bearing on the right to voice opinions or influence airport activities through public forums. An example of the aviation easement currently employed by TSAIA is included in Appendix A (available on-line).

#### ***4.3.6 Land Exchange or Other Acquisition Considerations***

The *WADP* concludes that the only permanent way to guarantee public recreational use of airport land and to create buffers (non-development areas) on airport property between the airport and residential areas is to acquire that land and remove it from airport ownership. For this reason, it recommends consideration and possible pursuit of a comprehensive land exchange as the most promising tool to achieve permanent resolution of long standing public concerns with the potential for mutual benefit to both the community and TSAIA. A comprehensive land exchange also provides the best avenue for prioritizing, budgeting, and planning for long-term management of these parcels. It offers predictability to both the MOA and TSAIA for future development and determining long-range land use. A program that relies on negotiated parcel-by-parcel purchase of TSAIA lands represents the status quo—the way that the MOA and TSAIA have always approached land acquisition along the airport boundary. The *WADP* observes that a constructive dialogue was started between local residents and TSAIA during development of the *WADP*, which may indicate that the time is right for serious land exchange negotiations.

This recommendation does not preclude smaller individual exchanges from occurring but observes that limited exchanges are more likely to be reactive to short-term needs and can potentially remove resources that might be instrumental in resolving broader, more complex issues (such as the permanent protection of parks on airport land). Following are reasons to consider a comprehensive approach. Whatever the method that will be used to transfer title of these parcels, the approach should be done comprehensively and include all parcels of mutual interest. Either an exchange or parcel acquisitions will require and deserves collaboration, communication, and public scrutiny ahead of and during the implementation.

- Serious land exchange discussions are frequently stalemated when the parties fail to fully engage by withholding their most valuable assets for future bargaining.
- Land exchanges are time consuming and involve a multi-step regulatory and legal process, requiring agreement from a range of government agencies. Accomplishing this effort once will be an achievement. Attempting it multiple times increases the chances of failure.
- A single land exchange with substantial benefits to all parties is more likely to attract the attention and support of high level state and municipal officials. Limited exchanges dilute the benefits and the urgency of support.

The specific aspects of any final agreement on ownership of public lands within and adjacent to TSAIA airport boundaries can only be realized after detailed negotiations between the land owners—in this case, the Municipality of Anchorage and the State of Alaska. Property negotiations on airport property are further complicated by third party oversight and veto power by the Federal Aviation Administration (FAA).

FAA considers every parcel within the airport boundary as potentially important to long-term aviation development and can only determine whether a given parcel should be traded in the context of what would be received in return. This is why it is important to look at an airport land exchange comprehensively, as a total package, rather than

approaching each parcel individually in piecemeal fashion. A final resolution would be supported by appraisals prepared to determine fair market value, findings regarding the relative aviation value of the parcels to be traded, and achieving a relative balance in value between acquisition and exchange parcels. Other land management tools have been used to address land use/ownership issues, such as short-term use agreements, but these do not constitute a long-term solution and risk future loss of recreational land.

FAA regulations and grant assurances are the most complicated aspect of airport property issues. These arise because the Airport has entered into long-term commitments with the Federal Government to use the Federal land and funding it has received to accommodate current and future aviation growth. These present a unique set of rules that, if ignored, will result in land exchange expectations that are unrealistic and infeasible. They are a major contributing factor as to why land ownership concerns identified in previous planning efforts remain unresolved.

Following are key implications of FAA regulations to bear in mind:

- Airport growth will continue until the full capacity of airport property for aviation use is realized.
- Permanent public recreational use of airport lands can only be guaranteed by removing them from airport ownership.
- FAA regulations appear to supersede the state entitlement process and render the free transfer of selected lands to MOA unachievable.
- Any encumbrance or disposal of airport property requires equal compensation in land or money to the airport.

As mentioned earlier in this chapter, to meet FAA and state direction on supporting aviation needs and receiving a fair economic return, the TSAIA prepares airport master plans that forecast aviation trends and service demands, evaluates capital improvement needs, and designates airport land use accordingly. This includes an assessment of competitive position and changes in the air passenger and cargo markets. These considerations influence the relative value and availability of specific parcels within the airport boundaries.





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West Anchorage District Plan  
**Exhibit 4-12: Airport Perimeter - Land Exchange Interests**



**Table 4.3-3**  
**West Anchorage District Plan**  
**TSAIA Perimeter Parcel Characteristics**

Map Key No.	Name	Owner	Parcel Size (Acres)	Physical Characteristics	TSAIA Use Agreement	MOA Selection Parcel <sup>1</sup>	Park Designation	Proposed Use - MOA	Proposed Use - TSAIA <sup>2</sup>	Proposed Use - Community	Comments
1	Portion of FCC Parcel off South Airpark (S. of Raspberry Rd.)	FCC	39.35	Some existing Kincaid trails	N/A	No	No	Airport Buffer, Park	None Specified, Outside Airport	Raspberry Road buffer, incorporation into Kincaid Park	TSAIA has requested transfer from FCC to the State. MOA desires long-term conveyance via trade or formal federal/state selection process. FCC would likely retain rights for AV aids. Raspberry serves as unofficial "dividing line" for aircraft operations.
2	Little Campbell Lake Parcel	TSAIA/State	103.51	Kincaid access, parking, 65 DNL Contour, AV Esmt.	Expired 2006, now monthly	Yes (HLB Parcel #77)	No	Park	"Future Airport Development" Aviation expansion, No specific project identified, 2020+	Long-term use of Little Campbell Lake, incorporation into Kincaid Park, buffer for Raspberry Road	MOA wants permanent/long-term park use. TSAIA concerned about public perception as permanent park.
3	SW corner of E-W Runway Clear Zone	TSAIA/State	74.24	Tony Knowles Coastal Trail, Sisson Loop Trail, DNL65, AV Esmt.	N/A	Yes (HLB Parcel #78)	No	West por. for Tony Knowles Coastal Trail & buffer, East por. for Sisson Loop Trail.	"Buffer" & "Future Airport Development" Future MOA Acquisition, No specific project identified, 2020+	Add to Kincaid Park for long-term recreational use and wildlife habitat	MOA wants conveyance of W side. Trails in east side probably compatible long term with runway clear zone. Trade or conveyance requires FAA approval. DOT may need for Fire Island access.
4	West End of E-W Runway	MOA (HLB)	116.28	Tony Knowles Coastal Trail, Sisson Loop Trail, Runway Protection Zone, DNL65, AV Esmt.	N/A	No	No	Tony Knowles Coastal Trail, SW area for Sisson Loop Trail / SE area for E-W Runway clear zone, lighting / N area for TSAIA lease or exchange	"Buffer" E/W runway extension, nav aid, fencing and lighting, 2002-2006	Maintain existing trails and wildlife habitat	Tony Knowles Coastal Trail runs along west side. TSAIA has paid HLB for rights to use as runway clear zone, NAV aids, fencing, and lighting associated with runway extension. Realignment of the Sisson Loop Trail was part of the agreement.
5	West Airpark Tract South of Pt Woronzof Park	TSAIA/State	24.12	Wooded, Tony Knowles Coastal Trail	N/A	No	No	West por. for Tony Knowles Coastal Trail & buffer, East por. for Sisson Loop Trail.	"Buffer" No specific project identified, 2020+	Maintain buffer for Tony Knowles Coastal Trail and wildlife habitat	Actual area needs to be determined and surveyed.
6	Parcel Between AWWU Facility and N-S Runway	MOA (AWWU)	6.04	Wooded, 70 DNL contour	N/A	No	No	Permanent/long-term protection of Tony Knowles Coastal Trail, AWWU access & well site	Outside Airport, Possible new N-S Runway (runway, access road, taxiway, fill slope), 2007-2011	Long-term protection of Tony Knowles Coastal Trail and wildlife corridor	Parcel important to MOA and Airport. Any airport use would need to accommodate Tony Knowles Coastal Trail realignment, amenitization and buffering. Prior proposal for runway use met with public opposition, trade requires AWWU board approval.

**Table 4.3-3**  
**West Anchorage District Plan**  
**TSAIA Perimeter Parcel Characteristics**

Map Key No.	Name	Owner	Parcel Size (Acres)	Physical Characteristics	TSAIA Use Agreement	MOA Selection Parcel <sup>1</sup>	Park Designation	Proposed Use - MOA	Proposed Use - TSAIA <sup>2</sup>	Proposed Use - Community	Comments
7	Pt. Woronzof Overlook	TSAIA/State of Alaska	22.6	Tony Knowles Coastal Trail Overlook & Parking, Runway Protection Zone, DNL75, AV Esmt	Expired, now monthly	Yes (HLB Parcel #21 por.)	Not official-in Parks Inventory	Tony Knowles Coastal Trail, Overlook, Parking & Buffer	"Buffer" No specific project identified, 2020+	Long-term access to Pt. Woronzof park, and wildlife corridor	Part of larger parcel of MOA state land selection. Selection requires FAA approval.
8	East Side of Pt Woronzof Bluffs	TSAIA/State of Alaska	52.44	Tony Knowles Coastal Trail, Earthquake Park parking lot, Runway Protection Zone, DNL65/70/75	N/A	Yes (HLB Parcel #21)	No	Tony Knowles Coastal Trail, Earthquake Park parking lot	"Buffer" No specific project identified, 2020+	Maintain buffer for Tony Knowles Coastal Trail and wildlife habitat, address coastal erosion problem, preserve access to Earthquake Park	Part of larger parcel of municipal selection of state land. Fossil beds and bluffs require erosion protection in future. Includes AV easement noise contour and restrictions.
9	NE TSAIA Open Space Areas	TSAIA/State	192.21	Turnagain Bog, por. Jones Lake, Deep peat soils, Class A wetlands, GA Runway Protection Zone, DNL65, height restrictions	N/A	No	No	Neighborhood buffer	"Airfield", "General Aviation", "GA Airport Reserve" & "Buffer" New GA lease area (2007-2011), taxiway, road (2020-2026)	Preserve high-quality wetlands and buffer	Portion called buffer in TSAIA master plan, AO 2000-151 (S-2) identifies a 55 acre "scenic easement" within this parcel, however there are differing opinions as to whether this is binding. Area subject in part to both GA and Main TSAIA Master Plans. TSAIA purchasing group of homes within RPZ to north.
10	NW Corner of Lake Spenard	TSAIA/State & MOA/HLB	7.94	Picnic Area, Lakeshore Drive	NA	No	No	Ensure pedestrian/bicycle access is maintained	"GA Airport Reserve" Acquire ROW and maintain public picnic area (thru 2026)	Preserve public/tourist aviation viewing area, buffer	TSAIA wants Lakeshore Drive ROW conveyed and added to airport boundary, which includes a small public access lot at lake edge. TSAIA has safety concerns about public interaction with GA planes.
11	Spenard Beach Park Area	TSAIA/State	6.83	Lake Spenard Beach, Temporary float slips, TSAIA fencing	Expired	No	Yes, but not dedicated park	Recreation/Park	"GA Airport Reserve" Transient floatplane spaces and maintain public beach (thru 2026)	Preserve historic use of park	Area is traditional, historic public access to swimming beach—no longer staffed. East edge fenced by TSAIA and includes temporary float slips.
12	NW Corner Connors Lake Park	TSAIA/State	85.65	AWWU main trunk line, formal MOA dog park, parking lot for Connors Lake Park, and sledding hill, Runway Protection Zone	Expired	Yes (HLB Parcel #71 por.)	Yes, but not dedicated park	Snow storage and park access	"Airport Support" & "Airport Reserve" No specific project identified. 2020+	Long-term use of dog park and multi-use recreational area, wildlife habitat	HLB has met with TSAIA and FAA to initiate selection conveyance and FAA has listed conditions.

**Table 4.3-3**  
**West Anchorage District Plan**  
**TSAIA Perimeter Parcel Characteristics**

Map Key No.	Name	Owner	Parcel Size (Acres)	Physical Characteristics	TSAIA Use Agreement	MOA Selection Parcel <sup>1</sup>	Park Designation	Proposed Use - MOA	Proposed Use - TSAIA <sup>2</sup>	Proposed Use - Community	Comments
13	East Section of Connors Land-Snow Dump	TSAIA/State	24.74	Snow Dump	Leased for snow disposal site	Yes (HLB Parcel #71 por.)	No	Snow storage (the only one in West Anchorage), possible extension of Kloep Station street maintenance facility.	"Airport Reserve" No specific project identified. 2020+	Value undetermined	MOA initiated negotiations to reserve area for snow storage, including partial surveys.
14	DeLong Lake Park Parcel	TSAIA/State	15.02	DNL65, AV Esmt.	expired	Yes (HLB Parcel #113)	Not official-in Parks Inventory	DeLong Lake Park, neighborhood linkage to park	"Buffer" No specific project identified. 2020+	Wildlife habitat and valuable open space for residential area	Area previously under lease to MOA for parks use (DeLong Lake). Within the noise contour and AV easement. Identified as MOA selection under state entitlement.
15	Small Area of ROW at NE Corner of Old Airport Commercial Area	HLB?	4.78	Developed, parking lot	N/A	No	No	None	"Terminal/Airline Support" No specific project identified. 2020+	Value undetermined	Appears to be area of old International Road ROW that lies outside of TSAIA formal boundary. Not clear if MOA ownership. Basically only useable as ROW.
16	Portion of FCC Parcel off South Airpark (N of Raspberry Rd.)	FCC	92	Undulating wooded area	NA	No	No	None	Outside Airport Likely South Airpark Expansion	Raspberry Road buffer	TSAIA has requested transfer from FCC to the State.
17	Point Woronzof Park	MOA	191	Forested, Sloping to west, Tony Knowles Coastal Trail, DNL65/70/75, coastal wetlands	N/A	No	Yes	Recreation/Park	Outside Airport Possible N/S runway or other Airport Development	Maintain as park or trade a portion for more valuable recreation land.	Currently, full park use constrained by access limitations. 2008 Draft Airport Master Plan shows new N-S Runway alternative extending through this parcel w relocation of Tony Knowles Coastal Trail. Any trade would require public vote or direct exchange for other public use.
18	SW Corner of Sand Lake & Raspberry	TSAIA/State	40	NOAA Weather Service Bldg, mostly flat, w/ cleared areas, DNL60	NOAA	No	No	None	"Future Airport Development" No specific project identified. 2020+	Raspberry Road buffer	Raspberry serves as unofficial "dividing line" for aircraft operations.
19	SE Corner of Sand Lake & Raspberry	TSAIA/State	29	Vacant, mostly forested w/ some relief to south, DNL60	N/A	No	No	None	"Future Airport Development" No specific project identified. 2020+	Raspberry Road buffer	Adjacent to Kincaid Elementary School, Raspberry serves as unofficial "dividing line" for aircraft operations.

**Table 4.3-3**  
**West Anchorage District Plan**  
**TSAIA Perimeter Parcel Characteristics**

Map Key No.	Name	Owner	Parcel Size (Acres)	Physical Characteristics	TSAIA Use Agreement	MOA Selection Parcel <sup>1</sup>	Park Designation	Proposed Use - MOA	Proposed Use - TSAIA <sup>2</sup>	Proposed Use - Community	Comments
20	Notch between FCC & Little Campbell Lake	TSAIA/State	16	Vacant, uneven terrain, vegetated with mature trees DNL 65	N/A	No	No	Park	"Future Airport Development"  No specific project proposed but possible South Airpark expansion 2020+	Value undetermined	Was leased to FCC until 2009
21	Tidelands Parcel	MOA (HLB)	31	Tide flats	N/A	No	No	State Refuge-Agreement	Outside Airport N/A	Part of Wildlife Refuge	
22	NE Corner of N-S Runway/ North Airpark	TSAIA/State	23	Hilly, vegetated with mature trees, eagle nest area, DNL 75	N/A	No	No	None	"Air Cargo/Aircraft Maintenance"  Future Cargo Development proposed 2007-2011	Value undetermined	Located south of Point Woronzof Drive
23	3 State parcels around DeLong Lake	TSAIA/State	~2.3 acres	Part wetlands, hilly & forested; 2 east side lots near ROW	N/A	No	No	Possible addition to DeLong Lake Park	None (Not included on current Airport Master Plan)	Value undetermined	Purchased with Noise Mitigation \$\$; best used as parks/open space?
24	"Tea kettle" parcel adjacent to DeLong Lake	TSAIA/STATE	~ 4 acres	% wooded, ¼ wet bog; high water table	N/A	No	No	Possible addition to DeLong Lake Park	None (Not included on current Airport Master Plan)	Wetland and open space preservation, visual buffer from airport	Purchased with Noise Mitigation \$\$. Trade may require repayment.
25	SW corner of E-W Runway Clear Zone	TSAIA/STATE	~ 76	Relatively level, contains partially wooded and partially cleared open area, portion of Runway Protection Zone	N/A	Yes, (portion of HLB Parcel #78)	No	None	"Future Airport Development, Buffer"  No specific project identified. 2020+.	Addition to Kincaid Park, potential site for new trails	This parcel was not identified for Special Study on the 2006 LUPM. It differs from Parcel 3 because it is relatively level and adjacent to the E-W runway. Therefore, it is of higher value for aviation use. The western portion of this parcel contains one Kincaid Park Trail link (Arlene's Way).
26	SE corner of Kincaid School site	TSAIA/STATE	~ 0 .4	Partial woods; cleared at ROW	N/A	No	No	Possible open space	None	Value undetermined	Area bounded by ROW's on two sides; ideal as open space
27	Earthquake Park S of Northern Lights Blvd.	MOA	34	Mostly level, "A" wetlands, with wooded central area	N/A	No	Yes	Park and recreation	Outside Airport boundary	Maintain as park or trade portion for neighborhood buffer zones	Any trade would require public vote or direct exchange for other public use. Could offset more buffer area in parcel #9.

**Table 4.3-3**  
**West Anchorage District Plan**  
**TSAIA Perimeter Parcel Characteristics**

Map Key No.	Name	Owner	Parcel Size (Acres)	Physical Characteristics	TSAIA Use Agreement	MOA Selection Parcel <sup>1</sup>	Park Designation	Proposed Use - MOA	Proposed Use - TSAIA <sup>2</sup>	Proposed Use - Community	Comments
28	Raspberry Road Buffer	TSAIA	Unknown	Level, adjacent to Raspberry Road	N/A	No	No	Buffer	South Airpark	Buffer	Exact dimensions and acreage dependent on buffer characteristics.
29	Kulis – Air Guard Road Buffer	TSAIA	Unknown	Vegetated Slope	N/A	No	No	Buffer	Kulis Reuse	Buffer	Community desires to retain existing trees and slope. Exact dimensions and acreage dependent on buffer characteristics.
30	South AWWU Property	MOA	47.8	Forested, sloping to west	N/A	No	No	AWWU Facility Expansions	N-S Runway/Airpark	AWWU Facility Expansion/Tony Knowles Coastal Trail	AWWU indicates the need for its <u>entire</u> land area plant expansions. N-S runway alternatives could require land here (see Fig 4-9B). AWWU identified an extensive list of impacts, including plant access, expansion capacity, existing interceptor tunnel and cables, OSHA, NPDES discharge requirements and air quality permits that a new N-S runway must address.
1. Due to Federal regulations that restrict the State's ability to dispose of viable airport land, it is the opinion of MOA, HLB, FAA and TSAIA staff that the chances of parcels being transferred to MOA ownership under the state selection are highly unlikely and have little practical bearing on discussions of airport land use. 2. Based on 2002 ANC Master Plan, 2006 ANC Land Use Plan, and 2006 LHD Land Use Plan. Words in parentheses (" ") indicate land use shown on current Airport Land Use Plans. Designations are not permanent but reevaluated every 5 years. 3. Community interests listed in this column were expressed by representatives of the Turnagain, Spenard and Sand Lake Community Councils and recreational user groups participating on the West Anchorage Planning Group. 4. Blue parcels were added at 1-27-2010 Planning Group airport workshop. 5. Green parcels were added at 2-10-2010 Planning Group airport workshop. 6. Orange parcels were added on 7-25-2010 by MOA staff for completeness.											