

Application for Zoning Map Amendment

Municipality of Anchorage
Planning Department
PO Box 196650
Anchorage, AK 99519-6650



PETITIONER*		PETITIONER REPRESENTATIVE (if any)	
Name (last name first): MOA Project Management and Engineering (Makela, Julie)		Name (last name first): Cummings, Laurie	
Mailing Address: 4700 Elmore Road		Mailing Address: 2525 C Street, Suite 500	
Anchorage, AK 99508		Anchorage, AK, 99503	
Contact Phone – Day: 343-7598	Evening:	Contact Phone – Day: 644-2065	Evening:
Fax:		Fax:	
E-mail: julie.makela@anchorageak.gov		E-mail: laurie.cummings@hdrinc.com	

*Report additional petitioners or disclose other co-owners on supplemental form. Failure to divulge other beneficial interest owners may delay processing of this application.

PROPERTY INFORMATION		
Property Tax # (000-000-00-000): 012-571-01		
Site Street Address: N/A		
Current legal description: (use additional sheet if necessary) PTN.NW4NW4, SEC. 1, R4W, T12N, S.M.		
Existing Zoning: TR	Acreage: 32.0	Grid #: SW2028
Proposed Zoning: PLI		
Existing use: Undeveloped	Proposed use (if any): Snow Disposal Site	

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition to rezone it in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the rezoning. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff, the Planning and Zoning Commission, or the Assembly for administrative reasons.

Laurie Cummings

March 24, 2021

Signature

☐ Owner

☒ Representative

(Representatives must provide written proof of authorization)

Date

Laurie Cummings

Print Name

Accepted by: <i>FM</i>	Poster & Affidavit: <i>3+ affidavit</i>	Fee: <i>\$33960</i>	Case Number: <i>2021-0059</i>	Requested Meeting Date: <i>P2C: 07/19/2021</i>
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COMPREHENSIVE PLAN INFORMATIONAnchorage 2020 Urban/Rural Services: ☒ Urban ☐ Rural (2040 LUP)

Anchorage 2020 Major Elements - site is within or abuts:

- ☐ Major employment center ☐ Redevelopment/mixed use area ☐ Town center
☐ Neighborhood commercial center ☐ Industrial reserve
☐ Transit-supportive development corridor ☒ District/area plan area: West Anchorage

Chugiak-Eagle River Land Use Classification:

- ☐ Commercial ☐ Industrial ☐ Parks/open space ☐ Public lands/institutions ☐ Town center
☐ Transportation/community facility ☐ Alpine/slope affected ☐ Special study area ☐ Development reserve
☐ Residential at _____ dwelling units per acre ☐ Environmentally sensitive area

Girdwood- Turnagain Arm Land Use Classification

- ☐ Commercial ☐ Industrial ☐ Parks/open space ☐ Public lands/institutions ☐ Resort
☐ Transportation/community facility ☐ Alpine/slope affected ☐ Special study area ☐ Reserve
☐ Residential at _____ dwelling units per acre ☐ Mixed use ☐ Rural homestead

ENVIRONMENTAL INFORMATION (All or portion of site affected)

- Wetland Classification: ☐ None ☐ "C" ☐ "B" ☒ "A"
 Avalanche Zone: ☒ None ☐ Blue Zone ☐ Red Zone
 Floodplain: ☒ None ☐ 100 year ☐ 500 year
 Seismic Zone (Harding/Lawson): ☐ "1" ☐ "2" ☒ "3" ☐ "4" ☐ "5"

RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)

- ☐ Rezoning - Case Number:
☐ Preliminary Plat ☐ Final Plat - Case Number(s):
☐ Conditional Use - Case Number(s):
☐ Zoning variance - Case Number(s):
☐ Land Use Enforcement Action for
☐ Building or Land Use Permit for
☐ Wetland permit: ☐ Army Corp of Engineers ☐ Municipality of Anchorage No permit required.

SUBMITTAL REQUIREMENTS (Only one copy of applicable items is required for initial submittal)

- 1 copy required: ☒ Signed application (original)
☐ Ownership and beneficial interest form
- 35 copies required: ☒ Signed application (copies)
☐ Signatures of other petitioners (if any)
☒ Map of area to be rezoned
☒ Map of area surrounding proposed rezoning, including zoning and existing uses
☒ Narrative statement explaining:
 - ☒ need and justification for the rezoning
 - ☒ the proposed land use and development
 - ☒ the probable timeframe for development
 - ☒ an analysis of how the proposal meets the rezoning criteria on page 3 of this application☒ Summary of community meeting(s)
☐ Proposed special limitations, if any

(Additional information may be required.)

APPLICATION CHECKLIST

1. Zoning map amendments require a minimum of 1.75 acres of land excluding right-of-way or a boundary common to the requested zoning district. (For exceptions, see AMC 21.03.160B.)
2. In the case of multiple owners, the petitioning property owners must provide documentation showing ownership of at least 51% of property to be rezoned.

ZONING MAP AMENDMENT STANDARDS (AMC 21.03.160)

A rezoning request may only be approved if it meets the approval criteria stated in AMC 21.03.160E. Please explain how the proposal meets the required criteria:

1. The rezoning shall be in the best interest of the citizens of Anchorage and shall promote the public health, safety, and general welfare.
2. The rezone complies with and conforms to the comprehensive plan, including the comprehensive plan map(s). (If the proposed rezone does not conform to the comprehensive plan, it may be considered along with a comprehensive plan amendment.)
3. The rezoning is generally consistent with the zoning district purpose in the requested zone, and the purpose of this title.
4. The rezoning is compatible with surrounding zoning and development, and protects areas designated for specific uses on the zoning map from incompatible land uses or development intensities.
5. Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection, and sewage and waste disposal, as applicable) are capable of supporting the uses allowed by the zone or will be capable by the time development is complete, while maintaining adequate levels of service to existing development.
6. The rezoning is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, storm water management, wildlife, and vegetation, or such impacts shall be substantially mitigated.
7. The proposed rezoning is not likely to result in significant adverse impacts upon adjacent land uses, or such impacts shall be mitigated through stipulations.
8. The rezone does not extend or exacerbate a land use pattern that is inconsistent with the comprehensive plan.
9. The rezoning does not result in a split-zoned lot.



**Municipality of Anchorage
Project Management and Engineering**



MEMORANDUM

DATE: February 4, 2021

TO: Dave Whitfield, Current Planning Manager
Economic & Community Development Department
MOA Planning Division

FROM: Melinda Tsu, P.E., Project Manager

SUBJECT: Agency Authorization
West Anchorage Snow Disposal Site
PM&E Project No. 19-01

The Project Management & Engineering Department (PM&E) hereby authorizes HDR to act as PM&E's representative with regards to the West Anchorage Snow Disposal Site Project. If you have any questions or concerns please contact me at 343-8196 or melinda.tsu@anchorageak.gov.

cc: Julie Makela, P.E., Project Administrator
Bill Spencer, P.E., HDR Project Manager
File 19-01 AM

INTRODUCTION

The Municipality of Anchorage (MOA) Project Management and Engineering (PM&E) Department is seeking approval of a zoning map and comprehensive plan amendment for an approximately 32-acre parcel that will replace the temporary leased Northwood Drive Snow Disposal Site in the nearby area. The parcel is legally described as T12N R4W SEC 1 NW4NW4 PTN (parcel ID 012-571-01-000) and is located near the southwest corner of International Airport Road and Minnesota Drive (south of Javier De La Vega Park) (Figure 1 – Location Map). We are requesting approval of a zoning map amendment to rezone the entire 32-acre parcel from Transition (TR) district to Public Lands and Institution (PLI) district (see Figures 2 and 3). A comprehensive plan amendment requesting this parcel be reclassified as "Community Facility or Institution" is being processed concurrently with this application.

PROJECT BACKGROUND

The MOA PM&E Department has identified the need to develop a new snow disposal site in West Anchorage to meet the MOA's long-term snow removal needs in a cost-effective manner. Developing an MOA-owner facility would eliminate a lease/rent payment, which would make more funds available for snow removal.

Anchorage is a winter city, making snow removal an essential service to Anchorage residents. It is critical to have a long-term snow disposal location in West Anchorage. Anchorage residents have indicated they want a community that is bike and pedestrian friendly. Features such as bike lanes and on-street parking, while being an asset to the community, reduce the space available for roadside snow storage. To achieve the vision of having a multi-modal transportation system, the MOA needs a cost-effective, long-term snow removal operation.

During the winter season (October through May), MOA Street Maintenance works 24/7 to provide snow plowing, snow removal, and other services on MOA-maintained streets and sidewalks. Without a new West Anchorage snow disposal site, several critical issues emerge:

- **Increased cost of trucking snow:** The cost of clearing snow from West Anchorage will almost double due to increased trucking needs without the proposed site. Snow from West Anchorage needs to be removed from roads and sidewalks. Without a site in West Anchorage, this snow would need to be hauled farther to another MOA snow disposal site, which may not be available. Due to the increased distance, each trip to the snow disposal site would take longer and reduce the number of trips that can be made every hour. Consequently, clearing the same volume of snow from West Anchorage would cost more and take longer than it does currently. To maintain the existing level of service, additional trucks would be needed. This is not feasible due to a lack of suitable equipment. In the long run, it is more cost effective to develop a new snow disposal site than to pay for increased trucking costs. According to Street Maintenance staff, the additional hauling costs would likely exceed the cost of a new snow storage facility in 10 years.
- **Lack of capacity at other snow disposal sites:** The existing snow disposal sites already operate at or near capacity. As these sites reach capacity, additional equipment and labor is needed to stack the snow to greater heights and snow hauling activities must slow down or stop.

In order to accommodate snow from West Anchorage, Street Maintenance staff must spend significant time at each site making room to accommodate that snow, taking staff away from snow

hauling activities, which, in turn, increases labor and equipment¹ costs. Additional costs associated with managing the snow disposal sites reduces the available funding for snow hauling. During normal snowfall years, it is likely that the alternative sites will reach capacity and snow removal in West Anchorage would no longer be possible and snow would be left on streets until it melts in spring. During heavy snowfall years, this situation would be exacerbated. Without a permanent site, this situation is likely to become a bigger concern in the future as precipitation during the winter months is expected to increase and potentially create even more demand for snow removal and disposal².

- **Snow left at roadside longer:** Prior to being hauled away, snow collects, in medians, on adjacent bike lanes, sidewalks, in cul-de-sacs and along the sides of the roadways. These areas are typically used for parking, sidewalks, bike paths, and other features that are unusable until they are cleared of snow. In extreme cases, the snow berms encroach into the traveled ways hindering traffic flow and may contribute to an increased number of increased traffic accidents. In recent years, the demand for on-street bike lanes has grown dramatically due to the popularity of fat-tire bike use during winter. The need to maintain existing and future bike lanes and similar amenities put increasing pressure on Street Maintenance to haul snow in a timely manner. Roads and sidewalks are not designed to store snow for long periods. Snow that is not removed can cause issues such as pavement cracks and additional meltwater entering the stormwater system. These issues eventually lead to increases in road maintenance costs.

Having an adequately sized, permanent snow disposal site in West Anchorage is not only essential to meet existing snow removal needs but will be of increasing importance in the future. As ageing streets are rebuilt, the designs increasingly call for more bike and pedestrian facilities which reduce the areas for snow storage within existing right of ways. These rebuilt corridors, such as Spenard Road, have little or no snow storage space and require snow to be hauled away after every, or every other, snowfall. The increased frequency of snow removal not only directly increases the cost of snow removal, it also increases the volume of snow that goes into a snow disposal site. This results in snow disposal sites reaching capacity much quicker.

A West Anchorage snow disposal site is not just a West Anchorage issue; it impacts most Anchorage residents. As the snow disposal sites reach capacity, it slows down snow removal from all parts of the Anchorage Roads and Drainage Service Area³ (ARDSA). The existing snow disposal site also services parts of Midtown and Downtown, two of the city's major employment areas. A reduction in snow removal would affect everyone who works, shops, or commutes through those areas. Street Maintenance is also responsible for clearing snow from Anchorage School District facilities, including schools. Without a new snow disposal site in West Anchorage, it will result in delays in clearing these parking lots making critical transportation more challenging.

The Northwood Snow Disposal Site also does not comply with current water quality standards. As the current site is leased on a year-by-year basis, it is not cost-effective to install the improvements needed.⁴

¹ To handle the additional snow management needs, Street Maintenance may need to rent additional bull dozers depending on availability. This increases the cost of snow removal.

² Based on the Scenarios Network for Alaska + Arctic Planning (SNAP) Community Climate Charts tool available at <https://snap.uaf.edu/tools/community-charts> (Accessed March 9, 2021).

³ The ARDSA area includes most of the Anchorage Bowl, except the Hillside area. A map of the ARDSA is available at https://www.muni.org/departments/operations/streets/documents/ardsa_map.pdf

⁴ The parcel currently being used for the Northwood Snow Disposal Site is owned by the State of Alaska and managed by the Ted Stevens Anchorage International Airport.

The MOA PM&E Department conducted a site selection study to identify a suitable location for a new snow disposal site (see Appendix B). The study concluded that the parcel in the northeast corner of Connor's Bog was the most suitable site that allowed for cost-effective snow removal operations and does not result in unacceptable negative impacts to residential areas.

A change of zoning and an amendment to the comprehensive plan is necessary to accommodate this vital public facility.

Construction of the snow disposal site is scheduled to begin in early spring 2022. The intent is for the facility to be operational for the 2022–2023 season.

PROPERTY BACKGROUND

This site is zoned within the Transition (TR) district (see Figure 2). This designation was initially developed in the 1960s as the unrestricted zoning district for parcels that were not expected to be developed in the near future. Development of Anchorage has filled in areas previously thought to be undevelopable, and many of these lands have been rezoned over time. As part of Connor's Bog, this parcel is managed by the MOA Parks and Recreation Department, but it is not designated parkland.

STAKEHOLDER OUTREACH

The project team used a variety of outreach methods to engage and inform the public regarding the West Anchorage Snow Disposal Project and to obtain feedback on the site selection process. Several opportunities for the public to provide input and feedback were provided as part of the selection process. Over the life of the project, multiple online open houses with an opportunity to chat live with the project team were held to solicit and identify potential public concerns. Postcards were mailed to residents in the West Anchorage area notifying them of the opportunity to participate in the process. The public submitted comments by phone, email, during Community Council meetings, through the online open house, and during the virtual public meeting. Comments received focused on zoning guidelines and the site's aesthetic and environmental/hydrological impacts.

Sand Lake Community Council Meeting – March 8, 2021

To comply with MOA regulations, the project team participated in a Sand Lake Community Council meeting on March 8, 2021. The project team gave an overview of the project, which covered:

- The current snow disposal site location,
- The new site location and selection process,
- The benefits and considerations of the new site,
- The permitting steps, and
- The schedule moving forward.

Meeting participants had an opportunity to ask questions and provide comments. Those included:

- Where does the snow come from?
- What will happen to the wetlands on the existing site?
- Will water monitoring occur?
- Will the bog pond flood as a result?
- What would happen to the site during an earthquake?
- What is the appropriate mitigation for the loss of these wetlands?

A complete summary for this meeting can be found in Appendix A.

The project team received a letter from the Turnagain Community Council stating the concerns about identification of class A wetlands for the site location and the current zoning designations. The project team has engaged the community council president to discuss these concerns.

A summary of public outreach activities conducted throughout the project is included as an appendix to the Site Selection Study (Appendix A). Comments from public involvement efforts indicate that the Connor's Bog location is generally preferred to the next reasonable option (Strawberry Bog).

ZONING MAP AMENDMENT STANDARDS

1. The rezoning shall be in the best interest of the citizens of Anchorage and shall promote the public health, safety, and general welfare.

The purpose of this rezone from TR to PLI district is for the development of a new MOA snow disposal site. The rezoning is believed to be in the public interest for a variety of reasons, including the following:

- Allows the site to be developed into a snow disposal site owned by the MOA. Site ownership allows the MOA to invest in a long-term use snow disposal site. The new site will be designed to meet MOA Street Maintenance current and future snow disposal capacity needs, maximize operational efficiency, minimize operational costs, and meet snow melt water quality requirements. MOA ownership and operational control of a new snow disposal site will pay off in perpetuity.
- Eliminates site acquisition costs because it is MOA-owned property.
- Reduces the cost of snow removal operations. The usable area for the current leased site varies per each annual lease but does not have adequate capacity in above average to high snow fall years. A site with increased capacity will reduce the need to truck snow from West Anchorage to other sites.
- Eliminates the lease/rent payments the MOA currently pays to the State of Alaska. The current site is leased using a combination of Street Maintenance and Heritage Land Bank operational funding. Typically, between \$100,000 and \$275,000 is spent annually leasing the Northwood Snow Disposal Site depending on the size of the lease⁵. The proposed site will be constructed using capital improvement project funding. Once the new site is constructed, the Street Maintenance operational funds used to lease the Northwood Snow Disposal Site will be used by Street Maintenance for snow hauling operations.
- Allows the MOA to maintain the existing snow removal level of service in West Anchorage. Any site selected outside the Northwood Drive Snow Disposal Service Area (which covers West Anchorage – see Figure 1) would increase costs, decrease the area's snow removal level of service, and reduce pedestrian and travel safety.
- Allows the MOA to invest in the infrastructure to improve the quality of the snowmelt water and reduce environmental impacts to Connor's Bog.
- Minimizes impacts:
 - Snow disposal sites can generate significant snowmelt runoff that needs to be processed and disposed of into an appropriate receiving water. Connor's Bog has adequate receiving waters, and the additional water will help rehydrate the remaining wetland habitats and maintain water levels in Connor's Lake. Development of a snow

⁵ The leased site typically ranges between 6 and 12 acres.

disposal site at a different location may not be able to accommodate the water or sustain lake levels.

- Snow disposal sites generate traffic, noise from snow dump trucks and machinery (particularly at night), nighttime glare from site lighting, air quality impacts from dust and visual impacts from the actual snow mounds and melt-out debris and trash. The proposed site is located away from existing and future residential areas, and high use recreation, minimizing impacts to adjacent areas.

2. Rezone complies with and conforms to the comprehensive plan, including the comprehensive plan map(s). (If the proposed rezone does not conform to the comprehensive plan, it may be considered along with a comprehensive plan amendment.)

2040 LAND USE PLAN (LUP)

The Anchorage 2040 LUP identifies the site as Park or Natural Area (see Figure 4). Research conducted by the project team has determined that this site is not heavily used for recreation purposes because of the difficulty of access and the wetland/boggy nature of the site. Javier De La Vega Park to the north and the parts of Connor's Bog Park to the west that are more heavily used for recreational purposes are not anticipated to be heavily impacted. Please note that part of Connor's Bog Park is on Ted Stevens Anchorage International Airport (TSAIA) property. Recreational use of this property is allowed by TSAIA under a short-term maintenance agreement with the State of Alaska until the property is needed for airport development. This recreational use should be considered temporary and could be terminated at any time.

The proposed zoning map amendment is not consistent with the current comprehensive plan designation of "Park or Natural Space" (see Figure 4). An application to amend the comprehensive plan is submitted concurrently with this rezoning application. The comprehensive plan amendment proposes the site be designated as Community Facility or Institution. The implementing districts for "Community Facility or Institution" include PLI.

The proposed development would be used primarily during winter. There would be minimal activity during summer with the exception of site maintenance and trash removal.

2040 LUP Policies

The following section outlines the goals, objectives, and policies of the Anchorage 2040 LUP that the project helps address.

Goal 5: Infrastructure-Land Use: Coordinated and target infrastructure investments, catalyze new growth, provide an acceptable return on investment, and equitably improve safety and quality of life.

LUP 5.5 Ensure that adequate public facilities such as schools and fire stations are available when and where they are needed, in an efficient and equitable distribution of services, based on long-term projections for population, student enrollment, and the location of future growth.

A new snow disposal site is needed to ensure that snow removal operations can maintain the existing level of service and transportation safety in West Anchorage. The proposed rezone is necessary to facilitate the development of a new snow disposal site.

ANCHORAGE 2020

Anchorage 2020 Policies and Strategies

The following section outlines the policies and strategies of Anchorage 2020 that the project helps address.

Policy 30 Transportation and land use policies and programs shall include:

- a) Multi-modal and intermodal access, including commuter rail and transit service;**
- b) Pedestrian-to-transit linkages;**
- c) Efficient and safe freight movement;**
- d) Congestion management and roadway improvements;**
- e) Optimal use of parking;**
- f) Minimization of individual and cumulative air quality impacts**
- g) Minimizing impact on neighborhoods; and**
- h) Adequate snow storage**

The proposed rezone would allow the MOA to have adequate snow storage to meet its existing and future needs. Development of this site would also help minimize air quality impacts. Without this new snow disposal site, trucks will have to travel further to reach another snow disposal site which would create additional vehicle related emissions.

Policy 37 Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.

The proposed rezone would allow a new snow storage site which would support removing snow from roads and rights-of-way in a timely manner. Current road design often has little space for roadside snow storage, so snow has to be hauled away more frequently.

Policy 44 Design and build public improvements for long-term use.

The proposed rezone will allow the MOA to develop a new snow disposal site that can be used in perpetuity.

Policy 74 Level of service standards for transportation and snow removal along roads and sidewalks within designated Transit-Supportive Development Corridors shall be given high priority.

The Spenard Road and Arctic Boulevard Transit-Supportive Development Corridors are within the Northwood Drive Site Service Area. The proposed rezone would improve Street Maintenance's ability to maintain the existing level of service for snow removal on these corridors.

Policy 81 Prioritize snow removal to maximize pedestrian movement and safety.

The proposed rezone would support Street Maintenance's ability to remove snow in a timely manner.

WEST ANCHORAGE DISTRICT PLAN (WADP)

The WADP identifies this site as “Parks and Natural Resource.” This site, while managed by the MOA Parks and Recreation Department, is not designated parkland. Exhibit 4-3 of the WADP shows informal social trails on the parcel. These social trails would no longer be usable. PM&E is currently working with the MOA Parks and Recreation Department to identify suitable opportunities to mitigate the loss of these social trails.

The proposed summer use trail, shown in Exhibit 4-4 of the WADP, connecting the De La Vega playing fields to the Connor’s Lake trails would depend on the ability of the trail to cross the access road for the proposed snow disposal facility. If this proposed trail is ever developed, an alternative route may be needed. The WADP acknowledges that snow removal is an important element of road maintenance. The WADP also acknowledges that “another permanent snow storage and melting location needs to be identified in West Anchorage” (page 117).

WADP Objectives

The following sections outline the goals and objectives of the WADP that the project helps address.

Transportation Objective #5: Ensure that roads and sidewalks are properly repaired and regularly maintained, including efficient seasonal snow removal and street cleaning.

The proposed rezone would allow for the development of a new snow disposal site in West Anchorage. A new snow disposal site that allows 24/7 operations is essential for the MOA to maintain efficient snow removal activities in West Anchorage.

Parks Objective #4: Manage, protect, and enhance municipal parks, greenbelts, and natural open space areas (including riparian and wildlife corridors) that support fish and wildlife habitat and wetland functions.

The Connor’s Bog wetland complex is not connected to other water bodies. Snowmelt is one of the primary water sources for the lake and wetland complex and the wildlife it supports. The proposed rezoning would allow snowmelt to continue draining into this complex and supplying the wetlands and lake. The new snow disposal facility would include infrastructure that improves water quality and reduces potential harm to vegetation and habitat.

Utilities Objectives #1: Plan for and provide functional public infrastructure that addresses current and future needs.

While this section of the WADP does not address snow removal, rezoning of this site to allow a snow disposal site would allow the MOA to meet current and future snow removal needs. The existing site does not meet the operational needs of the MOA.

Utilities Objective #2: Construct utilities for maximum operational efficiency and consolidate facilities where practical.

While this section of the WADP does not address snow removal needs, rezoning of this site to allow a snow disposal site would allow the MOA to conduct its snow removal operations in an efficient manner. The proposed site would allow 24/7 operations, which is more cost and energy-effective than a site that allows only daytime access because it allows snow to be removed from

area streets at night. This is more efficient and safer, as there is less traffic on the roads at that time.

Utilities Objective #3: Provide sustainable energy options to meet increasing electricity demands.

While this section of the WADP does not address snow removal needs, the proposed rezoning would allow snow removal activities to be conducted in a manner that reduces energy consumption and not increase the greenhouse gas emissions from snow removal equipment. A site that does not allow 24/7 operations or a site outside West Anchorage would increase the transportation time of snow removal activities and increase greenhouse gas emissions.

WETLANDS MANAGEMENT PLAN

The *Wetlands Management Plan* states that Class A wetlands are considered most valuable in an undisturbed state, as most uses or activities, especially those requiring fill, negatively impact known wetland functions. Class A wetlands are not to be altered or otherwise disturbed in any manner, except for projects that are in the public interest. This rezone is in the public interest, as described above.

AREA WIDE TRAILS PLAN

The 1997 *Area Wide Trails Plan* proposes a multi-use paved trail along the west side of Minnesota Drive. The paved trail would likely be located in the Minnesota Drive right-of-way. As a result, the proposed rezoning would not conflict with the construction of this future paved trail.

The *Area Wide Trails Plan* shows an informal skijoring trail connecting Connor's Bog with Javier De La Vega Park. PM&E is currently working with the MOA Parks and Recreation Department to identify suitable opportunities to mitigate the loss of these informal trails.

3. The rezoning is generally consistent with the zoning district purpose in the requested zone, and the purpose of this title.

The parcel is proposed to be rezoned from TR to PLI. The PLI district is intended to include municipal lands dedicated by the Assembly as parks, as well as major public and quasi-public civic, administrative, and institutional uses and activities. The proposed snow disposal site is consistent with the PLI designation. Snow disposal sites are allowed in PLI districts as a conditional use. A conditional use permit will be applied for at a later date.

4. The rezoning is compatible with the surrounding zoning and development, and protects areas designated for specific uses on the zoning map from incompatible land uses or development intensities.

The change in zoning from TR to PLI would not result in significant adverse impacts on adjacent land uses.

The rezoning would be compatible with the surrounding zoning. The parcel is currently zoned as TR, which was not meant to be a permanent zoning designation. The site is not currently developed. The zoning for adjacent parcels is shown on Figures 2 and 3. Existing and future land use is shown on Figures 5 and 6. The area surrounding the parcel has a mix of different land uses, including a substantial amount of industrial and transportation uses.

The parcel directly to the north is zoned PLI and is used as parkland (Javier De La Vega Park). This park would be separated from the proposed snow disposal site by existing forested slope and a berm to limit visual impacts. The park may experience increased noise during winter; however, this would be minimized because the Javier De La Vega Park parking lot is closed during the winter, which limits park visitors. In addition, much of the activity at the snow disposal site would occur at night when there are fewer park users.

The remaining land to the north is primarily used for industrial purposes, with a I-1 or I-2 zoning. One of the major land uses is the Kloop Maintenance Station. Other uses in the area include long-term parking and a self-storage facility. In addition, a tour company uses part of its property for tour bus storage. To the northwest, the property is zoned TR but is owned by the State of Alaska for airport purposes. Part of this parcel is used for the existing Northwood Snow Disposal Site. While the rest of the parcel is undeveloped, it is reasonable to assume this would develop as an industrial/transportation type of use in the future.

North of International Airport Road, the mix of land uses continue with two of the major uses being the American Fast Freight and Spenard Builders Supply yards.

The proposed snow disposal site is not expected to create conflicts with TSAIA. According to the TSAI *Airport Layout Plan*, the proposed site is farther south of Runway 25R than the existing site. The parcel to the east is zoned TR and is used for transportation purposes (Minnesota Drive). Existing forest vegetation would be retained, and a landscaping berm would be installed, separating the parcel from Minnesota Drive. Across Minnesota Drive, the land uses are primarily industrial with major uses being the Chugach Electric facility, Granite Construction gravel yard, and the Odom Corporation warehouses.

The site is adjacent to two parcels to the west. The northern parcel is zoned TR and is dedicated parkland. The southern parcel is zoned PLI-p. Both of these parcels are currently undeveloped. The rezoning would allow the existing industrial use of a snow disposal facility to move approximately 1,500 feet southeast of its current location. The access to the snow disposal site from the public road system would remain the same, so it would not introduce additional truck traffic to the area. This rezoning would not result in incompatible land uses or intensities in the area.

- 5. Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection, and sewage and waste disposal, as applicable) are capable of supporting the uses allowed by the zone or will be capable by the time development is complete, while maintaining adequate levels of service to existing development.**

The existing facilities and services, described below, are capable of supporting the uses allowed by the zone.

Access: Access to the site would be largely the same as access to the existing Northwood Snow Disposal Site. Snow haul trucks and other vehicles would access the site via International Airport Road and Northwood Drive. A new access road would be constructed from the current south terminus of Northwood Drive to the site. Public access is restricted at the entrance to the Street Maintenance operations area; the new access road would not be a public road. Traffic volume to the new site would vary depending on snow levels but is expected to be similar to current levels. Transit service is not needed to the site.

Electricity: Electricity is available at the site through Chugach Electric. Construction of the utility connection would be designed and implemented with the development of the snow disposal site. There would be lighting along the access road and as needed in the snow disposal site as defined in the municipal Design Criteria for snow disposal sites. New power poles would be installed as needed to accommodate lighting needs. Chugach Electric has sufficient capacity to accommodate the additional electricity needs.

Drainage: A drainage system would be developed as part of the snow disposal site. Snow melt would be treated and then discharged into the Connor's Bog wetland complex.

Other: Water, sanitary sewer, natural gas, and cable TV/fiber optic services are not required at the site.

The site is within the Anchorage Police and Fire Service Areas.

Development of this parcel is not likely to stretch the capabilities of existing services beyond their capacity.

6. The rezoning is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, storm water management, wildlife, and vegetation, or such impacts shall be substantially mitigated.

The rezoning is not likely to result in significant adverse impacts to the natural environment. The location of some impacts such as air and noise would be relocated (from the existing Northwood Snow Disposal Site to the proposed site). Those impacts are not expected to increase at the new snow disposal site. The changed location of these impacts is not expected to have a significant increased impact on the public. These impacts are not expected to have an adverse impact on nearby land uses as they are largely industrial in nature, such as the Diamond Airport Parking facility. These impacts would now occur farther from existing residential/hotel developments than the existing Northwood Snow Disposal Site.

Access to the proposed site would be similar to access to the existing Northwood Snow Disposal Site. The route would use the same public roads (International Airport Road and Northwood Drive) as the existing facility. The land uses adjacent to this route are largely industrial in nature. A new service road would be built from the existing snow disposal site to the new facility. No public traffic would be allowed on the service road. There would be no additional impact on public roadways.

Development of the parcel would comply with, or get variances for, applicable landscaping, setback, and other requirements. The L4 landscaping requirement along Minnesota Drive would be met by keeping the existing vegetation along the eastern border of the property to serve as that buffer. This existing landscaping would be supplemented as needed to meet MOA requirements to minimize visual impacts.

Visual impacts from adjacent properties would be minimized through the use of vegetation buffers, berms, and landscaping. As stated, this vegetation and landscaping would reduce the visual impacts from Minnesota Drive. The proposed snow disposal site is unlikely to create an adverse impact because of the industrial nature of several surrounding land uses. The existing snow disposal site is near the main corridor into Connor's Park. This rezone would allow the existing intrusion to be removed or lessened, improving the visual experience for park users in that area.

The rezoning is not anticipated to change the seismic risks in the area.

The proposed site is located in mapped Class A wetlands (see Figure 7). The U.S. Army Corps of Engineers has evaluated the site and has determined that Connor's Bog is not a jurisdictional water under the Clean Water Act. As a result, the proposed project would not require a Section 404 Clean Water Act permit. Development of the proposed snow disposal site would fill approximately 17.3 acres of Class A wetlands.

Development of the new snow disposal site would allow snowmelt to continue to flow into the Connor's Bog wetland complex. If the proposed snow disposal site is not developed at this location, the snowmelt would no longer enter the Connor's Bog wetlands complex, which would have an adverse impact on the wetlands and the wildlife it supports. A Stormwater Discharge Permit would be obtained as part of the project.

On the plus side, these hydraulically disconnected wetlands and the included Connor's Lake accrue significant benefit from the existing Northwood Snow Disposal Site. Meltwater from this facility has helped maintain wetland and aquatic habitat function in this area for several decades. Meltwater from the proposed site would continue to provide this much-needed hydration to maintain the wetland functions of the remaining areas of Connor's Bog. This is not intended to downplay the impact of the new fill site, but many other wetland areas of the MOA are slowly reverting to upland vegetation and function as they become disconnected from historic water sources.

The proposed project would improve water quality and meet increasingly stringent State of Alaska water quality regulations. The water quality improvements are needed for two reasons. When the snow at a snow disposal site starts to melt, it is typically high in chloride, which can kill trees and other vegetation. The improvements would allow alternatives for the handling of chloride and reduce negative impacts to vegetation. The improvements would also reduce meltwater turbidity, which is harmful to vegetation and aquatic life forms.

7. The proposed rezoning is not likely to result in significant adverse impacts upon adjacent land uses, or such impacts shall be mitigated through stipulations.

The proposed parcel is currently undeveloped. The proposed rezoning is not likely to result in significant adverse impacts on adjacent land uses. The proposed rezoning would also not have a significant impact on Minnesota Drive to the east. Javier De La Vega Park is located to the north of the site. The park is used in summer for a variety of recreation purposes, but is less heavily used during winter, when the majority of activity at the snow disposal site would occur. As mentioned earlier, the Javier De La Vega Park parking lot is closed during the winter, which reduces the number of winter users. Therefore, the proposed rezoning is not anticipated to have an adverse impact on park activities. It would also not have an impact on the parks and open space use of the parcels to the west and south. The proposed snow disposal site would occur at the north end of the parcel, which would allow for an open space buffer between the site and the parcel to the south.

8. The rezone does not extent or exacerbate a land use pattern that is inconsistent with the comprehensive plan.

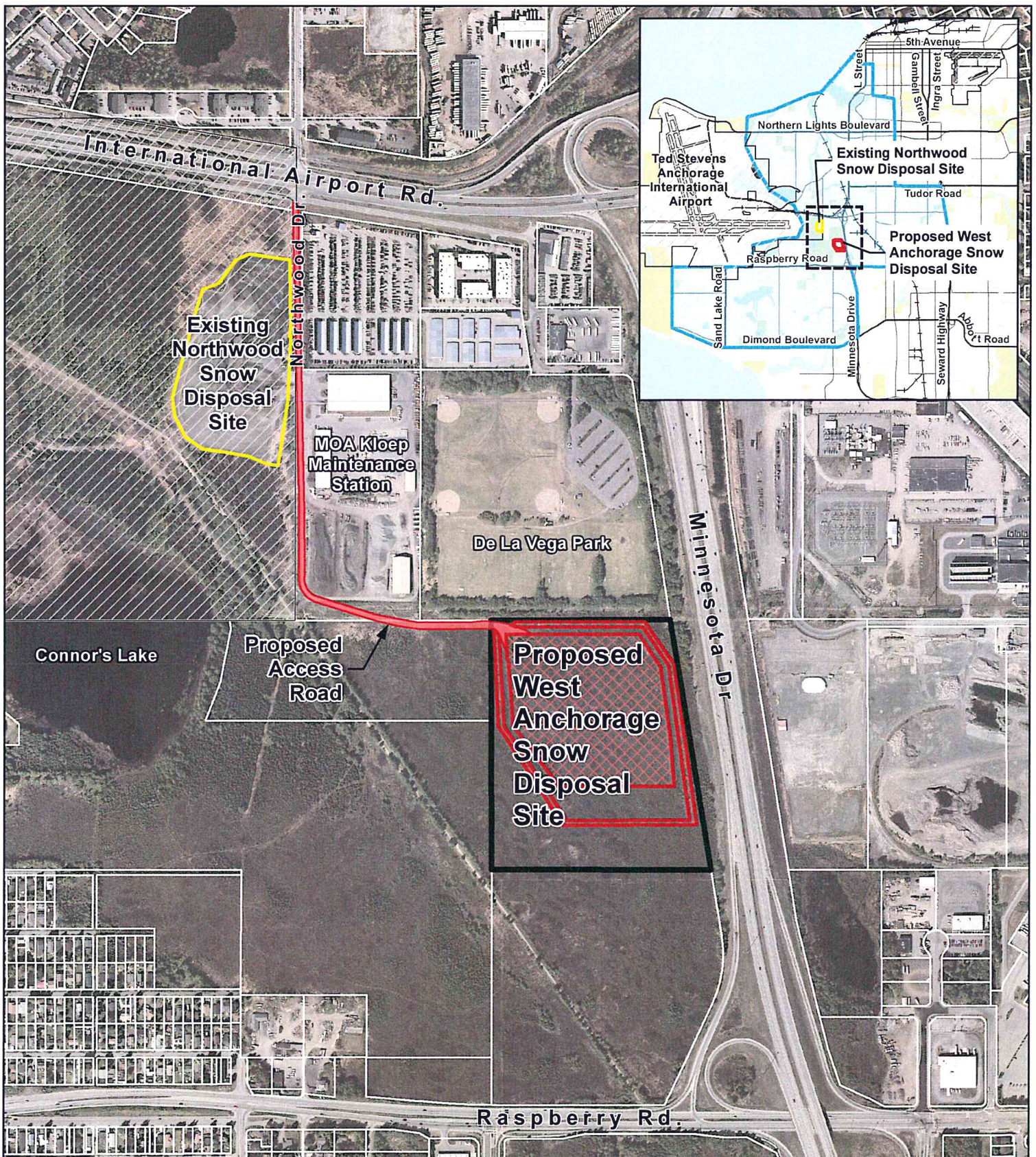
The proposed rezone would require an amendment to the comprehensive plan, which has been submitted concurrently with this application. The rezone would not exacerbate a land use pattern

that is inconsistent with the comprehensive plan. The rezone would be consistent with the comprehensive plan once the amendment is approved.

9. The rezoning does not result in a split-zoned lot.

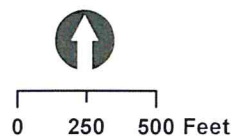
The proposed rezone would not result in a split-zoned lot.

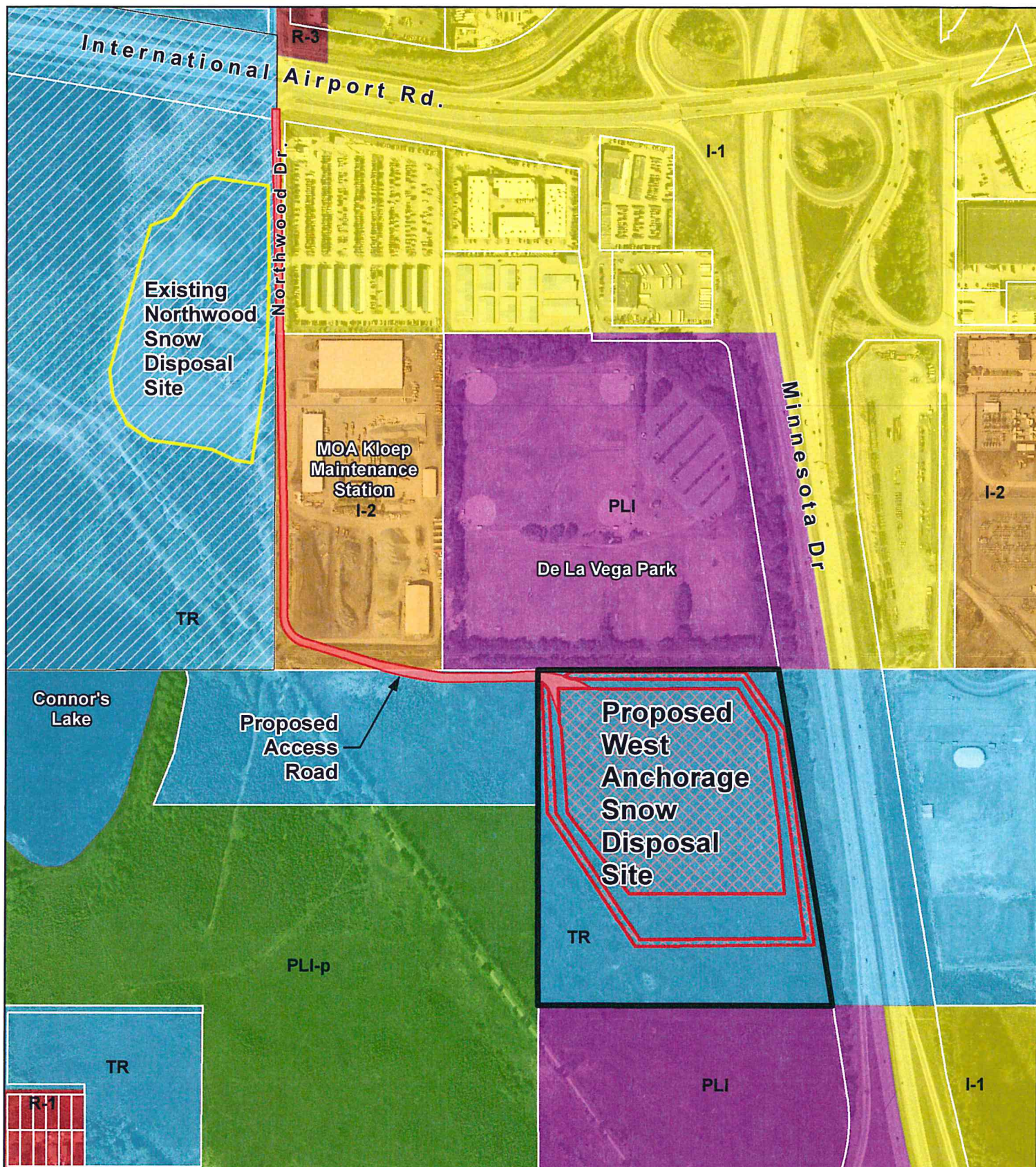
In conclusion, PM&E is requesting a rezone of this parcel from TR to PLI to facilitate the development of a new snow disposal site. This site is needed to allow cost-effective snow removal operations that meets existing and future needs. PM&E believes this rezoning is in the best interest of the citizens of Anchorage and does not create significant adverse impacts.



- Project Site
- Proposed West Anchorage Snow Disposal Site
- Proposed Access Road
- Existing Northwood Snow Disposal Site
- TSAIA Property

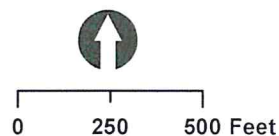
West Anchorage Snow Disposal Site
Figure 1 - Location Map

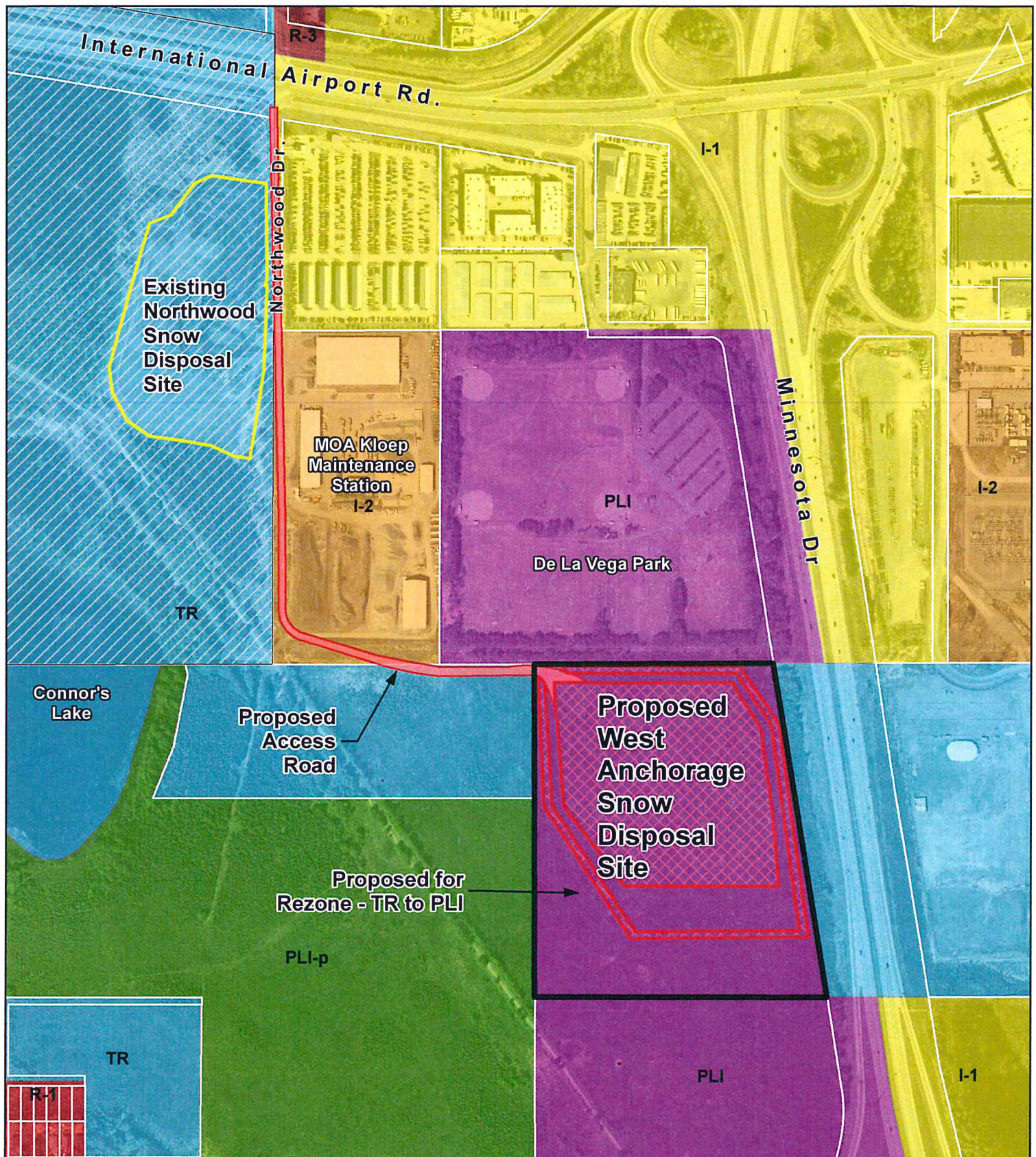




- | | |
|--|-------------------------------------|
| Project Site | Generalized Zoning Districts |
| Proposed West Anchorage Snow Disposal Site | Heavy Industrial (I-2) |
| Proposed Access Road | Light Industrial (I-1) |
| Existing Northwood Snow Disposal Site | Mixed Residential (R-3) |
| TSAIA Property | Parks (PLI-p) |
| | Public Lands and Institutions (PLI) |
| | Single-Family Residential (R-1) |
| | Transition (TR) |

West Anchorage Snow Disposal Site
Figure 2 - Existing Zoning Map





Project Site

Proposed West Anchorage Snow Disposal Site

Proposed Access Road

Existing Northwood Snow Disposal Site

TSAIA Property

Generalized Zoning Districts

Heavy Industrial (I-2)

Light Industrial (I-1)

Mixed Residential (R-3)

Parks (PLI-p)

Public Lands and Institutions (PLI)

Single-Family Residential (R-1)

Transition (TR)

West Anchorage Snow Disposal Site
Figure 3 - Proposed Zoning Map

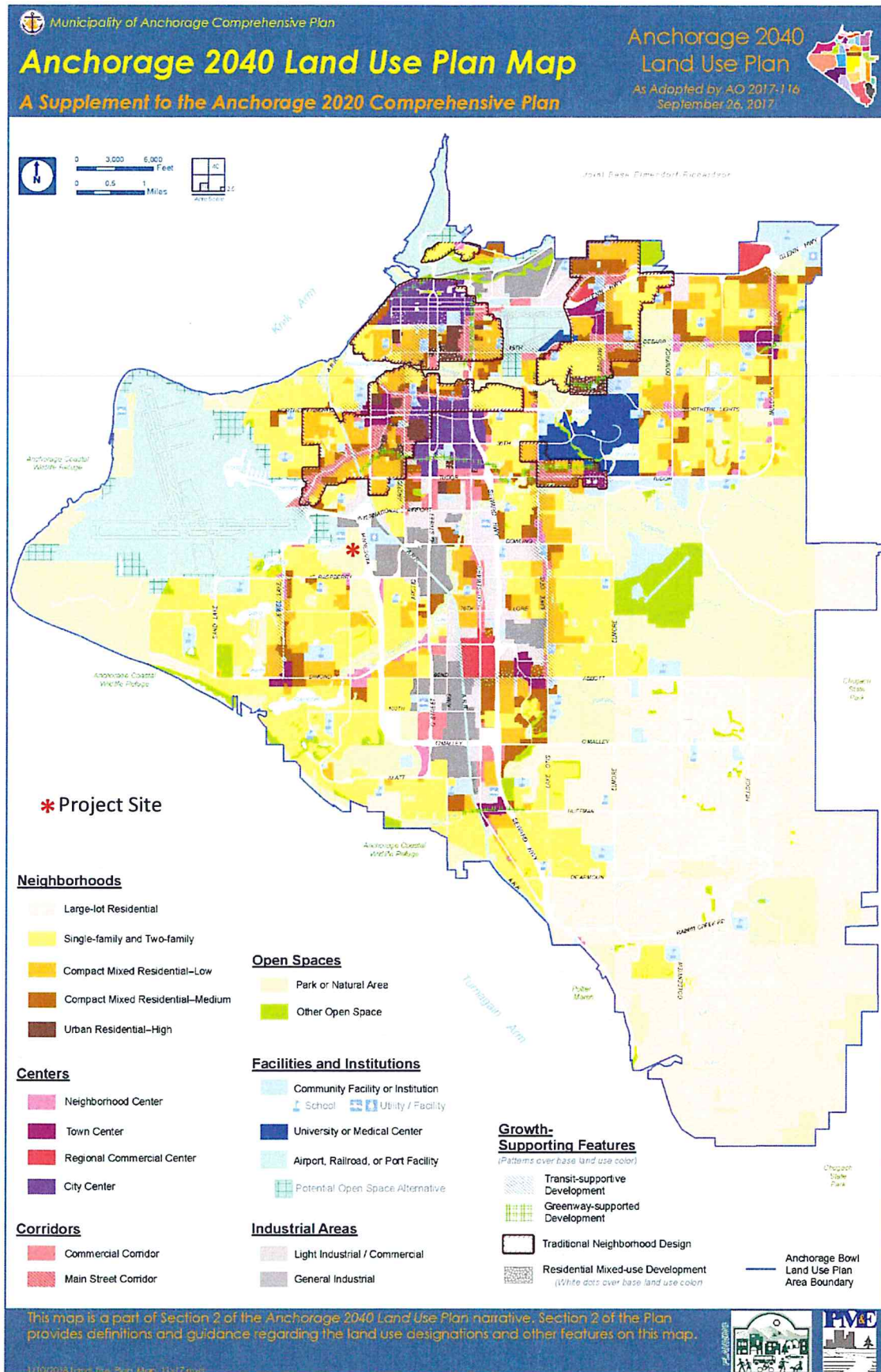


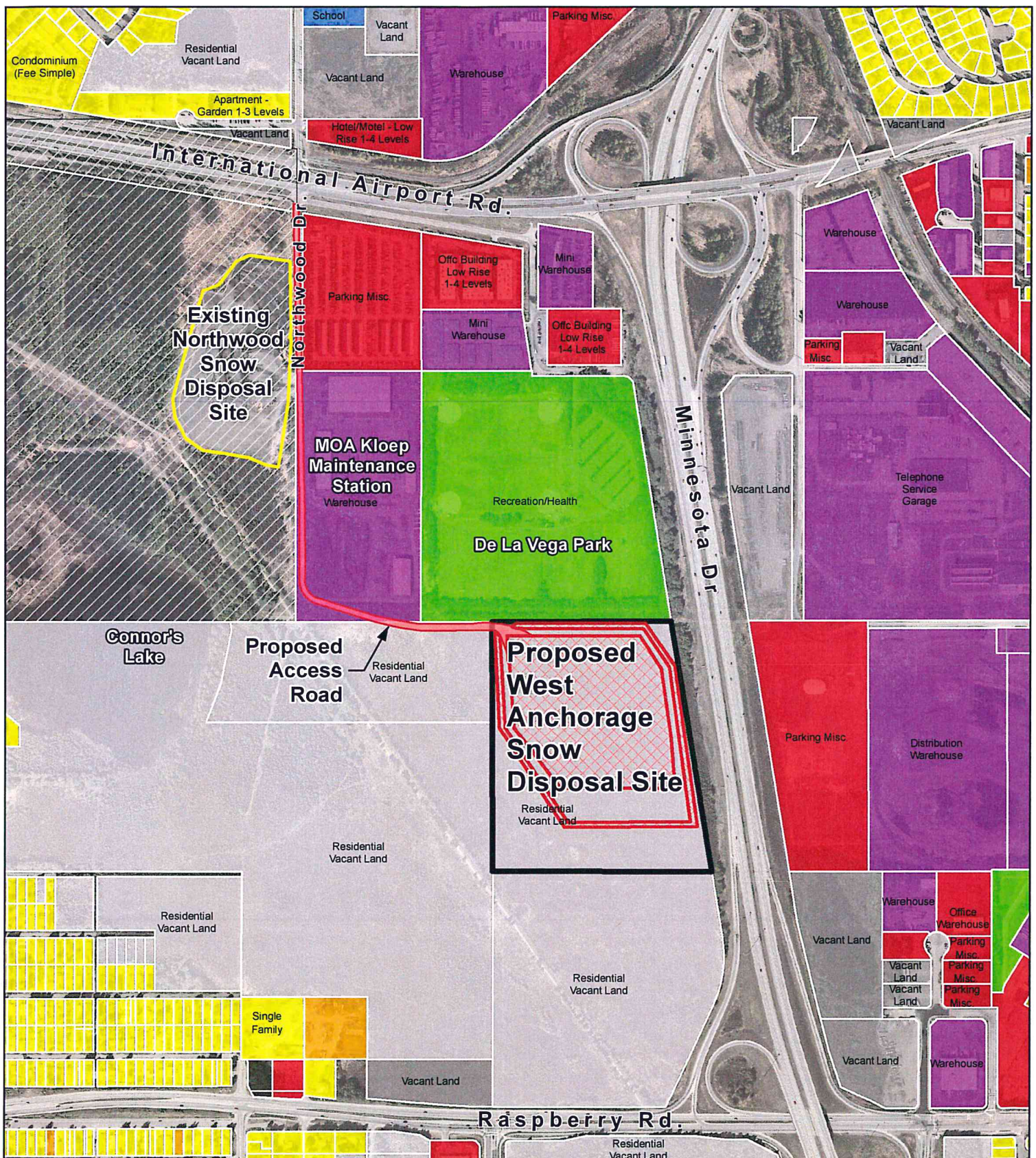
0 250 500 Feet

HDR



Figure 4 – Anchorage 2040 Land Use Plan Map





Legend

Project Site

- Project Site
- Proposed West Anchorage Snow Disposal Site
- Proposed Access Road
- Existing Northwood Snow Disposal Site
- TSAIA Property

Land Use

- Industrial
- Commercial

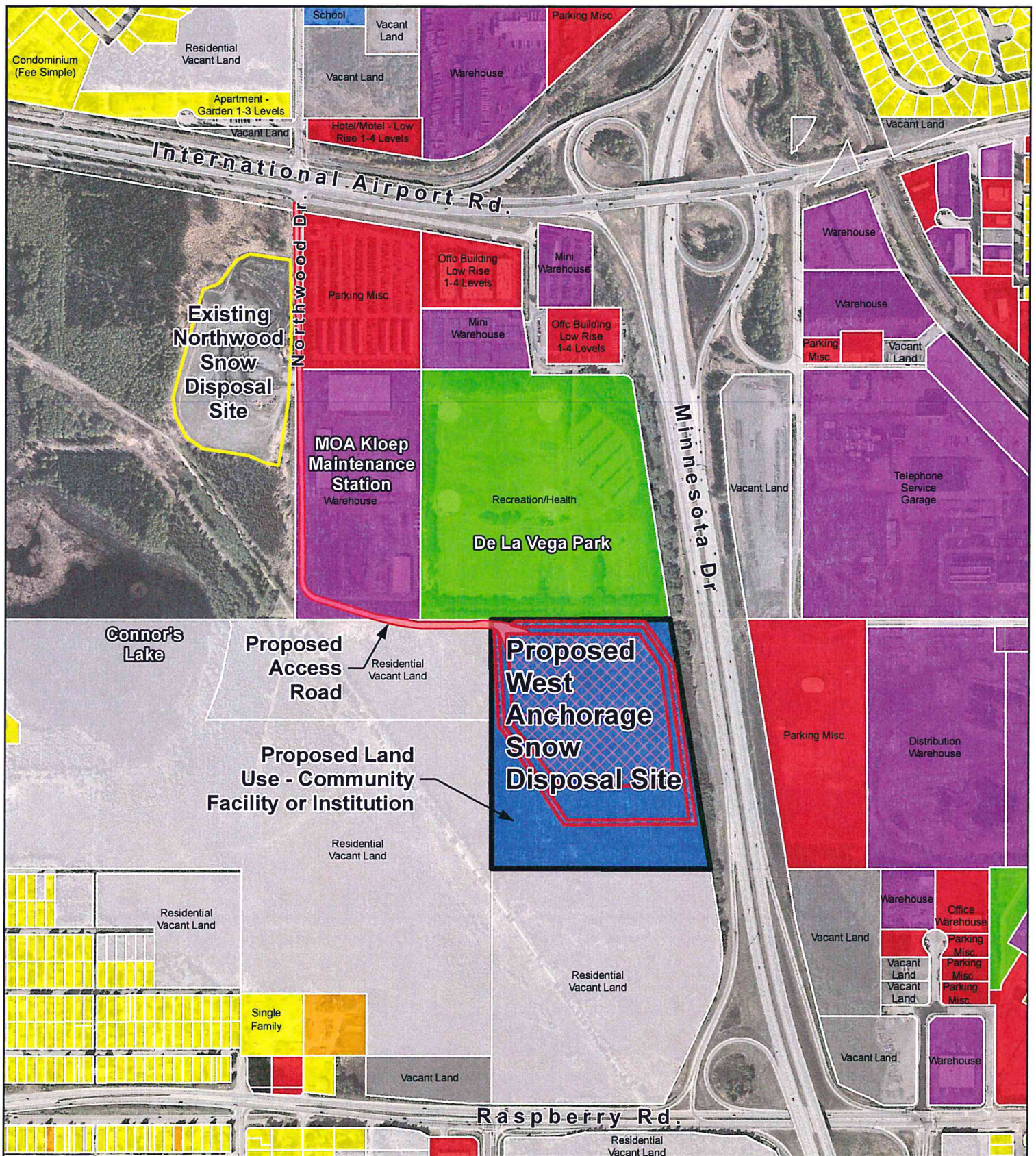
- Recreation
- Religious
- Institutions and Public Facilities
- Residential
- Other Improvements
- Residential Vacant Land
- Vacant Land
- No Data

West Anchorage Snow Disposal Site

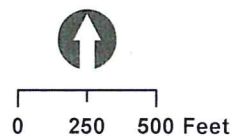
Figure 5 - Existing Land Use Map

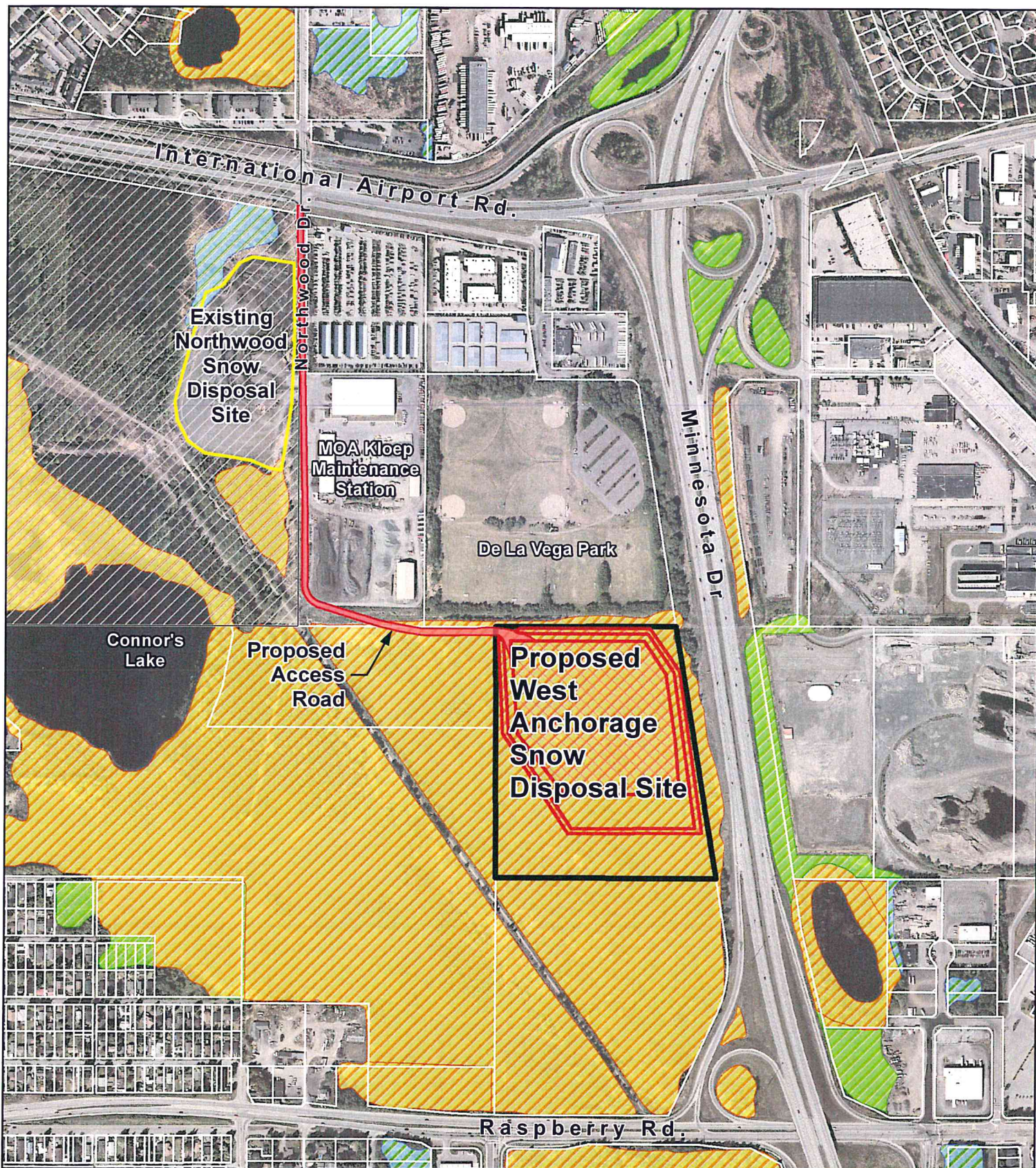
0

500 Feet



West Anchorage Snow Disposal Site
Figure 6 - Proposed Land Use Map





- | | |
|--|----------------------|
| Project Site | MOA Wetlands Class A |
| Proposed West Anchorage Snow Disposal Site | MOA Wetlands Class B |
| Proposed Access Road | MOA Wetlands Class C |
| Existing Northwood Disposal Snow Site | |
| TSAIA Property | |

West Anchorage Snow Disposal Site
Figure 7 - Wetland Boundaries



0 250 500 Feet

HDR



MEETING SUMMARY

Prepared by: HDR

RECEIVED

Project: West Anchorage Snow Disposal Project

MAY 13 2021

Meeting Subject: Sand Lake Community Council (SLCC) Meeting

Meeting Time: 6:00 - 8:00 PM

Meeting Date: May 10, 2021

Location: Zoom Call

List of Attendees: **Frank Rast**
Jennifer Noffke
Marcus
Rhonda Scott
Laurie Cummings
Darla
Holly Spoth
Jake Garner
Julie Work
Brett Motyka
Marjorie Paulson
Simon Wigren
Irene Quednow
Jennifer Todd
Marianne Nelson
Teri Lindseth
Don
Klmm
Claire Lewis
Kimberly Frey
Ryan Morman

JG Werner
Ryan
Phone number
Linda Swiss
Melinda Tsu
Josie Wilson
Laura Burzinski
Alexandria
Allan
Parker Haymans
Allie Hartman
Brennan Walsh
Eugene Cho
Daniel Smith
Gail Heineman
Scott Stone
Robert Hayes
Beverly Churchill
Erica Jensen
Julie Makela
Melinda Tsu

Summary

Josie Wilson of HDR introduced the project team.

Melinda Tsu of PM&E shared her screen and gave a PowerPoint presentation. The following topics were covered in the approximately 10-minute presentation:

- An overview of the PM&E Department
- The project's purpose and need
- Background and process of how streets and sidewalks are cleared of snow.

- Overview of the 8 MOA snow sites in the Anchorage Bowl
- Beneficial impacts that the West Anchorage site has on the Municipality of Anchorage
- Location of the current and new snow disposal sites
- The Site Selection Study process
- Advantages and considerations of the new West Anchorage Snow Disposal Site located in Connor's Bog
- Access details of the new Snow Disposal Site
- Next Steps including the rezoning and comprehensive plan amendment applications, Parks and Recreation Commission meeting to seek approval for access road, variances, and conditional use permits for land reclamation and a snow disposal site.
- Project resources and contact information

Comments and Questions from SLCC Members

Robert Hayes inquired about where the Site's snowmelt water will go. He asked if it will be contained in an area or flow to Campbell Creek. Melinda Tsu responded that the water would stay in this watershed. She added that since the existing snow disposal site is located in the same basin, the relocation will not cause a significant change to area and will maintain the water level in Connor's Lake.

Brennan Walsh asked for a motion of support for the West Anchorage Snow Disposal Site. Parker Haymans asked Brennan if he has any drafted text to go along with this motion. Brennan responded that he has a draft resolution that he could share with the Council. Parker Haymans asked for a second motion to be made and asked for confirmation that if the site is not built in West Anchorage that it will significantly impact the MOA Street Department's ability to clear snow within the Sand Lake Community Council's boundaries in a timely manner. The motion was seconded by Robert Hayes. Brennan Walsh shared his screen to display his draft resolution.

Parker Haymans asked all attendees to read the draft resolution text and if they have any questions, then he welcomes a discussion. Brennan offered to email the resolution to anyone who would like to have a copy sent to them.

Susan Ritter asked via chat for an explanation of who Brennan Walsh is. Parker Haymans responded that Brennan Walsh is a member of the Sand Lake Community Council

Robert asked where the current and new snow disposal sites are located. Parker Haymans responded that the current site is directly adjacent to the Dimond Airport Parking area with the carwash. The new site is adjacent to Minnesota Drive.

A meeting attendee asked whether the airport snow goes to this site or do they have an onsite snow dump location. Melinda Tsu responded that this site is only for Municipal use and the airport has their own snow disposal site.

Parker asked for a motion to end discussion. A motion was made by Laura Burzinski and seconded Frank Rast to end discussion with no objection.

A motion was made by a meeting attendee and seconded by a meeting attendee to adopt the resolution of support for the West Anchorage Snow Disposal Site.

Parker Haymans conducted a voice vote and asked for all in favor of adopting the resolution shared by Brennan Walsh to raise their hand on the screen or verbally say yes and those in opposition say no. The resolution was adopted with 17 members in support and 0 members in opposition.

Parker Haymans added that he will format the resolution and submit it to the MOA Planning Department, Anchorage Assembly, the acting Mayor's Office, and Josie Wilson.



Please Join Us!

West Anchorage Snow Disposal Project

Project Update Presentation at the Sand Lake Community Council Meeting

Monday, May 10, 2021 at 6:30 PM



For Zoom meeting information please visit:
www.communitycouncils.org/servlet/content/30.html
or the Sand Lake Community Council Facebook page
at www.facebook.com/SandLakeCommunityCouncil

West Anchorage
Snow Disposal Project
2525 C Street, Suite 500
Anchorage, Alaska 99503

04/16/2021

US POSTAGE

\$000.36



ZIP 99503
041M11288513

Resident

2000 INTERNATIONAL AIRPORT RD-A
ANCHORAGE, AK 99502



West Anchorage Snow Disposal Project

The MOA conducted a site selection evaluation process to identify a new snow disposal location for snow removed from West Anchorage streets during winter months. The identified site is located on the west side of Minnesota Blvd and south of International Airport Road in the north east corner of Connor's Bog.

Please join the project team at the Sand Lake Community Council Meeting for a project update and information about upcoming applications for a comprehensive plan amendment, rezoning application, and conditional use permits required to construct the new snow disposal site.

Visit www.westanchoragesnow.com for project information. You can also contact the project team by email at info@westanchoragesnow.com or by phone at (907)644-2030.

Project Management and Engineering No. 19-01



APPENDIX A

Sand Lake Community Council
Meeting Materials and Summary
March 8, 2021

MEETING SUMMARY

Prepared by: HDR

Project: West Anchorage Snow Disposal Project

Meeting Subject: Sand Lake Community Council (SLCC) Meeting

Meeting Time: 6:30 - 8:30 PM

Meeting Date: March 8, 2021

Location: Zoom Call

List of Attendees:	Jason Mellerstig	Catherine Bollinger
	Robert Hayes	Rosemary Dunn
	Rick Chisham	Dave Hilmeyer
	Alexandria McCormick	Irene Quednow
	Ken McCormick	Nikki Wray
	Edward Cullinane	Nancy Casey
	Mark Nusbaum	Russell Biggs
	Dustin Sherman	Julie Makela
	Marilyn Stewart	Joy Boston
	Lisa Rabinowitz	Bill Spencer
	Tony Spiroski	Representative Matt Claman
	Beverly Churchill	Crystal Koeneman
	Shirley Reeves	Simon Wigren
	Melinda Tsu	Carl Jacobs
	Donovan Camp	Marjorie Paulson
	Josie Wilson	Judy Jessen
	Deva Johnson	Kollette Schroeder
	Barbara Carlson	Claire Lewis
	Jennifer Anderson	David Anderson
	Representative Sara Rasmussen	Frank Rast
	Eugene Cho	Linda Swiss
	James Armstrong (AWWU)	Cathy Gleason

Summary

Josie Wilson of HDR introduced the project team and Bill Spencer of HDR gave a PowerPoint presentation. The following topics were covered in the approximately 10-minute presentation:

- The purpose of the West Anchorage Snow Disposal Project is to replace the current snow disposal site on Northwood Street, near Kloop Station, with a permanent site in West Anchorage owned by MOA.
- Description of the current site, which is leased on year-to-year basis from the State of Alaska.
- Overview of the site selection process and description of the selected site in Connor's Bog.

- The Connor's Bog Site was selected because it is owned by MOA, is in the West Anchorage Snow Disposal Area, and is available for 24-hour a day operation. Few potential sites met PM&E's location, size, ownership, and operational flexibility requirements for a new snow disposal site.
- Description of the permitting process for the project. The project will require a rezoning of the selected parcel, a change to the 2040 Land Use Plan Map, an approval for Other Municipal Use of Dedicated Park Land, Land Reclamation Permit, and a Conditional Use Permit. Due to the site's location in wetlands, several deviations from the Design Criterial Manual for snow disposal sites will be required.
- The project is currently in the design and permitting phase. Construction is scheduled to begin in 2022, pending project funding.
- The project website is <http://www.westanchoragesnow.com>

Comments and Questions from SLCC Members

- One community member asked where the snow meant for this site comes from. Bill Spencer explained that the snow comes from city streets, small cul-de-sacs, and sidewalks.
- A community member asked about the reclamation permit and if the project would be required to mitigate impacts to wetlands. The project team explained that the reclamation permit is for the placement of fill and that the project does not require a Corps wetland permit, therefore wetland mitigation is not required.
- A member asked about construction techniques in wetlands and water quality monitoring once the project is constructed. Bill Spencer explained that the team is considering low impact development design techniques and a buffer of wetlands to treat the snowmelt and reduce impacts to the remainder of the bog. The buffer of wetlands should act as biotic treatment of the snowmelt before it is released into the bog.
- A member asked if the snow stored in Connor's Bog would be enough to flood Connor's Lake and about alternative location in South Anchorage near Cabela's. The project team explained that the selected site is in the same basin as the existing site and that the amount of snow would be similar, which is why water levels are not expected to change. The team further explained that the site needs to be within the West Anchorage Snow Disposal Area due to trucking costs. The site near Cabela's is outside the West Anchorage Snow collection area and the Cabela's site is both privately owned and high valuable commercial property making acquisition costs prohibitive.
- Cathy Gleason of Turnagain Community Council stated concerns about the site selection process with respect to existing plans and the required approvals. She feels that a working group should be formed. The project team thanked Cathy for her input on the Site Selection Study and restated the permitting process that will be required for the new snow disposal site. Melinda explained that the project team has met with the MOA Planning Department and has a clear permitting plan. She also explained that the project team will continue to inform the public and will be reaching out to the Turnagain CC, Taku/Campbell CC, and Federation of CCs for additional project presentations.

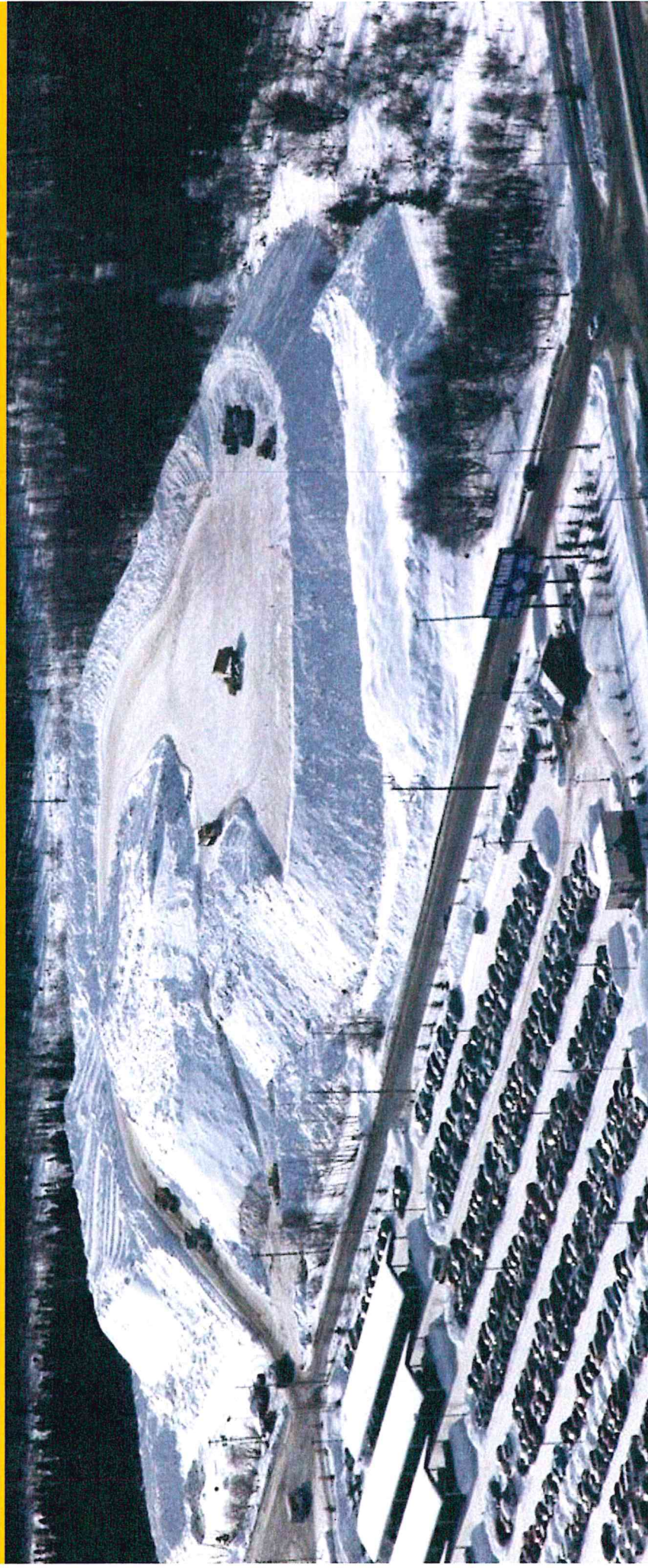
- In response to Cathy Gleason, a community member stated that even if the project doesn't conform to existing plans, storing snow is a critical need for the city. Cathy Gleason responded that she understands but the various plans required a lot of work by many people.
- Josie Wilson explained that she and the project team kept track of the comments in the chat box and provided her contact information: 907-644-2030 or email info@westanchoragesnow.com.
- SLCC President, Parker Haymans, stated that many areas in the SLCC experienced significant structural damage during the November 2018 earthquake. He explained that the Sand Lake area is underlain with saturated fine grain sand material and has an inherent risk of liquefaction during earthquake events. He stated that this consideration should be incorporated into the design to prevent impacts to residences and business.

51

West Anchorage Snow Disposal Project

PM&E Project No. 19-01

Sand Lake Community Council Presentation March 8, 2021





What is the Snow Disposal Project?

MOA has selected a new snow disposal location in order to meet long-term use, permitting requirements, and current water quality standards.

March 8, 2021



Sand Lake Community Council Presentation



Site Selection Process

West Anchorage Snow Disposal Project



The Final Site Selection Study can be found at westanchoragesnow.com.



Selected Location: Connor's Bog

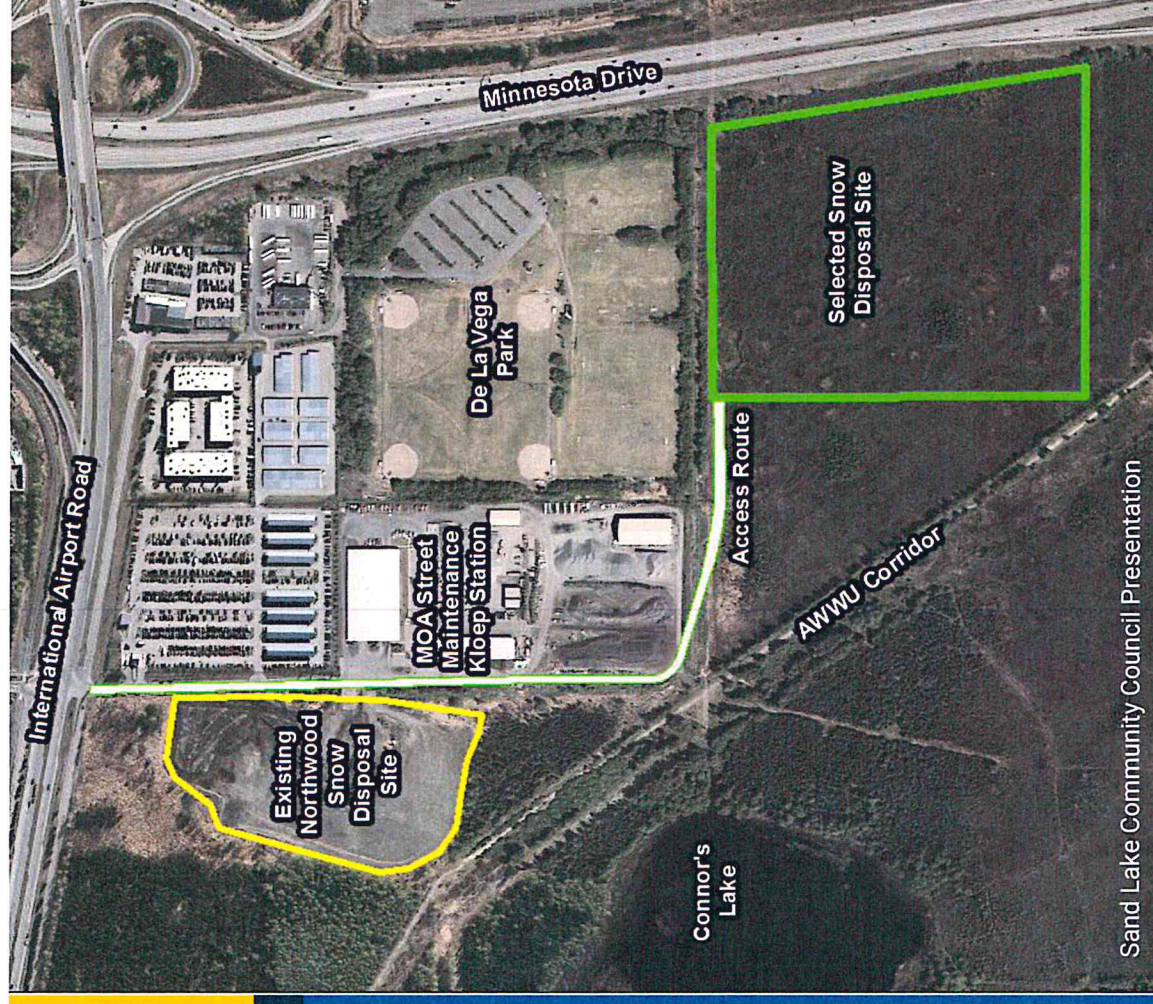
Advantages:

- Low impact on residents and neighbors
- Sufficiently sized and available for use
- No operational restrictions
- Adequate receiving waters

Considerations:

- Requires filling a portion of the Connor's Bog wetlands

March 8, 2021





Upcoming Permitting Steps

West Anchorage Snow Disposal Project

1

Rezoning

Classification change from Transitional (TR) to Public Lands and Institutional (PLI)

2

Comprehensive Plan Amendment

Anchorage 2040 Land Use Plan Map

3

Approval for Other Municipal Use of Dedicated Park Land

0.2 acres for the access road

4

Variances of Title 21 and Municipal Design Criteria

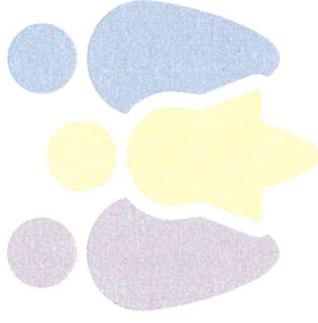
As identified in the Design Study Report

5

Conditional Use Permits

Land Reclamation and Snow Disposal Site

March 8, 2021





Schedule

West Anchorage Snow Disposal Project

Construction is planned for 2022 pending funding and permitting approvals.

PROJECT SCHEDULE	2019	2020	2021	2022
Data Collection				
Site Selection				
Permitting				
Field Work / Design				
Construction				
Public Involvement				



We Are
Here



Indicates Public Open House

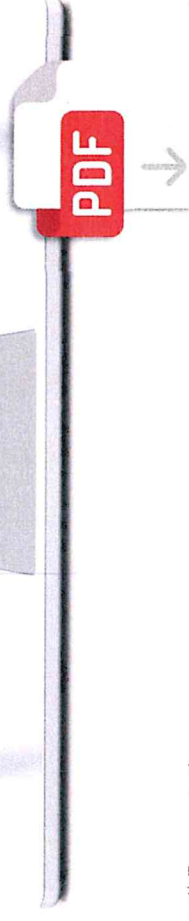
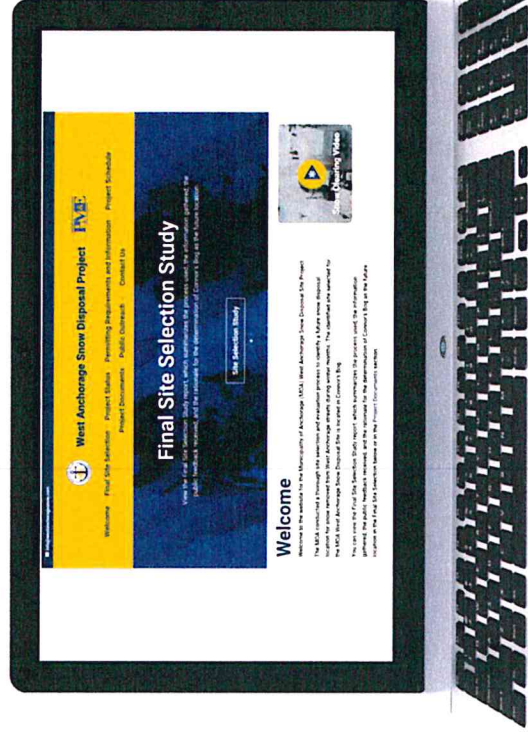


Find more information

West Anchorage Snow Disposal Project

Visit the project website for more
information and to download
project documents!

westanchoragesnow.com





Questions?

West Anchorage Snow Disposal Project

Melinda Tsu, P.E.,
Project Manager

Julie Makela, P.E.,
Project Administrator



info@westanchoragesnow.com



www.westanchoragesnow.com



(907) 644-2030



West Anchorage
Snow Disposal Project
2525 C Street, Suite 500
Anchorage, Alaska 99503

**West Anchorage
Snow Disposal Project
Project Update Presentation
at the Sand Lake Community
Council Meeting**

**Please Join Us!
Monday, March 8, 2021
at 6:30 PM**

<https://zoom.us/j/97234548960>



Scan me with
a camera
on your
smartphone!



West Anchorage Snow Disposal Project



The MOA conducted a thorough site selection evaluation process to identify a future snow disposal location for snow removed from West Anchorage streets during winter months. The identified site selected for MOA West Anchorage Snow Disposal Site is located in Connor's Bog.

Please join the project team at the Sand Lake Community Council Meeting for a project update presentation which will contain the next steps of the new site's zoning process.

Visit www.westanchoragesnow.com for project information. You can also contact the project team by email at info@westanchoragesnow.com or by phone at (907)644-2030.

Project Management and Engineering No. 19-01



APPENDIX B

West Anchorage Snow Disposal Site Selection Study



West Anchorage Snow Disposal

Site Selection Study



February 2021

PROJECT MANAGEMENT
PM&E
ENGINEERING



Executive Summary

The Municipality of Anchorage (MOA) has identified the need for a long-term, reliable solution to snow disposal for West Anchorage. This site selection study summarizes the process to identify a new snow disposal site, public involvement, site options, site screening criteria, and the reasoning behind the proposed site selection.

The snow disposal site that currently serves West Anchorage is located on land owned by the State of Alaska and managed by the Ted Stevens Anchorage International Airport (TSAIA). Snow storage needs often surpass site storage capabilities. Options to increase capacity at the existing site are limited and site improvements are necessary to meet current water quality standards. In order to make these improvements, MOA and PM&E need a long-term solution for snow storage in this area and a cost-effective alternative to the current ad hoc lease arrangement. This study's goal is to find a site that the Municipality can own, and where development and investment in state-of-the-art water treatment will pay off in perpetuity.

Three initial criteria were set for selection of a new snow disposal site based on research of existing MOA snow disposal sites, published regulatory legislation, guidance documents, and conversations with managers and operators at the Maintenance and Operations (M&O) and Project Management and Engineering (PM&E) Departments. The initial criteria were:

- A minimum of 10 acres of unused land, and ideally at least 15 acres;
- Located within the West Anchorage Snow Disposal Service Area; and
- Located on undeveloped, vacant land.

Nineteen sites within the West Anchorage Snow Disposal Area were found to meet these three basic criteria. Once these sites were identified, the following criteria were used to narrow the possible sites to those feasible for snow disposal:

- Located to allow 24-hours-a-day, 7-days-a-week (24/7) operation;
- Zoned in an area that will allow snow disposal;
- Provides site access along larger collector or arterial roads; and
- Available for long-term lease, purchase, or otherwise available for permanent use.

In addition to the initial site selection criteria, the following additional factors were considered in the final site selection evaluation:

- Receiving water capacity for snow melt runoff;
- Impacts on neighborhoods and surrounding residential areas;
- Impacts on wetlands;
- Impacts on park lands; and
- Permitting requirements.



After the secondary site evaluation, two primary sites were identified for further examination: Site 5 (Connor's Bog Site), and Site 9 (Strawberry Bog Site).

MOA conducted public outreach to engage, inform, and gather comments from the public about the Connor's Bog and Strawberry Bog sites as well as the site selection process. Comments from the public centered on adhering to zoning to minimize impacts to residential areas, as well as the visual and hydrological impacts of snow disposal.

After analysis of all factors, Site 5: Connor's Bog Site was determined to most closely meet the snow disposal site criteria for the future West Anchorage Snow Disposal location. Analysis findings included:

- The Connor's Bog Site would have minimal impacts on residents and neighbors, while allowing for 24/7 operation. This criterion is the most important aspect required for efficient snow disposal in West Anchorage.
- The estimated additional cost of day-restricted operations is \$240,000 per year over the cost of unrestricted 24/7 operations.
- Both sites meet many of the criteria for selection: adequately sized, available for use, and adequate receiving water for snow melt runoff.
- Both sites are located within Class A wetlands, so an extensive permitting effort is expected.
- In contrast, the Strawberry Bog Site would be located near an existing and growing residential area. Truck routes to the Strawberry Bog Site may have to be routed through residential areas. The proximity to neighborhoods and access routes could require operational restrictions on the Strawberry Bog Site, making it less desirable for snow disposal use.

In conclusion, after detailed site analysis and public feedback, Connor's Bog has been identified as the more ideal snow disposal site.

The Connor's Bog site features minimal impacts to residential areas, operational advantages, suitability for storing snow and handling melt water, and fitness based on other factors. The site will be subject to a stringent permitting process and regulation driven design standards.



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Appendix A: Snowfall Records 2004–2020

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Acronyms and Abbreviations

24/7	24-hours-a-day, 7-days-a-week
AMC	Anchorage Municipal Code
AWWU	Anchorage Water and Wastewater Utility
CWA	Clean Water Act
DOT&PF	Alaska Department of Transportation and Public Facilities
JD	Jurisdictional Determination
M&O	Maintenance and Operations
MOA	Municipality of Anchorage
PLI	Public Lands and Institutional (zoning)
PM&E	Project Management and Engineering
TR	Transition (zoning)
TSAIA	Ted Stevens Anchorage International Airport

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1. Introduction

The Municipality of Anchorage (MOA) Maintenance and Operations (M&O) Department maintains the majority of the streets in the Anchorage Bowl. A major winter maintenance activity is the removal and disposal of snow from these streets. Snow removed from streets is deposited in one of eight snow disposal sites scattered throughout the city, each serving its adjacent area. The MOA has identified a need to replace the Northwood Snow Disposal Site (Northwood Site) that currently serves the West Anchorage snow service area. The MOA Project Management and Engineering (PM&E) Department is administering the West Anchorage Snow Disposal Project and has contracted with HDR to select a location for, permit, and design a replacement for the Northwood Site. This site selection study identifies and makes recommendations of potential sites that meet M&O's needs for snow disposal.

The Northwood Site is located on State of Alaska-owned land controlled by Ted Stevens Anchorage International Airport (TSAIA) adjacent to the M&O Kloop Station maintenance facility south of International Airport Road on Northwood Drive. The Northwood Site serves most of the western portion of the Anchorage Bowl. Figure 1 shows the boundaries of the West Anchorage Snow Service Area (Service Area) as provided by M&O. M&O is responsible for snow collection on most neighborhood and collector streets within the area shown in red. Larger arterial roads such as Dimond Boulevard, Minnesota Drive, Jewel Lake Road, and International Airport Road are maintained by the State of Alaska Department of Transportation and Public Facilities (DOT&PF). In some years when there is a significant snowfall, Anchorage School District schools may also use the Northwood location for depositing snow.

The MOA currently rents the Northwood Site from TSAIA on a year-to-year basis. Because of increasingly stringent State of Alaska water quality regulations, PM&E has identified a number of improvements to the Northwood Site that are necessary for the long-term operation of the site. In order to make these improvements, the MOA must purchase or negotiate a long-term lease for the property. Unfortunately, the lands containing the Northwood Site are not available to the MOA for permanent use. As of June 2020, MOA PM&E and M&O began the process to identify the best alternative location for snow disposal in West Anchorage. This study is the culmination of that process.



West Anchorage Snow Disposal Project

PROJECT MANAGEMENT
PME
ENGINEERING

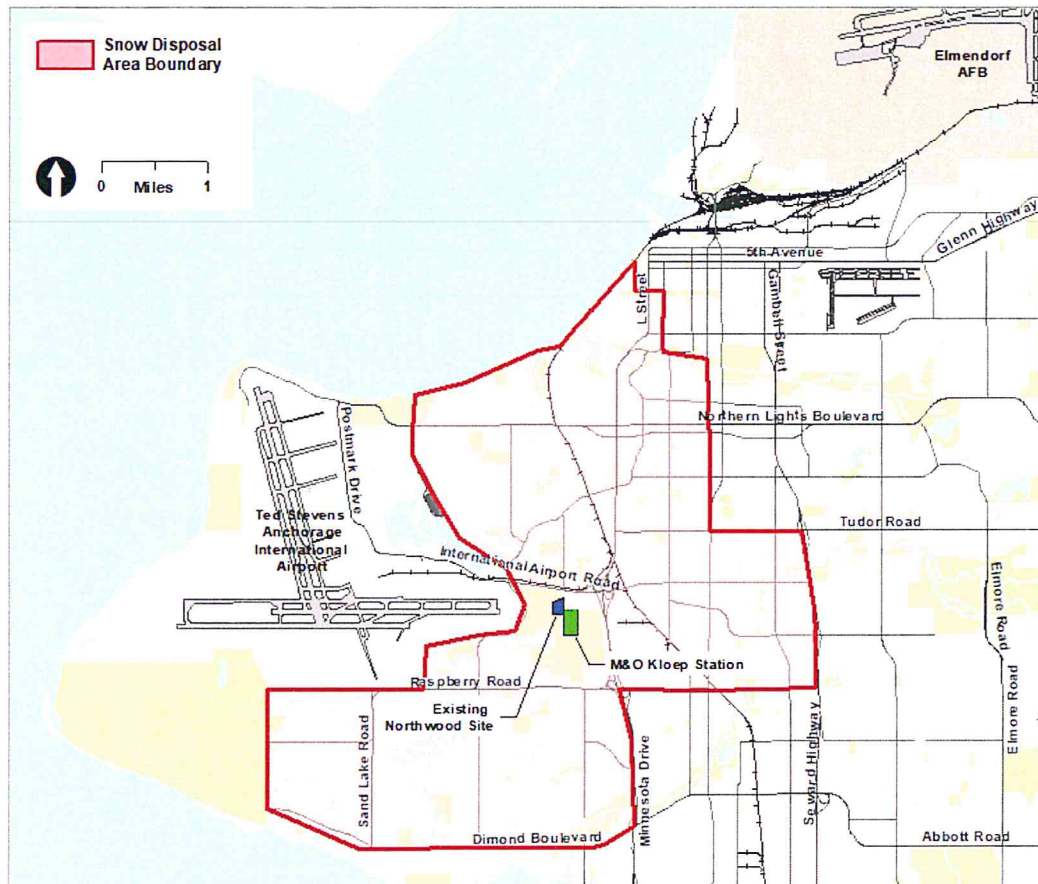


Figure 1. West Side Snow Disposal Service Area



2. Background

To guide the site selection, background information was gathered on the status of existing snow disposal sites in Anchorage, recent snow hauling data from all sites, detailed haul data from the Northwood Site, snowfall records, regulatory and guidance documents, and interviews with M&O and PM&E staff. This information was used to determine the priority site characteristics for a snow disposal site and develop criteria for the conceptual replacement design.

2.1 Snow Haul to the Existing Northwood Snow Disposal Site

The existing Northwood Site contains 9 to 12.5 usable acres depending on TSAIA's annual alternative needs for the site and the negotiated lease agreement. The West Anchorage service area is 14.4 square miles (Figure 1) and currently accepts approximately 20 percent of the snow gathered from MOA-maintained streets in the Anchorage Bowl. Conversations with M&O staff have indicated that in large snow years 12.5 acres is insufficient for the collection area, and 9 acres is inadequate even in low snow years. During the 2019–2020 snowfall season, with a 9-acre lease and 115 percent of normal snow fall, M&O was forced to truck West Anchorage snow to other sites. This resulted in additional trucking costs and decreased levels of service, which included snow hauling delays and additional snow left on the sides streets and in the middle of cul-de-sacs.

In an average snow year, approximately 10,500 truckloads of snow are brought to the Northwood Site. At the extreme, (2011–2012 had 175 percent of the average snowfall), approximately 18,500 truckloads went to the Northwood Site. The resultant snow pile was 40 feet high, 10 feet higher than the design height limitation dictated by water quality parameters. The result is shown in Figure 2. See Appendix A for snowfall records from 2004 to 2020 and the calculations for snow truckloads delivered to the Northwood Site.



Figure 2. Northwood Site in 2011–2012



2.2 Neighboring Snow Disposal Sites

The Northwood Site service area is bounded on the south and east by five other snow service areas, shown in Figure 3: Commercial Drive, Sitka Street, Tudor Road, Spruce Street, and C Street Site. All of these adjacent sites are already at or near capacity. This means that a loss or reduction in snow disposal capacity in West Anchorage cannot be adsorbed by the adjacent sites. A replacement site for West Anchorage needs to have capacity similar to or greater than the Northwood Site in order to effectively meet West Anchorage's snow disposal needs.

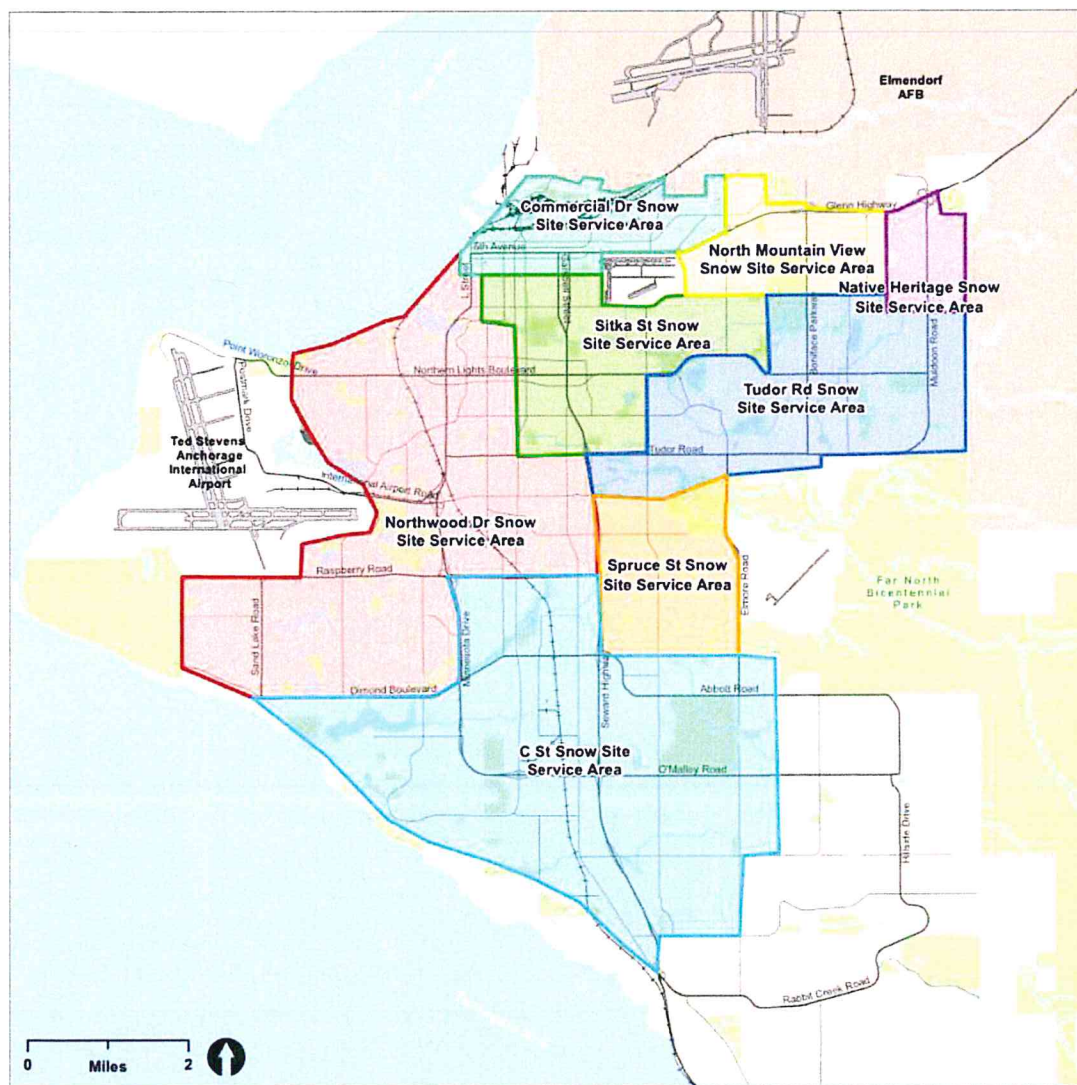


Figure 3. Anchorage Snow Disposal Service Areas



2.3 Site Design and Selection Guidance Documents

Anchorage Municipal Code (AMC) Title 21, Land Use Planning, sets criteria for public facility site selection in general and for snow disposal sites in specific. Section 21.03.140 governs public facility site selection, and snow disposal sites are identified as public facilities in Section 21.03.140B.1.f. Snow disposal site standards are found in Section 21.05.060E.8. New snow disposal sites must conform to these regulations or seek waivers.

In addition to Title 21, snow disposal requirements are governed by the *2017 Anchorage Stormwater Manual* published by the Watershed Management Services. Additional documentation for management of snow disposal can be found in the *Anchorage Street Deicer and Snow Disposal: 2003 Best Management Practices Guidance*, the *2013 Evaluation of Anchorage Snow Disposal Sites*, the *Anchorage Storm Water Treatment in Wetlands: 2001 Progress Report*, and other related publications from the MOA, State of Alaska, and research institutions. These documents guide both the site selection process and the design of snow sites. A list of documents used for reference and guidance in the site selection, design, and conceptual layout, with brief notes on the information provided, is included in Appendix B.

2.4 Site Characteristics and Site Requirements

Important characteristics and site requirements are determined based on population growth expectations, M&O operational needs, public input, regulatory legislation, and guidance documents. The primary guiding characteristics for site selection are location, operational flexibility, size, zoning/comprehensive planning, access, and availability.

2.4.1 Site Location

Based on conversations with PM&E and M&O, and the analysis of adjacent snow disposal sites discussed above, the site should be located within the Service Area. Snow haul to sites outside the service area has a significant impact on efficiency, costs, and level of service.

2.4.2 Operational Flexibility

M&O and PM&E emphasized the importance of 24-hours-a-day, 7-days-a-week (24/7) operations, especially in the West Anchorage Snow Disposal Service Area. Municipal sites with operational restrictions are difficult to use during periods of high snowfall, when night operations are limited because of noise impacts on adjacent neighborhoods. A lack of operational flexibility will hinder M&O's ability to move snow efficiently and is considered a major flaw of any potential new site. Night operations are preferable for hauling snow off main roads, as there is less traffic on the roads. This allows plows, rotaries, and trucks to operate with additional safety and efficiency. Night operations are more efficient for two reasons. The primary reason is the difficulty of closing off traffic to allow the use of rotary and haul equipment in the roadway. The other reason is that heavy day time traffic results in slower haul speeds and longer truck cycle times. Night operations are approximately 50 percent more efficient than daytime operations and many major streets can only be hauled at night. As part of the cost analysis that accompanied the selection process, it was



estimated that a site with day only operations restriction would require the rerouting of 55-60% of haul loads to a location with unrestricted operations. An equivalent number of loads would have to be rerouted from an adjacent snow site during day operations to balance snow storage capacity. The estimated cost of this redistribution of hauled loads is approximately \$240,000 per year. This additional annual cost will have a serious impact on the Municipality's ability to clear snow and maintain transportation function.

2.4.3 Site Size

Based on the analysis of other Anchorage snow disposal sites, a full area replacement for the Northwood Site is desirable. Parcels of at least 15 acres are most desirable. Parcels smaller than 15 acres were considered, if adjacent parcels could be combined to reach a total of 15 acres. The 15-acre size leaves adequate area for access roads, berms, water quality structures, screening, and property line setbacks.

2.4.4 Site Zoning and Comprehensive Plan

The site must have appropriate zoning for a snow disposal site per Title 21. Many zoning districts allow snow disposal use with conditional use permitting or rezoning. Sites zoned for industrial, commercial, and public lands and institutional (PLI) use and transition zoning (TR) are preferred over residentially zoned areas. The Transitional zoning designation was originally applied to undeveloped parcels with unknown planned usage. It carries some flexibility and allow for rezoning once the use is determined. Sites with TR zoning will require rezoning to move to PLI designation and the current Title 21 conditional use approval process. This process must also look at the current West Anchorage Comprehensive Plan and meet or amend the plan as appropriate.

2.4.5 Site Access

Snow disposal generates a large volume of heavy truck traffic. Close access to collector roadways or higher classification is necessary for operation of the site. Lengthy access routes through residential or sound-sensitive areas need to be avoided for public safety and to minimize neighborhood impacts.

2.4.6 Site Availability and Acquisition

Any proposed site must be available for use by the MOA. MOA-owned properties are generally preferable over privately owned sites, as there is no direct site acquisition cost. While MOA-owned sites may also have value for alternative uses, some have lower suitability for other uses that include buildings or other facilities requiring foundations. Sites reserved for future use or with anticipated acquisition issues should be avoided.



3. Site Selection Process

The site selection process used the desired characteristics discussed above to identify possible snow disposal sites in West Anchorage. The first step in the process was to identify large vacant land parcels within the West Anchorage service area. Once an inventory was developed for initial site identification, each was evaluated based on desired characteristics to define the most suitable sites for further analysis. These were then evaluated at a deeper level, and a recommendation was made based on the relative merits and risks of each parcel.

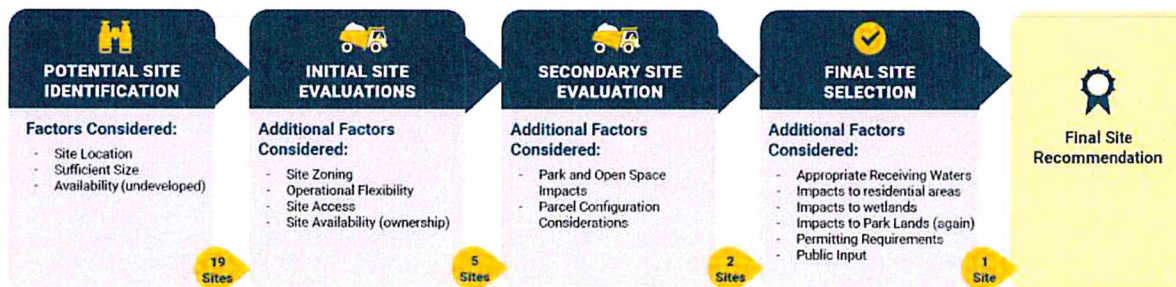


Figure 4. Site Selection Process

3.1 Public Outreach Efforts

The project team used a variety of outreach methods to engage and inform the public regarding the West Anchorage Snow Disposal Project and to obtain feedback on the site selection process. Several opportunities for the public to provide input and feedback were provided as part of the selection process. An online open house with an opportunity to chat live with the project team was held to solicit and identify potential public concerns. Postcards were mailed to residents in the West Anchorage area notifying them of the opportunity to participate in the process. The public submitted comments by phone, email, during Community Council meetings, through the online open house, and during the virtual public meeting. Comments received focused on zoning guidelines and the site's aesthetic and environmental/hydrological impacts.

The Public Outreach Summary (Appendix C) includes a description of public outreach tools, implemented outreach strategies, outreach results, and comments received. This public input was taken into consideration during the development of site selection criteria and evaluation.

3.2 Potential Site Identification

Possible snow disposal sites were selected using the MOA Geographic Information System database by comparing available, undeveloped parcels within the snow disposal collection area with the site size and location requirements discussed in Section 2.4. A first round of 19 sites met the initial screening criteria. Figure 5 shows the locations and site numbers of these 19 initial sites. A full list of these sites is included in Appendix D.

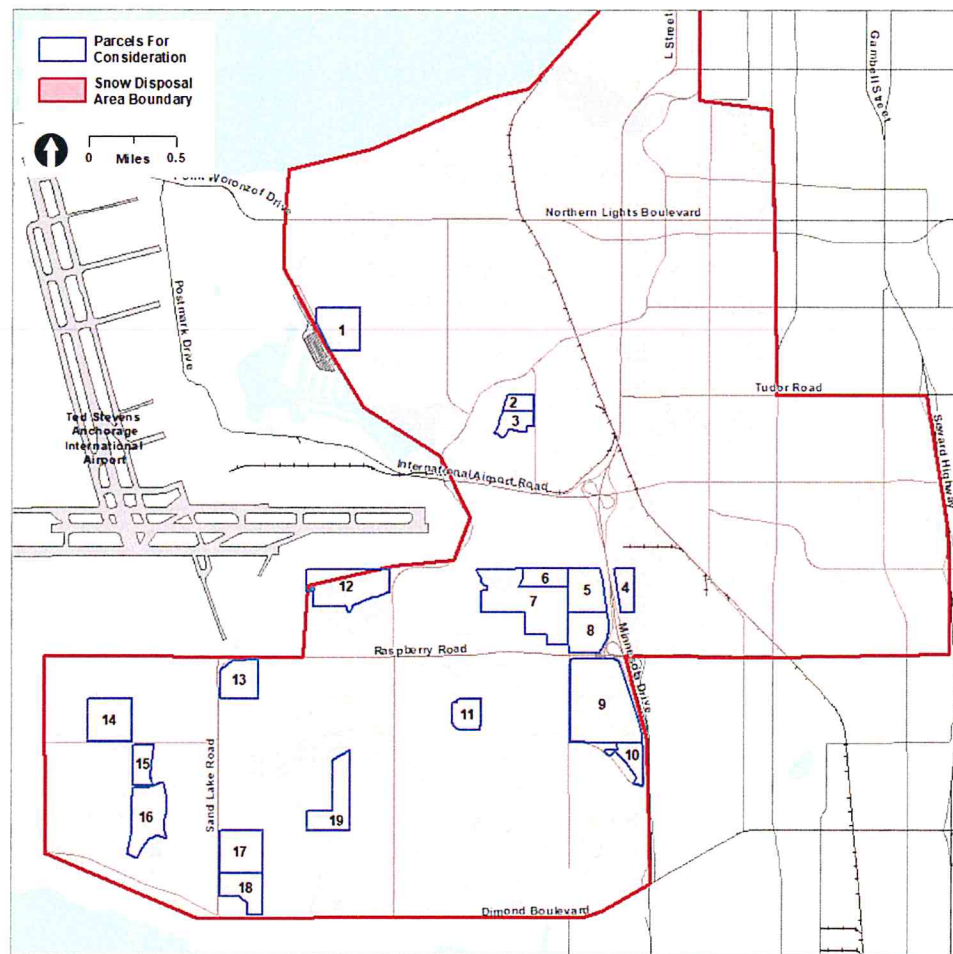


Figure 5. Initial Parcels Identified for Consideration

3.3 Initial Site Evaluation

After the initial identification, the 19 sites were further evaluated against four desired characteristics. Each site was given a rating of 1 through 3 for each characteristic:

- 1 = site was unacceptable for this characteristic
- 2 = site was neutral for this characteristic
- 3 = site was preferable for this characteristic

Sites with a rating of 1 for any of the four characteristics described below were eliminated from consideration.

- **Site Zoning:** Appropriate zoning for the subject lot and surrounding lots. Residentially zoned lots received a rating of 1. Sites that would likely require a conditional use permit received a



rating of 2. Lots with no restrictions were given a rating of 3. None of the initial sites were rated as 3.

- **Operational Flexibility:** Ability to operate 24 hours a day. Sites that were certain to have operational restrictions were rated as 1. Sites that had some risk of operational restrictions being put in place were rated as 2. Sites that would likely have zero operational restrictions were rated as 3. This parameter was guided to some extent by the results of public outreach feedback.
- **Site Access:** Access to collector or arterial roads. Sites with access routes that travel extensively through residential neighborhoods received a rating of 1. Sites with some access to collector or arterial roads were rated as 2. Sites that had good access to collector or arterial roads were given a rating of 3.
- **Site Availability:** Site owned by the Municipality or suitable for purchase or lease with no stated future plans for the parcel. Undeveloped parcels that appear to have current uses such as gravel pits or storage yards or had similar contractual concerns as the existing Northwood site received a rating of 1. Sites with some existing usage or that may have difficulty obtaining a lease or purchase were rated as 2. Sites with limited to no existing usage received a rating of 3.

Table 1 displays the results of the initial evaluation of the 19 parcels.



Table 1. Initial Site Evaluation Matrix

Site	Owner	Site Size (acres)	Zoning	Site Zoning	Operational Flexibility	Site Access	Site Availability	Reason For Elimination
1	State of Alaska - TSAIA	35.7	TR	2	3	1	1	Restricted Access
2	Universal Financing Corp	10.0	R-3 SL	1	1	2	2	Zoning Restrictions
3	MOA	15.1	R-1	1	1	2	2	Zoning Restrictions
4	Chugach Electric	15.4	TR	2	3	3	1	Site Unavailable
5	MOA MOA 5501	32.0	TR	2	3	3	3	
6	MOA MOA 5501	17.3	TR	2	3	2	3	
7	MOA Heritage Land Bank	86.8	PLI	2	3	2	2	
8	MOA Heritage Land Bank	31.8	PLI	2	3	2	3	
9	MOA Heritage Land Bank	108.9	PLI	2	2	3	3	
10	MOA Heritage Land Bank	15.4	R-4	1	1	2	2	Zoning Restrictions
11	MOA MOA 5501	18.1	PLI	2	1	1	1	Operational Issues
12	State of Alaska - TSAIA	57.2	PLI	2	2	2	1	Site Unavailable
13	State of Alaska - TSAIA	29.3	PLI	2	2	2	1	Site Unavailable
14	Opal Investments	38.5	R-1	1	1	2	2	Zoning Restrictions
15	MOA - Parks & Rec	16.5	R-2A SL	1	1	1	2	Zoning Restrictions
16	MOA School District	41.8	R-2A SL	1	1	1	1	Zoning Restrictions
17	Anchorage Sand & Gravel	39.0	R-1A	1	2	3	2	Zoning Restrictions
18	Anchorage Sand & Gravel	26.9	R-1A	1	2	3	2	Zoning Restrictions
19	MOA Heritage Land Bank	38.8	R-1	1	1	1	1	Zoning Restrictions
Legend:				Unacceptable Characteristics		Neutral Characteristics		Preferable Characteristics

Note: PLI = public lands and institutional; R = residential; TR = transition

3.4 Secondary Site Evaluation

After the initial site evaluation, five sites (Sites 5, 6, 7, 8, and 9) were identified for secondary evaluation. These five sites are all located west of Minnesota Drive on either side of Raspberry Road. Sites 5 through 8 are parcels within the Connor's Bog area and Site 9 is located in the Strawberry Bog area (Figure 6). All considered sites are shown in the West Anchorage District Plan, Anchorage 2020 Comprehensive Plan and the Anchorage 2040 Land Use plan as park and natural open space/resource land use. The secondary evaluation process narrowed the 5 remaining sites to 2 candidates based on impacts to current and planned park and open space uses as discerned from comprehensive planning, public input, and use patterns. Also considered are usable space and configuration considerations

- **Park and Open Space Impacts:** Sites 6 and 7 were eliminated from consideration due to the large number of official and social trails branching off of the Anchorage Water and Wastewater Utility (AWWU) sewer easement trail used as the main thoroughfare through Connor's Bog Park. Much of the recreational use of Connor's Bog Park is on the easement



trail and to the south and west of the trail. Development of either of these two sites would have a large impact on both the recreational users of Connors Bog and the wildlife in Connor's Lake. Both sites are on designated park lands. Sites 5 and 9 both have less recreational use and are not on designated park lands.

- **Parcel Configuration Considerations:** The sewer easement bisects Site 8, and the geometry of the lot and location of the easement within the lot would make access to a snow disposal area and security of the site difficult. Of the sites located within the Connors Bog area, a snow disposal site located at Site 5 is clearly the preferred option. Site 5 has little recreational traffic, offers straightforward site access through the M&O Kloop Station complex, and could be easily secured from unauthorized entry. Site 9 in Strawberry bog also has few configuration constraints and was also retained for final evaluation.

The elimination of Sites 6, 7, and 8 left two sites for analysis and evaluation:

- Site 5: NE Connor's Bog Site
- Site 9: NE Strawberry Bog Site

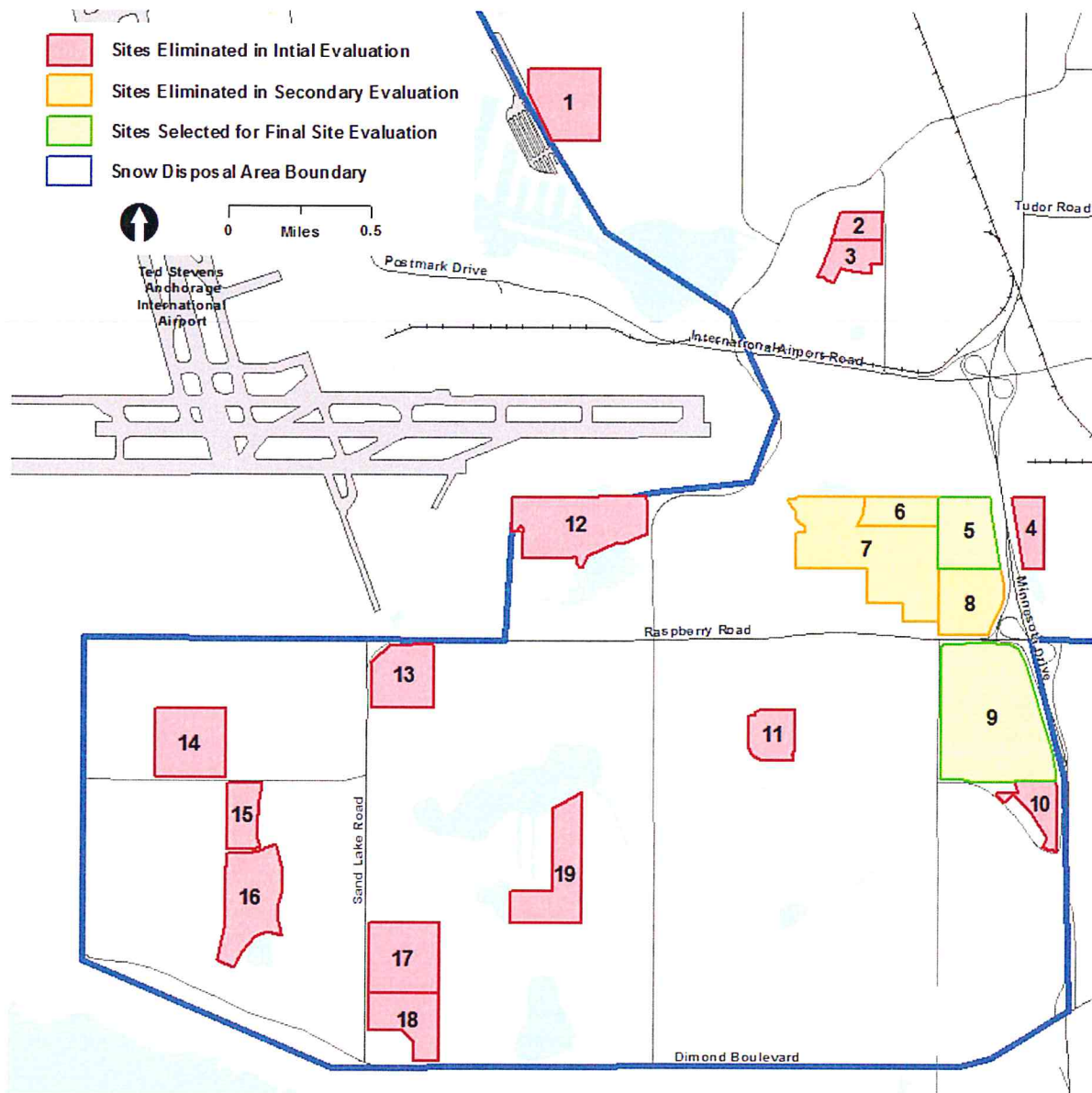


Figure 6. Final Site Evaluation Results



3.5 Final Site Evaluation

In order to make a final site selection recommendation, a thorough evaluation of the two remaining sites was performed that covered in more detail the factors considered in the initial evaluation: site zoning, operational flexibility, site access, and site availability (see Section 3.3); and secondary evaluation (see Section 3.4).

In addition to these four factors, five others were added to the final evaluation based on the public outreach feedback described in Section 3.1. The additional factors are described below.

- **Access to Appropriate Receiving Waters.** Snow disposal sites generate significant snow melt runoff that needs to be processed and disposed of into an appropriate receiving water. Any site selected for consideration should be able to receive a large amount of snow melt discharge. Sites should be avoided where snow melt runoff could raise water tables, impact existing infrastructure, or be deposited in areas that containing closed lakes or wetland systems unable to retain large amounts of water.
- **Potential Impacts to Neighborhoods and Residential Areas.** Snow disposal sites can have potential impacts to residents that include noise from snow dump trucks and machinery, nighttime glare from site lighting, air quality from dust, and visual impacts of the actual snow mounds and displaced trash. Some of these impacts can be mitigated with natural or constructed landscape buffers. Sites with numerous residents in proximity or trucking routes that pass through residential neighborhoods should be avoided to the maximum extent possible.
- **Potential Impacts to Wetlands.** Both potential sites are within mapped wetlands in the *Anchorage Wetlands Management Plan*. Both sites contain significant areas of Class “A” wetlands. Class A wetlands perform at least two significant wetland functions. The *Wetlands Management Plan* states that “‘A’ wetlands are considered most valuable in an undisturbed state, as most uses or activities, especially those requiring fill, negatively impact known wetland functions.” Class A wetlands are not to be altered or otherwise disturbed in any manner, except for projects that are in the public interest. The site selection process must show that snow disposal is in the public’s best interest and other large undeveloped upland parcels meeting the site facility requirements are not available.
- **Impacts to Park Land Use and Park Designations.** Sites located in designated park land would require approval from the Parks and Recreation Commission, Planning and Zoning and the Municipal Assembly prior to construction. Construction that limits current common park usage should be avoided.
- **Permitting Requirements.** Development of a snow disposal site requires extensive permitting from local, state, and, likely, national entities. Sites should have a clear path forward through permitting to be viable.



The following sections include an evaluation of the two remaining sites based on the above criteria. Conceptual layouts of snow disposal facilities on each site are also presented. Results and a summary of the comparison are provided in Section 4.

Conceptual designs were based on research of guidance documents and desired site characteristics. These conceptual layouts ensured that the sites have sufficient area and orientation for effective snow disposal. The layouts were developed using site area footprints for snow storage, water quality structures, access routes, required screening, and operations areas. They depict potential siting within the bounds of the individual parcels and are shown as concepts for planning purposes only. All are subject to further refinement based on delineation of wetlands, utility conflicts, traffic flow analysis, visual screening, and public input.

The Connor's Bog Site and the Strawberry Bog Site would both require the construction of a new snow disposal site of similar size with similar wetlands impacts. The total construction costs for both sites would be roughly similar. As both sites are on MOA-owned parcels, there would be no site acquisition costs. Since the total project costs for both sites would be similar, development, and operational costs, although considered, were not included in the evaluation below.

3.5.1 Site 5 – Connor's Bog Site

This site is located south of Javier De La Vega Park and west of Minnesota Drive. The land is owned by the MOA and currently managed by the Parks and Recreation Department. The total parcel size is 32 acres located in Class A wetlands. The snow disposal pad would be best located at the north end of the parcel where the elevation is slightly higher than at the south end, and access is feasible utilizing existing easements from the M&O Kloep Station facilities. Development would involve construction of a fill pad, improvements to the access road to separate snow haul truck traffic from the existing operations areas, extension of an access road along the section line easement, a perimeter berm, fencing, and water quality structures. Melt water would be discharged into the wetlands of Connor's Bog and Connor's Lake. Figure 7 shows a conceptual layout for Site 5. Details of the selection parameters are described here:

Site Access

Access to the site would be off International Airport Road, a designated expressway, and through the existing M&O Kloep Station facility. This is identical to the access route for the existing Northwood Site. Access to Site 5 would require an extension of the access road beyond the Kloep Station facility and would require to separation of snow hauling traffic from the Kloep Station employee parking areas. Small incursions into designated park land south of the Kloep parcel are anticipated to accommodate existing CEA power poles in the section line easement. The development of Site 5 will result in no change to the existing traffic flow on public streets.

Zoning

This site is zoned within the TR district. This designation was initially developed in the 1960s as the unrestricted zoning district for parcels that were not expected to be developed in the near future.



Development of Anchorage has filled in areas previously thought to be undevelopable and many of these lands have been rezoned over time. Parcels zoned TR as of January 1, 2014, are subject to the land use regulations in effect prior to the 2014 Title 21 rewrite until they become rezoned. As part of Connor's Bog, this site, although zoned as TR, is managed by the Parks and Recreation Department. The development of a snow disposal site in a TR-zoned parcel is allowed as a permitted use (AMC 21.40.240 of the old code). Should a rezone of this area occur, this land would likely be zoned within a PLI district, similar to the parcels to the south (Site 8), west (Site 7), and north (De La Vega Park). The development of a snow disposal site on a PLI-zoned land is allowed as a conditional use (AMC 21.05.010). Snow disposal sites, regardless of zoning district, must undergo a public facility site selection review (AMC 21.03.140).

In TR zoning districts, there is no height restriction for snow disposal. For PLI-zoned parcels, the maximum height is 45 feet (AMC 21.06.020.C). Conditional use standards for snow disposal sites set the maximum height of snow piles at 35 feet when within 500 feet of a residential district (AMC 21.05.060.E.8.b.II.B). As there are no residential areas within 500 feet of the proposed site location, this additional restriction does not apply. Based on past records of snowfall and snow disposal in West Anchorage, it is unlikely that a properly sized snow disposal site would exceed 35 feet of height in most snow years.

The parcel is large enough compared to the necessary site layout that most setback requirements (AMC 21.05.060.E.8.b.II.C) should not be an issue.

Operational Flexibility

Access to Site 5 is the same as access to the existing Northwood Site. As the new site is farther from residential areas or other noise-sensitive areas, it is unlikely that additional operational restrictions would be put in place on the site. This would allow for 24-hour operations, as are currently allowed at the Northwood Site.

Site Availability

This site is on land owned by the Municipality with relatively low public use. The land is not dedicated park land but is currently managed by the Parks and Recreation Department, which has been receptive to its utilization as a snow disposal site.

Access to Appropriate Receiving Waters

Snow melt from a snow disposal site at Site 5 would be retained within the watershed of Connor's Lake. Melt water would travel through several culverts under the AWWU sewer main easement and into Connor's Lake. Connor's Lake currently receives the melt water from the existing site and is sufficiently sized to receive melt water from a new site.

Potential Impacts to Neighborhoods and Residential Areas

Access to Site 5 would be similar to access to the existing Northwood Site, with some additional routing through the Kloop Station facility. The additional route would be on service roads with no



public traffic. Fencing would be necessary to limit pedestrian access to the disposal site both from Connor's Bog off-leash dog area and Javier De La Vega Park, and exposure of the public to noise or other nuisances would be similar to the present condition. There would be no change in existing traffic patterns during snow disposal, and there would be limited increased exposure of the public to noise or other nuisance.

Potential Impacts to Wetlands

Site 5 is located in mapped Class A wetlands and will impact those wetlands. The pad development, access road, perimeter berm, and water quality structures may require approximately 17.3 acres of fill in Class A wetlands. Class A wetlands are the highest value wetlands within the MOA (see Section 3.5).

The primary wetland functions and values that would be impacted at this site include storm water retention, nutrient retention and transport, wildlife and fish habitat, and recreation. Connor's Bog provides a significant source of storm water storage and water quality filtering in West Anchorage. This freshwater wetland and lake complex also provide an important habitat oasis in an otherwise urban landscape. The diversity of plant life at the site provides habitat for small mammals, moose, and many species of migratory birds. At least 83 species of birds have been recorded in the area, including nesting Pacific loons.

On the plus side these hydraulically disconnected wetlands and the included Connor's Lake accrue significant benefit from the existing Northwood snow site. Melt water from this facility have helped to maintain wetland and aquatic habitat function in this area for several decades. Melt waters from the proposed site will continue to provide this much needed hydration to maintain the wetland functions of the remaining areas of Connor's bog. This is not intended to downplay the impact of the new fill site, but many other wetland areas of the municipality are slowly reverting to upland vegetation and function as they become disconnected from historic water sources.

Impacts to Park Land Use and Park Designations

While Site 5 would be located on land managed by the Parks and Recreation Department, the site is not designated park land. However, a very small portion of the access road to Site 5 needs to be located on designated parkland and would require approval from the Parks and Recreation Commission, Planning and Zoning Commission, and the Municipal Assembly prior to construction.

Adjacent to Site 5 is Javier De La Vega Park, which hosts soccer and baseball games during summer, along with other park uses. Visual impacts to users of Javier De La Vega Park and drivers along Minnesota Drive would be partially mitigated by existing and project-installed buffers of trees to block the sightlines of the remnant melting snow. Javier De La Vega Park sees lower use in winter, so dumping and hauling activities would have less impacts on park users during that season.

Site visits after winter snowfall events suggest that the northeast corner of Connor's Bog has lighter use compared to the areas west of the AWWU corridor. Summer use is minimal due to the lack of trails and spongy wetland footing. In summary, the impacts to users of Connor's Bog, and Javier De La Vega Park while not insignificant is expected to be limited and efforts for mitigated will be



integrated into design features and other impact alleviations. The existing Northwood site is closely adjacent to the main corridor into Connor's Park. This intrusion will be removed or lessened by moving the snow site further from the more intense dog park use areas and providing vegetation buffers.

Permitting Requirements

The Connor's Bog Site is not located on designated park land and would not require Parks and Recreation Department approval. The municipal Planning and Zoning Department is recommending that the parcel if used be rezoned from TR to PLI and the Anchorage Comprehensive Plan be amended to allow the use of this parcel as a snow site. Development of this site will require a Municipal Conditional Use and Land Reclamation Permit, including waivers from several snow disposal site Design Criteria. This site would also require a Jurisdictional Determination (JD) from the U.S. Army Corps of Engineers under the Clean Water Act (CWA) Section 404 (outcome of JD would determine if wetlands permitting and mitigation would be required under the CWA), a Stormwater Discharge Permit from Alaska Department of Environmental Conservation, a sign-off from PM&E Watershed Management, fill and grade permits, and utility agreements. These permits will require significant effort, but all should be obtainable.

Site Summary

Site 5: Connor's Bog Site is a very desirable snow disposal site. It meets most of the criteria for a snow disposal site and has few drawbacks. The site would have low to no impact on residents and neighbors, is sufficiently sized and available for use, will have no operational restrictions, and has adequate receiving waters. The concerns pertaining to the Connor's Bog Site are the required changes to the Comprehensive Plan, rezoning requirements, park user impacts, wetlands fill and its location on Class A wetlands. Figure 7 shows a conceptual design drawing of the Connor's Bog Site.



Figure 7. Site 5: Connor's Bog Site Conceptual Design



3.5.2 Site 9 – Strawberry Bog Site

This site is located south of Raspberry Road and between Northwood Street and Minnesota Drive. It is owned by the MOA and managed by Heritage Land Bank. The total parcel size is 109 acres and consists mostly of Class A wetlands. Like Site 5, this site would involve the construction of a fill pad, perimeter berm, fencing, water quality structures, and a new access road. Figure 8 shows a conceptual layout for the site.

Site Access

Access would be from Northwood Drive south of Raspberry Road. All routes to the snow disposal site from the north could be made on collector and arterial routes. Traffic flow to the site may necessitate access from Strawberry Road exit off Minnesota Drive. Strawberry Road is a designated collector route and would require improvement prior to use as access to a snow disposal site. Development of this site will result in a significant change in the amount and flow of traffic in the neighborhood. The entrance to the site would be controlled with fencing and gates to restrict public access.

Zoning

Site 9 is zoned PLI, which allows snow disposal sites as a conditional use (AMC 21.05.010). Similar to Site 5, this site would require conditional use approval and public facility site selection plan approval (AMC 21.03.140). The site is bordered on the west by Northwood Street, which has areas of residential and business-zoned properties to the west. Land use is a mix of business, large apartment complexes, and single family and duplex homes. The placement of the snow disposal site would be outside of the 500-foot separation from residential districts. This would allow for no height restrictions from conditional use zoning regulations for snow disposal sites (AMC 21.05.060.E.8.b.II.B), but the site would be subject to the 45-foot limitation of PLI zoned parcels (AMC 21.06.020.C). As with Site 5, it is unlikely that the height of the snow pile would reach 35 feet.

As mentioned earlier the parcel is shown as park and natural open space in the Comprehensive Plan and change of land use will require an amendment to the Comprehensive Plan. As with Site 5, this parcel is large enough compared to the necessary site layout that most setback requirements (AMC 21.05.060.E.8.b.II.C) should not be an issue.

Operational Flexibility

Due to the proximity to both the residential development on the west side of Northwood Drive and potential trucking routes through a noise-sensitive residential area, as discussed below, operational restrictions may be placed on a snow disposal site at Site 9. The site could be restricted to daytime operations only, which is common at other municipal snow sites in residential settings. This would necessitate trucking night-hauled snow from larger arterial streets to the C Street Site and a similar volume of day-removed snow back to the Strawberry Bog Site. This process would increase the trucking cost and restrict the operational flexibility needed for efficient snow management by M&O.



Site Availability

Site 9 is located on Municipality-owned land outside of any designated park. There is low utilization of the Strawberry Bog area due to lack of trails and presence of wetlands. The site is available to use for a snow disposal site with the correct conditional use permits.

Access to Appropriate Receiving Waters

Snow melt from a snow disposal site at Site 9 would be retained within the watershed of Strawberry Lake. Comparison of historical satellite imagery from the 1950s to the present show that Strawberry Lake has decreased in size over time. Melt water from a snow disposal site at Site 9 could replenish the lake levels. Strawberry Lake eventually discharges into the Campbell Creek drainage. Site 9 has sufficient receiving waters for a snow disposal site.

Potential Impact to Neighborhoods and Residential Areas

The development of Site 9 would result in a major change to the traffic flow and volume in the area. Traffic flow to the site would have the highest impact on the high-density residential lots on the north end of Northwood Drive. More lots along Northwood Drive are slated for development in the future. Should traffic need to be routed through the Strawberry Road exit, trucks would travel through an established residential neighborhood and would have direct impacts on a large segment of residential properties fronting this route on the west. Large volumes of truck traffic and the noise from snow disposal operations would impact these residential neighborhoods no matter the direction of access. Installation of berms and landscaping trees may partially reduce noise and visual impacts on these neighborhoods, but public feedback indicates that this is a major concern.

Potential Impact to Wetlands

As with Site 5, Site 9 is also located in mapped Class A wetlands and would require wetland mitigation. The conceptual layout is similar to the Site 5 layout, but a more conventional V-Swale design is shown. The pad development, access road, perimeter berm, and water quality structures require a total of 17.4 acres of fill in Class A wetlands. Class A wetlands are the highest value wetlands within the MOA (see Section 3.5).

Strawberry Bog and Connor's Bog are part of the same original bog system now cut by Raspberry Road. Many of the potential impacts on wetland functions and values at the Site 9 would be similar to those at Site 5. The primary wetland functions and services that would be impacted at this site include flood water retention, nutrient retention and transport, wildlife and fish habitat, and recreation. The Strawberry Bog freshwater wetland and lake complex also provides important wildlife habitat in an otherwise urban landscape. The diversity of plant life at the site provides habitat for small mammals, moose, and many species of migratory birds.

Impacts to Park Land Use and Park Designations

This undesignated open land in Strawberry Bog has low use compared to Connor's Bog and other, more developed parks. The southern part of the parcel around Strawberry Lake has an ad hoc



network of boggy routes used by the local residents. These would be largely unaffected by the snow site. Development of Site 9 would have little to no impact on park land use or park designations.

Permitting Requirements

The Strawberry Bog area is not designated park land and would not require approval from the Parks and Recreation Commission. Development of this parcel would require a Municipal Conditional Use and Land Reclamation Permit to include waivers from several snow disposal site design criteria. This site would also require a JD from the U.S. Army Corps of Engineers under the Clean Water Act (CWA) Section 404 (outcome of JD would determine if wetlands permitting and mitigation would be required under the CWA), a Stormwater Discharge Permit from the Alaska Department of Environmental Conservation, a sign off from PM&E Watershed Management, fill and grade permits, and utility agreements. These permits would require significant effort, but all should be obtainable.

Site Summary

Site 9: Strawberry Bog Site is a moderately desirable snow disposal site. It meets some of the site selection criteria for a snow disposal site. The Strawberry Bog Site would be located on land that is sufficiently sized and available for use, it does not impact existing park use, and it has adequate receiving waters. However, there are several major concerns with respect to access and neighborhood impacts of the site. The site would be located near existing and growing residential areas, and access may have to be through a residential neighborhood. Operational restrictions, such as a restriction on nighttime operation, could be put in place due to this proximity. Any restrictions that do not allow for 24/7 operation would make this an undesirable snow disposal site. The site is also located on Class A wetlands, which would require additional fill and mitigation requirements. Figure 8 shows a conceptual design drawing of the Strawberry Bog Site.



Figure 8. Site 9: Strawberry Bog Site Conceptual Design



4. Site Selection Recommendations

Due to its limited overall impact on the community, Site 5 (Connor's Bog Site) is recommended. Both Site 5 and Site 9 are located in Class A wetlands and would require significant permitting efforts. Both will require a change to the Comprehensive Plans. Site 5 will require rezoning to PLI. Comments from public involvement efforts indicate that Site 5 is generally the preferred site, compared to Site 9.

Development of a snow disposal site on Site 9 (Strawberry Bog Site) would have significant community impacts on residential neighborhoods from traffic and noise associated with normal snow disposal operations. Development of Site 5 would not change the existing traffic flow for neighbors.

Operational flexibility also weighs heavily in favor of Site 5. The specter of operational restrictions due to residential impacts of night operations introduce an unacceptable risk for the development of Site 9. Second only to public impacts, operational efficiency is the most important driver for site selection. Environmental impacts also weigh in heavily but appear approximate equal for both sites.

Hearings with the MOA Planning and Zoning Commission would be required for approval of the site selection and for site plan review and conditional use permitting. A CWA Section 404 Permit from the U.S. Army Corps of Engineers may be required for the placement of fill in wetlands.

Table 2 provides a comparison summary of the two sites for each evaluation factor, with green symbolizing desirable, yellow symbolizing neutral, and red symbolizing undesirable characteristics.



West Anchorage Snow Disposal Project



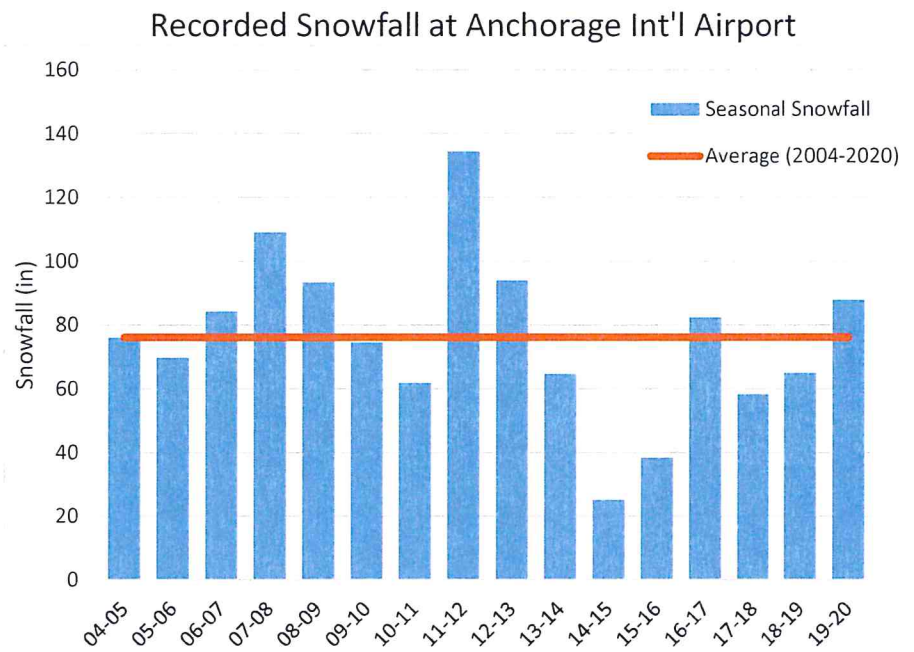
Table 2. Final Site Selection Recommendations Comparison Table

Evaluation Factor	Site 5: Connor's Bog Site	Site 9: Strawberry Bog Site
Site Size	32.0 acres	108.96 acres
Site Access	International Airport Road (Expressway) through MOA Kloop Station	Off Northwood Drive (Arterial Road)
Zoning	TR – Transition will be rezoned to PLI	PLI – Public Lands and Institutions
Owner	MOA Parks & Recreation	MOA Heritage Land Bank
Acquisition Cost	None	None
Operational Flexibility	Likely no restrictions on operation	Likely restrictions on nighttime operations
Receiving Waters	Connor's Bog and Lake	Strawberry Bog and Lake
Neighborhood Impacts	None or reduced from existing	High impact on adjacent residential areas to the west and south
Wetlands Impacts	Extensive Class A wetlands	Extensive Class A wetlands
Park Land Impacts	Parcel Managed by Parks and Recreation, low utilization; Comprehensive Plan listed as park and natural open space. Access road would impact small area of designated parkland	No Designated park land impacts, Comprehensive Plan listed as park and open space.
Permitting Requirements	Extensive permitting: • Comp Plan Amendment • Rezoning • Conditional Use and Land Reclamation Permits • Title 21 snow site design waivers • ADEC Stormwater Discharge Permit • Misc. MOA Building Safety permits, PM&E Watershed Management sign off, and utility agreements	Extensive permitting: • Comp Plan Amendment required. • Conditional Use and Land Reclamation Permits, • Title 21 snow site design waivers • ADEC Stormwater Discharge Permit • Misc. MOA Building Safety permits, PM&E Watershed Management sign off, and utility agreements
Legend	Undesirable Characteristics	Neutral Characteristics
		Desirable Characteristics

Appendix A:

Historical Anchorage Snowfall and Normalized Snow Truckload Calculations

Season	Snowfall (inches)
19-20	87.9
18-19	65.0
17-18	58.3
16-17	82.4
15-16	38.3
14-15	25.1
13-14	64.7
12-13	94.0
11-12	134.5
10-11	61.9
09-10	74.6
08-09	93.4
07-08	109.1
06-07	84.3
05-06	69.8
04-05	76.1
Average	76.2



Normalization of Snow TruckLoads Calculations	
Average Snowfall (inches)	76.2
2018-19 Snowfall (inches)	65.0
2018-19 % of Average	85%
2018-19 Snow Truckloads delivered to Northwood	8,879
Snow Truckloads Normalized to Average Year	10,411

Appendix B:

Selection of Snow Disposal Site Guidance Documents and General Relevant Contents

Document: Section 21 Title 21

Author/Source: Municipality of Anchorage

Outline of public facility site selection process
Snow disposal site regulations
Waiver process outline

Document: 2017 Anchorage Stormwater Manual

Author/Source: Municipality of Anchorage PM&E

Melt water discharge profile
Site selection criteria

Document: Anchorage Street Deicer and Snow Disposal 2003 Best Management Practices Guidance

Author/Source: Watershed Management Program - WMP CPg02001

Documentation of management of snow disposal sites

Document: 2013 Evaluation of Anchorage Snow Disposal Sites

Author/Source: Watershed Management Program - WMP APr14002

V-Swale design guidance
General site design guidance

Document: Anchorage Storm Water Treatment in Wetlands: 2001 Progress Report

Author/Source: Watershed Management Program - WMP APr01002

Wetlands status in Anchorage
Potential benefits of snow melt water into wetlands

Document: Urban and Highway Snowmelt: Minimizing the Impact on Receiving Water

Author/Source: Water Environment Research Foundation: Project 94-IRM-2

Estimation of metals and salts in melt water discharge
Evaluation of toxic effects of these contaminants

Document: Effects of Snow Dump Meltwater on Adjacent Black Spruce Bog Vegetation

Author/Source: Alaska Pacific University - Kristen Hansen

Effect of melt water from snow disposal sites on adjacent vegetation

Document: Proposed Eagle River Snow Disposal Site: Preliminary Review

Author/Source: Watershed Management Program

Snow disposal site characteristics and impacts
Contaminant characterization of snow disposal melt water
General melt water discharge volumes and impacts

Document: Synthesis of Best Management Practices for Snow Storage Areas

Author/Source: Alaska DOT&PF Research & Technology Transfer

General best practices around the state for snow disposal

Document: The Anchorage Debit-Credit Method

Author/Source: Heather Dean, April 2011 – USACOE, EPA, US Fish & Wildlife, MOA

Procedure for determining development debits and compensatory mitigation credits

Appendix C:

Public Outreach Summary



West Anchorage Snow Disposal Project

Project Management and Engineering No. 19-01

Phase One Public Outreach Summary

Municipality of Anchorage
Anchorage, Alaska
March 24, 2020 – April 24, 2020



West Anchorage Snow Disposal Project Phase One Public Outreach Summary

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Summary of Comments	3

Attachments

- Attachment A: Postcard
- Attachment B: Advertisements in the *Anchorage Daily News*
- Attachment C: Press Release
- Attachment D: Project Flyer
- Attachment E: Phase One Comment Log



Introduction

This public outreach summary is used for tracking and documenting public involvement activities for Phase One of the West Anchorage Snow Disposal Project (Snow Disposal Project). It outlines the Phase One public involvement strategies for the period of March 24 through April 24, 2020, and the methods used to engage and inform the public on the Snow Disposal Project. The summary includes a description of the online open house and virtual meeting, the tools used for implementation, and the results of the public outreach during Phase One.

Overview of Phase One Public Involvement Activities

The project team conducted a variety of public outreach tactics to engage and inform the public on the Snow Disposal Project. The tactics used in Phase One are described below.

Online Open House and Virtual Meeting

On Tuesday, March 24, 2020, the Snow Disposal Project team hosted an online, interactive, self-guided public open house on the project website that was available through Friday, April 24, 2020. The online open house consisted of a total of eight sections that outlined project information and one section that included ways to comment on the project. The purpose of the online open house was to inform the public of the Municipality of Anchorage's (MOA's) West Anchorage Snow Disposal Project and receive feedback on site selection criteria and potential locations to be considered.

Virtual Meeting – Project Team Live Chat

In addition to the online open house site, the project team hosted a virtual meeting on Tuesday, March 24, 2020, from 4:30pm to 6:30pm at which members of the public could interact with the project team through the online open house site via a live chat feature.

Attendance

A total of 35 visitors attended the online open house on Tuesday, March 24, 2020, from 4:30pm to 6:30pm, 8 of whom also participated in the virtual meeting live online chat. The live online open house was viewed 137 times from March 24, 2020, to April 24, 2020.

Advertising

The online public open house was advertised in the following ways:

- Meeting information on the project website: www.westanchoragesnow.com
- Postcard mailer to residents near the project area (total of 4,139; Attachment A)
- An advertisement in the *Anchorage Daily News* (Attachment B)
- Presentations at the Turnagain Community Council and Sand Lake Community Council meetings
- A press release sent out by PM&E (Attachment C)
- Postings to nextdoor.com
- Flyers posted around the project area (Attachment D)



West Anchorage Snow Disposal Project Phase One Public Outreach Summary

Summary of Comments

The comments received during the online open house and the virtual public meeting (Attachment E) focused primarily on the snow disposal site selection process, the need for a new site location, the possible need for wetland permitting and mitigation, and communication with other agencies and organizations such as Anchorage Water and Wastewater Utility.



West Anchorage Snow Disposal Project Phase One Public Outreach Summary

Attachment A

Postcard



West Anchorage Snow Disposal Project



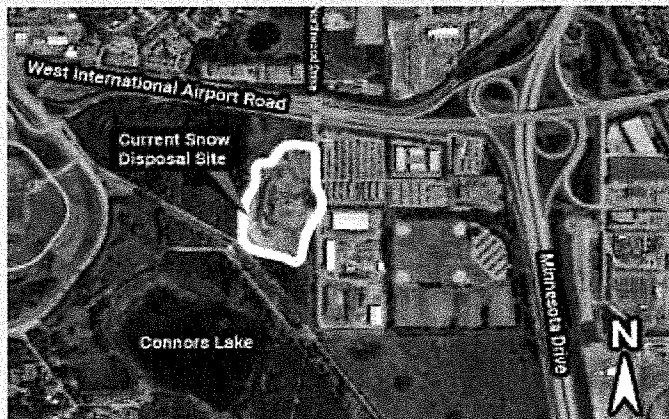
West Anchorage
Snow Disposal Project
2525 C Street, Suite 500
Anchorage, Alaska 99503

Online Open House & Virtual Public Meeting

Online Open House
March 24 - April 24, 2020

Virtual Public Meeting
Tuesday, March 24, 2020
from 4:30-6:30 pm

www.westanchoragesnow.com





West Anchorage Snow Disposal Project



Online Open House
March 24 - April 24, 2020

Virtual Public Meeting
Tuesday, March 24, 2020
from 4:30-6:30 pm

Visit westanchoragesnow.com

The Municipality of Anchorage is collecting information on potential locations for the placement of snow removed from West Anchorage streets during winter. Snow disposal location criteria and public feedback will be considered as part of a site selection process.

You are invited to attend an Online Open House to learn about the project and provide your feedback on site selection criteria and potential locations to be considered.

If you have any questions, please contact the project public involvement lead, Josie Wilson, at (907) 644-2030 or Josie.wilson@hdrinc.com.

Stay in-the-know



Sign up to receive email updates on our
website at www.westanchoragesnow.com

Project Management and Engineering No. 19-01



West Anchorage Snow Disposal Project
Phase One Public Outreach Summary

Attachment B

Advertisement in the
Anchorage Daily news



West Anchorage Snow Disposal Project



**ONLINE
MEETING
DETAILS**

Online Open House

Tuesday, March 24, 2020 | 4:30 pm – 6:30 pm

www.westanchoragesnow.com

The Municipality of Anchorage is collecting information on potential locations for the placement of snow removed from West Anchorage streets during winter. Snow disposal location criteria and public feedback will be considered as part of a site selection process.

You are invited to attend a Public Open House to learn about the project and provide your feedback on site selection criteria and potential locations to be considered.

Visit westanchoragesnow.com for project information or to submit comments. **Comment period from March 24 to April 24, 2020.**

If you have any questions, you may contact
Josie Wilson at 907 644-2030.

Project Management and Engineering No. 19-01



West Anchorage Snow Disposal Project Phase One Public Outreach Summary

Attachment C

Press Release



PROJECT MANAGEMENT
PME
& ENGINEERING

Municipality of Anchorage

Ethan Berkowitz, Mayor

Project Management & Engineering Department

FOR IMMEDIATE RELEASE
March 24, 2020

Municipality of Anchorage Goes “Virtual” for Project Management and Engineering Public Meeting for the West Anchorage Snow Disposal Project

The Municipality of Anchorage Project Management & Engineering Office is hosting an online open house and virtual public meeting for the West Anchorage Snow Disposal Site project. The public is invited to attend and participate in the virtual meeting on Tuesday, March 24 from 4:30-6:30 p.m. by visiting the project website: www.westanchoragesnow.com.

ANCHORAGE – In response to the “[Hunker Down](#)” order (EO-03) and guidance to avoid social gatherings, the Municipality of Anchorage shifted a previously planned in-person public meeting for the West Anchorage Snow Disposal Site Project to an online open house format with a live-chat virtual meeting.

The project team is offering a virtual meeting through a live-chat feature on the website on **Tuesday, March 24, 2020 from 4:30-6:30pm**. The Online Open House will be available **March 24 through April 24, 2020** for participants to learn about the project and to leave comments. Members of the public can visit the project website at www.westanchoragesnow.com and then chat online with project team members during the virtual meeting, similar to a traditional public meeting.

The Municipality of Anchorage is collecting information on potential locations for the placement of snow removed from West Anchorage streets during winter. The project is in the information-gathering phase and the public is invited to learn about the project and to provide feedback on the site selection requirements for a future potential site as part of the site selection study.

Please join the project team at 4:30pm on Tuesday, March 24 online at www.westanchoragesnow.com to interact with the project team, to learn about the project, and to provide feedback on site selection criteria for potential locations for the West Anchorage Snow Disposal Site Project.

All public comments received during the live chat and through the website will be considered by the project team. The public can also submit comments via email or mail by April 24, 2020 to info@westanchoragesnow.com or by visiting the project website at www.westanchoragesnow.com. People may also sign up for the project distribution list to have project updates sent right to their inbox.

###

Media contact: Chelsea Ward-Waller, 907.575.8583, chelsea.ww@anchorageak.gov

About Municipality of Anchorage (MOA) Project Management & Engineering Department (PM&E)

PM&E designs and builds public works projects that provide a safe, convenient, and efficient transportation network throughout Anchorage. Voter-approved bonds fund the majority of these projects, which include sidewalks, transit facilities, roads, trails, drainage, and other public facilities that support Municipal Maintenance and Operations.



West Anchorage Snow Disposal Project
Phase One Public Outreach Summary

Attachment D

Project Flyer



West Anchorage Snow Disposal Project

Project Management and Engineering No. 19-01

Please Join Us!



Online Open House
Tuesday
March 24, 2020 from
4:30 to 6:30

visit:
westanchoragesnow.com



The Municipality of Anchorage is collecting information on potential locations for the placement of snow removed from West Anchorage streets during winter. Snow disposal location criteria and public feedback will be considered as part of a site selection process.

You are invited to attend a Public Open House to learn about the project and provide your feedback on site selection criteria and potential locations to be considered.

Visit www.westanchoragesnow.com for project information or to submit comments.

Comment period from March 24 to April 24, 2020.

If you have any questions, contact Josie Wilson at (907) 644-2030.



West Anchorage Snow Disposal Project
Phase One Public Outreach Summary

Attachment E

Comment Log

West Anchorage Snow Disposal Project Phase One Comment Log						
Comment Number	Date	Comment Type	Commenter	Organization	Comment	Response
1	3/6/2020	In Person - Turnagain Community Council	John Johansen	AIA - Manager of engineering, environmental, and planning	Opinions on "why" this project is happening - meeting minutes reflect when he was speaking and his questions. Secretary will provide minutes.	Hi Frank, Thank you for your comment. The project team is taking it into consideration as part of the site selection study. In this process the city is considering the long term lease of the existing site but development costs are high even to retrofit it for current water quality standards. These development costs would be lost at the end of the lease unless a more permanent land agreement can be reached. We are sensitive to the impacts on current and potential residents. It is understood that the Raspberry site will potentially have more of these impacts and that will be factored into the selection process. The project team has looked into the AS&G site and found that financially, it is not a viable option. Due to the distance, trucking costs would greatly increase and since MOA does not own the land there would be purchasing costs to overcome. We appreciate your involvement on the project and will keep you posted with the progress. Sincerely,
2	3/17/2020	Email	Frank Bart	Public	Hello Josie I am quite interested in this project as I have been lobbying for years to get the Northwood Snow dump leased at a more reasonable rate. I realize that keeping that site is a dead end. It would be nice if the public got a little more background on this rather than the "does not meet contracting requirements" description on the website. I understand that literally an act of congress would be required to lease the Northwood site at a reasonable rate. Very unfortunate because the MOA taxpayers actually own the airport through the State. I understand that Northwood and Raspberry is the likely site and it is unfortunate that a HLB property listed as a future neighborhood town center will now be a snow dump. What a scenic welcome site for visitors traveling down Minnesota Drive on their way to Kenai. Similar to the snow dumps lining the Seward Highway. This site also has potential for development as affordable R2-M Housing. A developer across the street just got approval for the R2-M height variance. Looking at a snow dump instead of the Chugach Mountains will not help his development. I hate to say this but the AS&G fill site would be an option if the trucking costs are not too high and the airspace was cleared with FAA and the Airport. The fill site is 300 feet down at the end of my block on Seaciff. I really don't want to look at a snow dump for 6 months out of the year, but this may be a better community option than Northwood and Raspberry. I will be asking Sara and Mia if they can contact Senator's Murkowski and Sullivan to see if a more reasonable lease can be provided at the current Northwood site. Thanks in advance for considering my comments. Frank Bart	Hi Frank, Thank you for your comment. The project team is taking it into consideration as part of the site selection study. In this process the city is considering the long term lease of the existing site but development costs are high even to retrofit it for current water quality standards. These development costs would be lost at the end of the lease unless a more permanent land agreement can be reached. We are sensitive to the impacts on current and potential residents. It is understood that the Raspberry site will potentially have more of these impacts and that will be factored into the selection process. The project team has looked into the AS&G site and found that financially, it is not a viable option. Due to the distance, trucking costs would greatly increase and since MOA does not own the land there would be purchasing costs to overcome. We appreciate your involvement on the project and will keep you posted with the progress. Sincerely,
3	3/23/2020	Phone and Email	Judy See	Public	Hello - I live in SW Anchorage - 1 block over from Diamond HS track. We r a swamp in this area. Our house has 2 sump pumps. When Arlene Street was recently redone, a semi truck got stuck in the muck. In the easement behind our homes the electric box has been tipped over for years. Each spring our phone service is not usable for a few days due to high water. The returning fowl swim in these flooded areas. PLEASE do NOT even consider this area for snow dumping. - should there be any room. Thank you for reading this request. Sincerely, Judy See	Judy called the PI team before sending her email. Email does not need to be responded to. She just wanted her comment for the record. Hi! This is Julie Makela, Project Administrator. Those are the two potential sites at this point that we believe meet the criteria. We are open to considering other sites suggested by the public.
4a	3/24/2020	Virtual Meeting Online Chat	Name not given	Public	Hello. Are the two potential sites shown on the webpage the only potential sites under consideration/that meet the criteria? Also, one of the several reasons the existing site no longer is viable is because it would need improvements to meet water quality standards. What improvements would need to be made to a new site to make either of them compliant with WQ standards?	Both of the potential sites would have to be fully upgraded to current snow disposal regulatory standards. The potential sites are large enough to have the WQ features necessary to meet water quality standards. One of the features would be settling ponds and periodic water quality monitoring.
4b					I am most interested in keeping snow dumps away from residential neighborhoods. As someone who has lived near the current snow dump I would like to say that the sounds from the trucks can be very loud and not just where they dump the snow. They also sometimes illegally use their air brakes on international. There's a reason I'd like to use them in the city, but still, they do... I do know there is a need for the snow dump as my husband was the chair of the Spennard Community Council and I know this has been an issue for the Muni for years because the land is State owned.	Thank you for your comment. This is Josie, the public involvement lead. I am sorry to hear that. I appreciate you taking the time to provide your comments and feedback. We will add this comment to our public feedback. Thanks Margaret! Would it be okay if we got back to you on your question about the design of the potential site and minimization of contamination?
5a	3/24/2020	Virtual Meeting Online Chat	Margaret Auth	Spennard Community Roadhouse - Member of the Executive Committee	I also have a question: Because this will hopefully be a better planned snow dump than that currently used, will the Muni line the area to minimize contamination? I feel I have made all the comments I need to make at this time. I thank you for taking the time to do this presentation. I would appreciate more information on the design when you can get that information to me.	Thank you for your comment. This is Josie, the public involvement lead. I am sorry to hear that. I appreciate you taking the time to provide your comments and feedback. We will add this comment to our public feedback. Thanks Margaret! Would it be okay if we got back to you on your question about the design of the potential site and minimization of contamination?
5b					Just reread Connor's Bog "Advantages" list; not sure additional access to that area is necessarily a good thing. Connors Lake supports nesting loons as well as other bird and wildlife habitat. Current access seems to be adequate for those who enjoy this area. Improvements to the parking area off Jewel Lake would be interesting to see if those amenities would be viewed by users of the area as an acceptable trade off for loss of some of the parkland.	We have several project team members online. Your questions are wonderful. We will answer as many as we can. We are also tracking all of these comments as part of the public involvement outreach. So, if we need to get back to you on a few of the questions, we will.
6a					This is Cathy Gleason, Turnagain CC President. I have several questions: 1) What zoning district/s would allow this proposed snow disposal facility?	1) I will have to check on the specific zoning requirements for snow disposal sites. It is my understanding that these two parcels meet the required zoning criteria.
6b					2) Is the Municipality open to a rezoning process, if needed, to choose the best location?	2) The Muni is open to rezoning if that is needed to use the best location
6c						

6d				3) What kind of Muni and Federal permitting would be required for a snow disposal facility? 4) Is the Connor Bog site dedicated parkland? If not, how close is the site to dedicated parkland and the portion of the park located on Airport property?	3/24/2020	Bill Spencer	3) believe the project will need a conditional use permit for the site, if we choose the site in Connor's we will need approval from the Parks and Rec commission. Also needed will be a wetlands fill permit from the Army Corp of Engineers. 4) yes I believe the north east corner of the bog is dedicated park land, currently lightly used
6e				5) Has the Strawberry Bog site been used as wetland mitigation for previous wetland fill projects elsewhere in Anchorage? 6) Is there any Conservation Easement designation on the Strawberry or Connor Bog sites? 7) Has the Heritage Land Bank identified either of the sites to be used as part of a Muni wetland mitigation bank?	3/24/2020	Bill Spencer	5, 6, 7) HLB has indicated that the answer to all of these is no.
6f	Turnagain Community Council - President	Cathy Gleason	Virtual Meeting Online Chat	8) Based on the locations along Minnesota Dr. of both identified sites, visual mitigation would be needed at either site, so they would not be seen from the road. Any other land use proposed for dedicated parkland would require a vote of the people to undedicate it.	3/24/2020	Bill Spencer	8) We will maintain as much of the existing treeline as possible and then augment with berms and landscaping. Hi Cathy! It's Julie Makela, Project Administrator. You are correct there are municipal codes regarding dedicated parkland. I don't have the exact code in front of me but the code does allow for other municipal use of dedicated parkland. If the Connor's Bog is our preferred alternative, we will need to get Parks and Rec commission approval. Planning and Zoning commission approval and Assembly approval. We can follow up later with the exact code that allows for other municipal use of dedicated parkland.
6g					3/24/2020	Bill Spencer and Julie Makela	AMC 25.10.080.C is the code that lays out the steps for other municipal use of dedicated parkland.
6h				Either of the two sites identified include wetlands, hydrology impacts to adjacent remaining, undisturbed wetlands as well as surrounding upland areas would need to be looked at as well, just re-read Connor's Bog "Advantages" list; not sure additional access to that area is necessarily a good thing. Connor's Lake supports nesting loons as well as other bird and wildlife habitat. Current access seems to be adequate for those who enjoy this area. Improvements to the parking area off Jewel Lake would be interesting to see if those amenities would be viewed by users of the area as an acceptable trade off for loss of some of the parkland. Many thanks to all of you for making the best of the situation we find our city in right now! I really appreciate your prompt responses and look forward to participating as the project moves forward. Signing off -- It's dinner time!	4/7/2020	Josie Wilson	Josie Wilson: Hi Cathy, you have a very good point. Some of the -/-'s were from an operational point of view and not an impact point of view. You bring up a good point. I'll take that down as a note and look into it. Thank you for your suggestion. Bill Spencer: We will be looking closely at environmental impacts as we move forward. Many of the water quality parameters can be overcome with design of appropriate treatment. Hydrology impacts can be both negative and positive and we will look at those impacts as well.
7			Virtual Meeting Online Chat	How about a cement pad with waste heat from the power plant across the highway piped underground just melted as the mountain grows. Then put a greenhouse on it and grow food during the rest of the year. Would you return current site back to recreation space? Ball fields, dog agility park etc?	3/24/2020	Josie Wilson and Bill Spencer	Now that is a creative idea, not sure my scope includes looking at that option but now you have my imagination going. We would have to see how the BTUs penciled out and of course the melt water would just run off the pad and freeze creating a massive glacier. The heated greenhouse also has promise, we had hot house tomatoes in Kenai from the old diesel plant in the 60s. The current snow disposal site is owned by the airport. We currently rent the property on a short term basis. We're unsure of the airport's long term use plans are. The airport and muni were unable to reach an agreement on the land swap. All of the land around the airport is valuable to all parties. We will be taking all of the public comments from the virtual meeting today and creating a follow up communication and including the comments as part of the public record.
8			Virtual Meeting Online Chat	What site locations meet your stated needs? Are both sites on city property? Are you desiring an Pkwy access for the Strawberry site? How do you desire to access the Strawberry site? Your map is useless, because of the chat page overlap. Perhaps you will consider a actual meeting with readable maps.	3/24/2020	Josie Wilson, Bill Spencer, and Julie Makela	We have two potential sites identified at this stage. We call these two sites: Strawberry Bog and Connor's Bog. Hello Al Size of 14 acres or more of vacant land Centrally located to the current West Anchorage snow removal operations area to minimize haul times Allowance for 24/7 operations Allowance for operational lighting and sounds Minimized impacts to residents Economically viable development and operations cost Access from a collector roadway or higher roadway classification Able to be permitted for intended use (zoned appropriately). Yes, both sites are owned by the Municipality. The Connor's Bog site is Parks use and the Strawberry Bog site does not have any departmental use currently defined. Based on our concept look at the Strawberry site, there are restrictions for making an access off of Raspberry. The access would come off of Northwood Street south of Raspberry
9			Virtual Meeting Online Chat	In my opinion the proposed Connor's Bog site appears to have fewer, and lesser, downsides-in particular the traffic impact. I do not however I ride my bike by the current snow dump several times a week and the traffic issue is re. Connor's Bog vs. Strawberry is significant. Access from International is, in my opinion, safer and less disruptive than would be Raspberry.	3/24/2020	Josie Wilson, Melinda Tsu	This is Melinda Tsu, Project Manager. We will add your feedback to all of our collected comments. Do you use the Connor's Bog area recreationally? We've looked at a concept access route to the Connor's Bog site and it would be off of the current access from International and Northwood St. For the Strawberry Bog site access would come off of Northwood south of Raspberry Road. In fact, there are restrictions to allow access off of Raspberry so the access would come off of Northwood, which would be a new impact. Your comments are noted and we appreciate this type of feedback on potential impacts to the public.
10			Virtual Meeting Online Chat	Hello all, AWWU here. Simple question. Both proposed site locations are near AWWU sewers. Access to the sewer mains will not be compromised? No encroachment into the sewer easement?	3/24/2020	Josie Wilson, Melinda Tsu	Hi Joe! It's Julie Makela. We haven't looked too in detail to site details for either of the potential sites. As always we will work with AWWU on protecting facilities.



West Anchorage Snow Disposal Project

Project Management and Engineering No. 19-01

Phase Two Public Outreach Summary

Municipality of Anchorage
Anchorage, Alaska
October 16, 2020 – November 20, 2020



West Anchorage Snow Disposal Project Phase Two Public Outreach Summary

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Attachments

- Attachment A: Postcard
- Attachment B: Advertisements in the *Anchorage Daily News*
- Attachment C: E-Blast
- Attachment D: Project Flyer
- Attachment E: Comment Log



Introduction

This public outreach summary is used for tracking and documenting the public involvement activities conducted for Phase Two of the West Anchorage Snow Disposal Project (Snow Disposal Project). It outlines the Phase Two public involvement strategies for the period of September 1 through December 1, 2020, and the methods used to engage and inform the public on the Snow Disposal Project. The summary includes a description of the October 2020 online open house and virtual meeting live chat and the other public involvement conducted to inform the public about the availability of the Draft Site Selection Study Report and the public comment period for the report.

Overview of Phase Two Public Involvement Activities

The project team conducted a variety of public outreach tactics to engage and inform the public on the Snow Disposal Project and the availability of the Draft Site Selection Study Report. The tactics used in Phase Two are described below.

Online Open House and Virtual Meeting

On Tuesday, October 16, 2020, the Snow Disposal Project team kicked off an online, interactive, self-guided public open house on the project website that was available through Friday, November 20, 2020. The online open house consisted of a total of 10 sections that outlined project information and one section that included ways to comment on the project. The purpose of the online open house was to inform the public about the progress of the project and provide feedback on the site selection study results that identify the proposed new snow disposal site location: the Connor's Bog site.

In conjunction with the online open house, the project team hosted a virtual meeting on Thursday, October 29, 2020, from 4:00pm to 6:00pm at which members of the public could interact with the project team through the online open house site via a live chat feature.

Attendance

A total of 23 visitors attended the online open house on Thursday, October 29, 2020, from 4:00pm to 6:00pm, 11 of whom also participated in the virtual meeting live online chat. During the duration of the comment period (October 16–November 20), the site was viewed 137 times.

Advertising

The online open house was advertised in the following ways:

- Meeting information on the project website: www.westanchoragesnow.com
- Postcard mailer to residents near the project area (total of 4,139; Attachment A)
- Two advertisements in the *Anchorage Daily News* (Attachment B)
- Presentation at the Turnagain Community Council Meeting
- E-Blast sent to the Project's distribution list (total of 29; Attachment C)
- Flyers posted around the project area by the Turnagain, Spenard, and Sand Lake Community Councils (Attachment D)
- At the Anchorage Transportation Fair on November 18, 2020



West Anchorage Snow Disposal Project Phase Two Public Outreach Summary

- Social media posts of the online open house flyer to the Sand Lake Neighborhood Watch, Turnagain Neighbors, Spenard Complete Streets Coalition, and Girl Scouts of Alaska Facebook pages

Summary of Comments

The comments received during the online open house and the virtual public meeting (see Attachment E) focused primarily on the details of the site selection process and how other agencies are included, the proposed location's land designation classification and size requirements, submission of the public's preference for specific locations, requests to be added to the E-Blast distribution list, and environmental impacts and mitigation.

Other Public Involvement and Outreach Activities

Anchorage Transportation Fair

On Wednesday, November 18, 2020, the Snow Disposal Project team hosted an online and interactive booth at the Anchorage Transportation Fair. The booth consisted of three posters that outlined project information and the Draft Site Selection Study process and results. Three interactive questions were also available for booth visitors to answer and submit in real time. One section of the booth included an invitation to the Fall 2020 Online Open House, information on ways to comment on the project, and an opportunity to sign up for periodic project updates via email.

Community Council Engagement

The engagement and feedback from the Spenard, Sand Lake, and Turnagain Community Councils have been instrumental to this project's success. On Thursday, November 5, 2020, Bill Spencer, HDR Project Manager was able to attend the Turnagain Community Council Meeting to deliver a short project update and answer questions from Community Council Board members and the public. To help advertise for the public meeting, the Turnagain, Spenard, and Sand Lake Community Councils posted flyers around the project area.

Summary

The feedback received through the Phase One and Phase Two public involvement activities helped the project team make an informed decision on the preferred location for the snow disposal site. The project team will utilize the information received from the public in the next stages of the site selection process and final site selection.



West Anchorage Snow Disposal Project
Phase Two Public Outreach Summary

Attachment A

Postcard



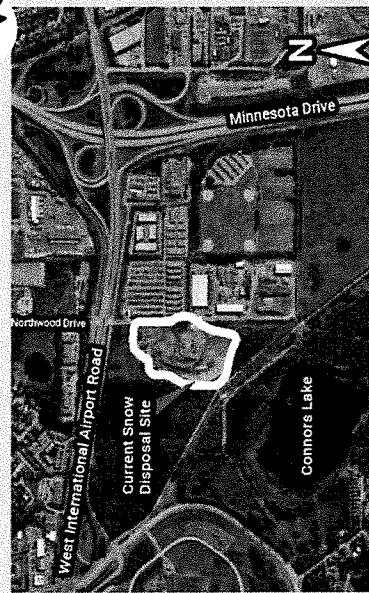
West Anchorage
Snow Disposal Project
2525 C Street, Suite 500
Anchorage, Alaska 99503

West Anchorage Snow Disposal Project Virtual Public Meeting

Online Open House
October 16 –
November 20, 2020

Virtual Public Meeting
Thursday, October 29 2020
4:00 pm – 6:00 pm

www.westanchoragesnow.com





West Anchorage Snow Disposal Project Virtual Public Meeting



Online Open House

October 16 – November 20, 2020

Join Us!

Virtual Public Meeting

Thursday, October 29 2020

4:00 pm – 6:00 pm

The Municipality of Anchorage has collected information on potential locations for the placement of snow removed from West Anchorage streets. The Draft Site Selection Study is now available and a preferred location has been identified. Public feedback is important and will be considered during the final site selection process.

You are invited to attend a Public Open House to provide your feedback regarding the Site Selection Study results and the preferred site location for the West Anchorage Snow Disposal Project.

Visit westanchoragesnow.com for project information, to sign up for project updates, and to submit comments. You can also contact the project team at info@westanchoragesnow.com.



Online open house available from **October 16 to November 20, 2020.**

If you have any questions, please contact the project public involvement lead, Josie Wilson, at (907) 644-2030 or Josie.Wilson@hdrinc.com.

Project Management and Engineering No. 19-01



West Anchorage Snow Disposal Project
Phase Two Public Outreach Summary

Attachment B

**Advertisement in the
Anchorage Daily news**

CRIME AND COURTS

2 charged with evidence tampering in Anchorage hotel killing

Tessa Williams
Anchorage Daily News

Two people were arrested Tuesday in relation to a fatal shooting at the Chelsea Inn Hotel in Spenard, although neither is suspected of being the shooter, charges say.

Soo Seo, the owner of the Chelsea Inn Hotel, described a fight

that broke out in the lobby of the hotel late on Oct. 21. During the altercation, a semi-automatic pistol dropped to the floor and was picked up by Sean Smith, 48, who was staying at the hotel, according to an affidavit filed by Detective Jeffrey Elbie. Smith grabbed the weapon and placed it in a room adjoining his, the charges

said.

Seo said the man who started the fight left and later returned with another person. Shots were fired through the hotel window and a fatally struck 48-year-old hotel employee Duane Fields.

Shannelle MacPherson, 34, told detectives she heard screams and saw Fields dead

in the lobby. According to the charges, she grabbed two knives, two guns and a cellphone from the scene and brought them to Smith's room, which adjoined her own, the charges say.

MacPherson was charged Monday with five charges of tampering with physical evidence, police wrote in an alert. Smith is

facing charges of misconduct involving a weapon and tampering with evidence.

Police had not identified any suspects in Fields' death as of Wednesday afternoon, but said the "investigation is ongoing and more arrests may be forthcoming."

ALASKA LEGISLATURE

Attendance becomes the top campaign issue in a key state House district

James Brooks
Anchorage Daily News

The state House race in Anchorage's Sand Lake neighborhood is one of a handful that could decide who controls the Alaska House of Representatives for the next two years.

But if you look at campaign ads in the district, the biggest issue in the race isn't the Permanent Fund dividend, school funding or the state budget — it's about the attendance of Rep. Sara Rasmussen, the Republican incumbent.

Rasmussen missed 16 of 481 votes in the 31st Alaska Legislature, the second-highest total of any lawmaker. More than 100 of the missed votes, including passage of the state budget, took place in March this year.

Rasmussen's independent challenger, Stephen Trimble, has criticized Rasmussen for those missed votes. So have third-party groups supporting Trimble's campaign.

"This is the only issue. They're sending out mailers and pushing videos into my district right now," Rasmussen said.

Rasmussen calls their approach a smear campaign that misses important context: She was prevented from returning to the Capitol because of quarantine rules added after she left Juneau to attend her great-grandfather's 100th birthday.

Attendance as a campaign issue

"I decided to run for state House when I saw that my current representative wasn't showing up for Alaska," Trimble said in a Sept. 2 video that launched his campaign.

Rasmussen issued a response two weeks later.

"I was barred from the Capitol because of COVID-19 restrictions," she said, explaining that the video would be "the only time I'm going to talk about my opponent's purposeful and dishonest smear campaign."

But Trimble has continued to campaign on the issue, and Rasmussen has had to address it as she goes door to door. A Democratic campaign group has spent heavily on ads that feature it. One online ad says, "This November, let's elect someone who will actually show up and take care of business."

Attendance has been a key issue in at least one other race. Rep. Mark Neuman, R-Big Lake, was defeated in the Republican primary after local party officials endorsed his challenger. They said Neuman's absences, caused by health problems, had become a liability.

'Not in a normal world'

It's common for legislators to leave the Capitol during the Legislative session to visit their districts, take care of family, or deal with medical issues. When Rasmussen left Juneau on March 11, she had already missed about 60 votes, more than three-quarters of the House's 40 members.

On the day she left for a six-day family trip, Gov. Mike Dunleavy declared a statewide public health disaster.

Two days later, members of the House and Senate agreed to limit access to the state Capitol as a public health precaution. Lawmakers who traveled Outside were asked to quarantine themselves away from the Capitol for one week after returning.

While some lawmakers had left Juneau for week-end trips to their home

districts, Rasmussen was the only lawmaker outside of the state at that time. Rep. Sharon Jackson, R-Eagle River, had returned to the state before the quarantine rules became effective.

On the day that Rasmussen posted a picture of herself in St. George, Utah, the Legislature extended the quarantine to two weeks. "We're not in a normal world. It's turned upside-down," Speaker of the House Bryce Edgmon, I-Dillingham, said at the time.

After the Legislature's action, Rasmussen asked for a legal opinion. Legislative attorney Marie Marx said it wasn't clear whether Rasmussen could be forced to stay away.

In the end, she decided to quarantine for two weeks at home after returning to Anchorage on March 17.

"I appreciate the fact she's going to observe that, and she's really torn up," House Minority Leader Lance Pruitt, R-Anchorage, said at the time.

Rasmussen didn't expect the Legislature had passed the state budget, authorized a statewide COVID-19 emergency, and quit Juneau until May, setting a speed record for budgetary work.

At the time Rasmussen left, did anyone know the quarantine rule was coming? "The short answer on that is no," said House Rules Committee Chairman Chuck Kopp, R-Anchorage.

"I don't think anybody could have seen it coming that early on in March," said House Majority Leader Steve Thompson, R-Fairbanks.

Kopp said that while no one in the Capitol foresaw a quarantine, "It was understood by every legislator and every staff member that the situation was evolving dramatically."

Rasmussen said on Friday that the problem she faced is one that other lawmakers will deal with in 2021. "The pandemic isn't over. We need to find ways that we can use technology to still be able to conduct policy for our state," she said.

With the benefit of hindsight, would she have still gone on the trip? "I think that everything is always different when we can see outcomes that weren't expected," she said. "I didn't expect a shutdown at the levels we saw. We learned a lot about the virus in a short period of time, and information was changing sometimes hourly. I would never want to miss the ability to vote for two weeks. It's a commitment I take very seriously."

CRIME AND COURTS

2 Alaskans charged in violent crimes connected to white supremacist prison gang

Tessa Williams
Anchorage Daily News

Two people were charged in connection with violent crimes tied to a prison-based white supremacist gang, the U.S. Attorney's Office said the District of Alaska said Wednesday.

The gang is known as the 1488s and members have been indicted on kidnapping, murder and assault charges during the last few years.

Justin Eaton, 45, of Anchorage and Felicia King, 55, of Wasilla joined several others in an indictment for what prosecutors say was a wide-ranging racketeering enterprise born out of an allegiance to the 1488s.

King was charged with accessory after the fact in connection with the beating, kidnapping and killing of 32-year-old gang member Michael Stalon in August 2017, according to federal prosecutors.

Eaton, also known as "Skulls," was charged with racketeering influenced and corrupt organizations, or RICO, conspiracy, kidnapping and assault for his alleged role in the April 2017 beating of a former member.

Several defendants in the original indictment — including Filthy Fuhrer, who legally changed his name from Timothy Lobdell; Roy Naughton, known as "Thumper"; 40; Glen Baldwin, known as "Glen Dog"; 37; Craig King, referred to as "Oakie"; 53; Colter O'Dell, 26; and Beau Cook, 32 — faced multiple racketeering-related charges, including murder, kidnapping and assault, tied to the killing of Stalon.

Of the original defendants, all but Cook were charged in a RICO conspiracy. Naughton and Fuhrer additionally were charged with kidnapping and assault in aid of racketeering, in connection with incidents that happened in April 2017 and July 2017.

A joint investigation began in late 2017 and has resulted in 14 additional federal indictments related to the gang, according to Wednesday's statement from Alaska U.S. Attorney Bryan Schroder.

Fuhrer was a founding member of the group, which operated mainly out of the maximum-security Spring Creek Correctional Center, according to the indictment. The gang now operates in and out of prisons elsewhere in the country, investigators said.

Potential members are recruited and then required to serve a prison sentence before they can join the gang, according to the indictment. Members gain rank by committing crimes, the indictment said.

The group operates according to a widely distributed set of written rules that outline the structural order and

The most serious crimes — murder in aid of racketeering and kidnapping resulting in death, in aid of racketeering — are punishable by mandatory life sentences.

rank of members, prosecutors said. Members identify through Nazi symbols and must commit violence on behalf of the gang before they're able to get a tattoo, or "patch," indicating that they're a high-ranking member.

Around 2016, Fuhrer became concerned that other members would disobey the rules while he was incarcerated, the indictment said. In order to enforce discipline within the gang, he allowed members to impose violent punishment on those who had disobeyed, the indictment said.

In 2017, Naughton had become upset with Stalon, who also went by the name "Steak Knife," and asked Fuhrer for permission to "violently discipline Stalon, because he had stolen from the Hells Angels and Naughton himself," the indictment said. Fuhrer agreed and gang members took him to an abandoned Wasilla home, where he was beaten and later shoved into the trunk of a car and taken to Craig and Felicia King's home, the indictment said.

Gang members had prepared an empty room with painting plastic in anticipation of beating Stalon, according to the indictment. He was later wrapped in plastic and carpet, thrown in the trunk of a vehicle and taken to the woods, where O'Dell and Baldwin fatally shot him and burned his body, the indictment said.

Two other 1488 members, Nicholas M. Kozorra, 29, known as "Beast," and Dustin J. Clowers, 34, previously pleaded guilty to murder in aid of racketeering. Cook also pleaded guilty to kidnapping for his role in Stalon's death.

The most serious crimes — murder in aid of racketeering and kidnapping resulting in death, in aid of racketeering — are punishable by mandatory life sentences, prosecutors said.

Violent, race-motivated gangs don't belong in Alaska's communities, and those who engage in such violence will be aggressively pursued and held accountable," said Robert Britt, Special Agent in Charge of the FBI Anchorage Field Office. "Today's additional charges exemplify the FBI's commitment in using a task force approach to disrupt and dismantle criminal organizations wherever they may surface."

INTERIOR

Collision near Fairbanks leaves truck driver dead

Anchorage Daily News

A collision early Tuesday involving a water tanker and a volunteer fire department pickup along the snowy Parks Highway near Fairbanks left one man dead, Alaska State Troopers said.

An Ester Volunteer Fire Department pickup driven by 22-year-old Emma Ison of Fairbanks was northbound on the highway near Mile 354 around 8:30 a.m. when she started to pass a

slower-moving vehicle in the other northbound lane, troopers said in an online statement. The pickup went out of control and crossed into oncoming traffic lanes, where it struck a Pioneer Wells water-hauling tanker.

Troopers said Ison tried to help the other driver, 36-year-old Dewey Frost of North Pole, after the crash. Frost was trapped inside the truck and died of his injuries, troopers said.

The highway remained

dangerous Wednesday morning, and the state Department of Transportation said travel would be difficult in the area because of ice, packed snow and fresh snow on the roadway.

Troopers said the crash is under investigation.

ANCHORAGE

Assembly to consider special election for mayor at Nov. 4 meeting

Aubrey Wieber
Anchorage Daily News

The Anchorage Assembly plans to vote Nov. 4 on whether to hold a special election for mayor this winter.

A resolution sponsored by Assembly members Crystal Kennedy, Jamie Allard and Kameron Perez-Verdia would create a special election on Jan. 26.

The resolution was originally on this week's agenda, but the meeting ended before the body took it up.

Also on the Wednesday agenda is a public hearing for an ordinance from Assemblyman John Weddleton, which would have the winner of the April mayoral election take office upon certification of the results, rather than wait until July. Acting Mayor Austin Quinn-Davidson was sworn into office Friday evening, after former Mayor Ethan Berkowitz resigned after acknowledging an "inappropriate messaging relationship" with a reporter.

After Berkowitz announced his resignation, the Assembly voted to reorganize the body, as the chair becomes acting mayor or until a new one is elected. Quinn-Davidson was selected.

The next regularly scheduled mayoral election is in April, and the winner would normally take office in July. However, some felt that's too long to have an unelected mayor leading the city.

Any candidate eligible for the April election would be eligible for a special election, but like the regular election, the winner needs to get at least 45% of the vote.

More than 10 candidates have filed letters of intent with the state for that position, making a runoff for a special and general election likely.

City clerk Barbara Jones said the city estimated a special election to cost about \$350,000 and a runoff could cost around another \$320,000.

That candidate would have to win again in the April election to remain mayor.

The resolution to hold a special election needs six votes to pass, which is more difficult than usual since Quinn-Davidson, as acting mayor, will not vote. Neither will Forrest Dunbar, who is running for mayor. That would mean two-thirds of the voting members would need to support the resolution.

West Anchorage Snow Disposal Project
Project Management and Engineering No. 19-01

Online Open House
October 16, 2020 - November 20, 2020
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Virtual Public Meeting
October 29, 2020
from 4:00 pm to 6:00 pm

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Get your Downtown Dining To-Go!

FREE curbside pickup provided by EasyPark and a full list of participating restaurants from the Anchorage Downtown Partnership.

Get started at: AnchorageDowntown.org

EasyPark



Election official Elaine Lebert prepares absentee ballots to be scanned and tabulated at the Division of Elections Region II office in Anchorage on Tuesday.

FROM PAGE A1

COUNT

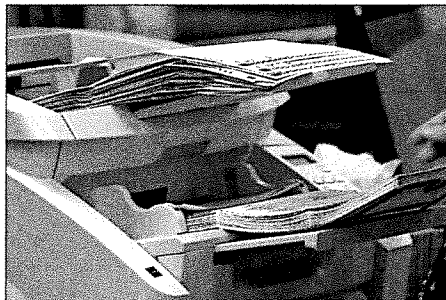
independent challenger Alyse Galvin by 18 points, down from 26 on Election Day. U.S. Sen. Dan Sullivan led Democratic-endorsed independent Al Gross by 30 points on Election Day and now leads by 22 — 58% to 36%.

At the top of the ticket, President Donald Trump leads Democratic candidate Joe Biden by almost 20 points, or 58% to 38%, down from 29 points on Election Day.

Entering Tuesday, Gross, Galvin and Biden needed to win about 70% of all remaining votes in order to overcome Republican leads on Election Day. Instead, they won between 53% and 57%. That means they must win a much greater percentage of the remaining 100,000 or so uncounted ballots to win.

Following Tuesday's batch of results, the Gross campaign sent out a statement saying the race remains too close to call. When asked if he is confident that future batches will more heavily favor Democrats, Gross campaign manager David Keith said "absolutely."

Matt Shuckorow, Sullivan's campaign manager, said the numbers reflect what the campaign anticipated, and Sullivan continues to hold a strong lead. He said he doesn't want to be critical of the Gross campaign's optimism, but eventually the numbers are undeniable. "I think ultimately our opponent is going to begin feeling more realistic at what is happening," Shuckorow said.



Absentee ballots are scanned for tabulation at the Division of Elections Region II office.

The Galvin campaign declined to immediately comment on the new batch of results.

All judges on the ballot are leading and on pace to be retained by voters. Ballot Measure 1, the proposed oil tax increase, continues to trail by a wide margin. Down by over 29 percentage points on Election Day, it still trails by a 23-point margin.

The story is different for Ballot Measure 2, the three-part election-reform measure. Behind by 13 percentage points on Election Day, it now trails by fewer than 7 points. If the state's remaining uncounted ballots follow the same pattern as Tuesday's result, the measure would win by about 4,000 votes.

Few state legislative races received definitive results. In Fairbanks, House District 1 was a notable exception. Two years after winning by a single vote, Republican Rep. Bart LeBon has a 710-vote lead over Democratic challenger Christopher Quist. Estimates indicate about 500 votes remain to be counted there.

In Anchorage, several Democratic incumbents who trailed on Election Day now lead by significant margins. Rep. Ivy Spohnholz trailed Republican Paul Bauer on Election Day, but she now leads by 13 percentage points. About 1,100 votes are uncounted in that race, but the remaining votes are expected to lean Democratic.

Democratic Sen. Bill Wielechowski, whose Anchorage district covers Spohnholz's House district, trailed on Election Day but now leads Republican opponent Madeline Gaiser by 16 percentage points and appears on track for the largest victory in his political career. About 11,000 votes have been tallied, and about 2,100 remain.

Rep. Chris Tuck leads Republican Kathy Henslee by about 5 percentage points with 6,401 votes tallied. About 1,000 votes remain to be counted. Tuck trailed Henslee by 13 percentage points on Election Day.

Two Democratic incumbents in Fairbanks — Rep. Adam Wool and Rep. Grier

Hopkins — also lead after trailing on Election Day.

Few votes were counted in the Anchorage House race between Republican incumbent Rep. Lane Pruett and Democratic challenger Liz Snyder, or in the race between Anchorage Assemblywoman Suzanne LaFrance and Republican James Kaufman. The winner of the latter election will decide who replaces Rep. Jennifer Johnston.

Anchorage Republicans Mel Gillis and David Nelson saw their Election Day leads dwindle significantly. Nelson leads Democratic candidate Lyn Franks by only 126 votes with more than 1,000 to be counted. Both are seeking to replace Rep. Gabrielle LeDoux.

Gillis, an incumbent appointed by Gov. Mike Dunleavy, leads Democratic-endorsed independent Calvin Schrage by 166 votes with almost 1,500 still to be counted.

Statewide turnout is on pace to break the all-time record, with about 350,000 votes expected. The old record, set in 2008, saw 327,341 votes cast.

SLOW PACE

the part of election workers. Alaska waits a week after Election Day to start counting absentee and some early voting ballots. With high absentee voting due to the COVID-19 pandemic, the number of unprocessed ballots has been placed under a microscope.

On Tuesday, several people questioned the Division of Elections on social media, asking officials to explain how the unique weeklong delay improves integrity.

"We can ask the appropriate people for that information and try to give you an explanation," the elections division responded on Twitter.

"More than anything, it's an inconvenience for folks who are trying to figure out if they're elected or not elected. But the real danger with a slow count is if the public feels there's something wrong with the process. And in my view, they're right. We do need to clarify this in the upcoming Legislature," Kawasaki said.

Alaska is the only state in the nation that delays the counting of absentee ballots until at least after Election Day. Gail Fennell, director of the Alaska Division of Elections, has previously said that delay is needed because the state compares signature books at Election Day polling stations with absentee ballots submitted by voters.

Until the books return from the state's 400-plus polling stations to regional counting facilities, absentee ballots can't be fully processed.

But in 2016 and 2018,

Alaska used a different procedure common in other states. If someone requested an absentee ballot, their local poll book contained a warning label indicating that they had done so.

If they wanted to vote in person instead of through the mail, they either had to vote a questioned ballot — which would be subject to additional post-election review — or bring their blank absentee ballot to the polls as proof that they hadn't voted twice.

Poll workers were instructed to tear up the absentee ballot in front of the voter to make sure.

That procedure allowed some absentee ballots to be counted on Election Day because officials could guarantee their validity ahead of time.

Alaska law also restricts the amount of pre-processing that can be done before Election Day. Some states allow election workers to examine absentee ballots three weeks before Election Day, according to analysis by the National Conference of State Legislatures. Alaska's absentee ballot review board isn't convened until a

week before Election Day. Pennsylvania, which similarly restricts absentee ballot review, hired multiple shifts of election workers to process ballots faster. Alaska did hire additional workers this year to deal with a record absentee turnout, but it does not appear to have done so to the extent that Pennsylvania did.

Lt. Gov. Kevin Meyer, the elected official in charge of the state's elections, has declined multiple interview requests from the Daily News, including one on Tuesday afternoon when his spokesperson said he was unavailable.

Meyer did give an interview on the election process on a conservative talk radio show Tuesday morning, saying his goal is to keep elections normal despite an abnormal year.

The Daily News sent a list of questions to Meyer and his staff, including whether Alaska's system provides more security than other states and whether Meyer is happy with how the election has been run. He did not respond.

While some have been quick to publicly voice frustration, Alaska's congressional campaigns have shown patience. Challengers Al Gross and Alyse Galvin are fighting the large leads that U.S. Sen. Dan Sullivan and U.S. Rep. Don Young secured on election night and the following day. Both the Gross and Galvin campaigns have said they believe early and absentee voting could favor them enough to come back and win.

Matt Shuckorow, Sullivan's campaign manager, said the campaign will look back at the process after the election, and said he expects the state and Legislature will do the same. But he has confidence in the integrity of the system.

"In a perfect world, we would have loved to have our results sooner, to have the absentee ballot in front of the voter to make sure."

That procedure allowed some absentee ballots to be counted on Election Day because officials could guarantee their validity ahead of time.

Alaska law also restricts the amount of pre-processing that can be done before Election Day. Some states allow election workers to examine absentee ballots three weeks before Election Day, according to analysis by the National Conference of State Legislatures. Alaska's absentee ballot review board isn't convened until a

Cottage deep clean uncovers a relationship mess

Q. Dear Amy: I have been with my partner for six years. We are both 30. We live together and own a small cottage together outside of the city.

His parents are very kind people, but they don't seem to want to allow my partner to grow up and be independent.

The most recent, and so far most aggravating aspect of this is that his parents were supposed to stay at our cottage over a long weekend. Instead of relaxing and enjoying themselves as they promised, they secretly went just to do a deep clean, started little projects around the house, and fixed up minor things, which we were preparing to do ourselves.

I felt guilty for the work they did, in addition to feeling like our place wasn't sufficiently clean for them. This may seem like a dream to others, but to me, it is just another way which I feel my partner who is the youngest of three, has shirked his responsibilities and failed to grow up!

I am the oldest of three, and I've always fixed things on my own. Currently, we have a leaking faucet. Our own plumber said that we could do this on our own pretty easily.

I would like us to work

together to fix it, but he just wants to call up his parents to have them come and take care of it.

How can I approach this situation (and future projects), without sounding selfish and ungrateful for their kind efforts to help?

I've grown up faster than my partner has.

— Independent

A. Dear Independent: For many people, doing little jobs around a cottage is as restful and relaxed as they can handle. Your partner's parents are not alone in this. I see this as a boundary issue which you, as an independent person and homeowner, can address.

You could say to them, "Wow, you really did a deep clean when you stayed at the house. I honestly wish you hadn't. Also, I know it might be frustrating for you to see these little things around the house that need to be fixed, but we want to fix them on our own."

If you believe that fixing a leaky faucet on your own is a sign of adulthood, then

fix it. There are plenty of YouTube videos available to demonstrate basic home repair or you could ask your guy's mom to show you. It is a one-person job, so get started.

In many families, "acts of service" are how family members express their love. Letting these people be useful at things they are obviously good at might be a kindness to them. But you get to set the boundaries.

Q. Dear Amy: I'm sure you are getting a lot of mail about attending weddings in the time of COVID.

Here's my dilemma. My niece is getting married in May 2021 in another state. My husband and I are not sure that it will be safe for us to travel across the country to attend her wedding. My sister-in-law keeps talking about it as if it is a given that we'll be there. What should we tell her?

— Worried About Wedding

A. Dear Worried: You should tell your sister-in-law that you are crossing your fingers that you will be able to travel safely to this wedding, but that so far, you just don't know.

Ask her to be frank with you about the deadline for making your decision, and promise to let her know

before that date.

The pandemic has forced most families to recalibrate their plans. One thing I hope we have all learned is that each person needs to be responsible for their own safety, comfort, and health, regardless of the pressure they may feel to override their own judgment for the sake of appearances.

Q. Dear Amy: "Heartbroken" relayed his pain

when his long-time partner stayed with him through

to battle with cancer and then left after he recovered.

For years, I ran a support network for brain tumor patients at a medical center in Cleveland and was amazed at how many couples broke up when one was diagnosed.

Your answer was correct, compassionate and wise. Heartbroken will do better with someone else, but will not understand



AMY DICKINSON
ASK AMY

that until later.

— Supportive

A. Dear Supportive: True understanding most often appears in the rearview mirror.

Contact Amy Dickinson at askamy@amydickinson.com or Ask Amy, P.O. Box 194, Freeville, NY 13066. You can also follow her on Twitter @AskAmy or "like" her on Facebook.

West Anchorage Snow Disposal Project
Project Management and Engineering No. 19-01

Please Join Us at the Anchorage Transportation Fair!
Date: Wednesday, November 18, 2020
Time: 4:00 PM – 7:00 PM
Location: <https://publicinput.com/N7813>

The Municipality of Anchorage has collected information on potential locations for the placement of snow removed from West Anchorage streets. The Draft Site Selection Study is now available, and Connor's Bog has been identified as the preferred location. Public feedback is important and will be considered during the final site selection process.

Please join us at the project's online Anchorage Transportation Fair Booth to provide your feedback regarding the Draft Site Selection Study and the preferred location for the West Anchorage Snow Disposal Project.

The comment period ends November 20, 2020. Visit www.westanchagesnow.com for project information and to submit comments. You can also contact the project team at info@westanchagesnow.com



Attachment C

E-Blast



West Anchorage Snow Disposal Project



Please Join Us!

West Anchorage Snow Disposal Project

Virtual Public Meeting

Thursday, October 29, 2020

4:00 pm – 6:00 pm

www.westanchoragesnow.com

The Municipality of Anchorage has collected information on potential locations for the placement of snow removed from West Anchorage streets. The Draft Site Selection Study is now available and a preferred location has been identified. Public feedback is important and will be considered during the final site selection process.

You are invited to attend an Online Open House to provide your feedback regarding the Site Selection Study results and the preferred site location for the West Anchorage Snow Disposal Project.

Visit www.westanchoragesnow.com for project information or to submit comments. You can also contact the project team at info@westanchoragesnow.com

Project Management and Engineering No. 19-01





West Anchorage Snow Disposal Project
Phase Two Public Outreach Summary

Attachment D

Project Flyer



West Anchorage Snow Disposal Project

Project Management and Engineering No. 19-01

Please Join Us!



Virtual Public Meeting
Thursday, October 29, 2020
4:00 pm – 6:00 pm

westanchoragesnow.com

Online open house will be
available **October 16, 2020 to**
November 20, 2020.



The Municipality of Anchorage has collected information on potential locations for the placement of snow removed from West Anchorage streets. The Draft Site Selection Study is now available and a preferred location has been identified. Public feedback is important and will be considered during the final site selection process.

You are invited to attend an Online Open House and Virtual Public Meeting to provide your feedback regarding the Site Selection Study results and the preferred site location for the West Anchorage Snow Disposal Project.

Visit www.westanchoragesnow.com for project information or to submit comments. You can also contact the project team at info@westanchoragesnow.com.



Attachment E

Comment Log

West Anchorage Snow Disposal Project Phase Two Comment Log						
Comment Number	Date	Comment Type	Commenter	Contact Information	Organization	Comment
1	10/28/2020	Email to Melinda Tsu	Cathy Gibson	cathy.gibson@cityofanchorage.com	Public	Voice mail left for Melinda Tsu requesting a copy of the draft site selection study How was the site decided? Thanks. Cool. Yes, what goes into the process? I'm supportive, just curious. Haha!! Well, I was hoping to not have to read it and just ask. My wife, Josie, is on the project and I like to ask her questions. ☺ That's funny, ☺ thanks. That's all I really wanted to know. Have a good night. Tell Josie not to work too hard. Will there be any kind of presentation or just Q&A chatting? I haven't had a chance to read the site selection study, but looks like the recommended site is in Connors Bog just south of the ballfield area along Minnesota — correct? Even though this parcel is not technically dedicated parkland (and thus reduces Parks and Recreation Department approval), has the Parks Dept. been included in the site selection process to-date and aware of the recommended site? When did this go before the Parks Commission? Did the Commission (or just staff) provide support of the site for snow disposal use? With public had been notified about that meeting to provide input to the Commission. The West Anchorage District Plan does designate this area as "Parks and Natural Resource," so surprised the Parks Dept. supports this Class A Wetland being used for the snow dump. That's unfortunate. Does the Site Selection Study make reference to the WADP and its land use designation? (Sorry, again, that I have not looked through it, yet). If not, that's a big omission in the study; if so, how does it justify an incompatible use, i.e., the snow disposal site, based on the "Parks and Natural Areas" land use designation? Is the WADP land use designation of this parcel addressed in the study? Thank you — I was heavily involved as one of two Turnagain Community Councils representatives in the development of the WADP, so when something is proposed to counter this Plan (which took 2-3 years for completion!), it definitely gets my attention. Is mitigation for filled 32 acres of Class A wetlands been addressed, yet? I would think the most appropriate path to for the Corps fill permit would be to create permanent protection for the remaining MOA-owned wetlands contiguous to this parcel. Definitely would like to see the public involved in that discussion, to ensure the remaining wetlands in this
2a						
2b	10/29/2020	Virtual Meeting	Chad Wilson	chadwilson@cityofanchorage.com	Public	
2c						
2d						
3a						
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3k	10/29/2020	Virtual Meeting	Cathy Gleason	cathy.gleason@turnagain.org	Turnagain Community Council	10/29/2020	Cathy, this is Bill Spencer water resource engineering lead for HDR. Unlike the current site this new site will be designed with treatment structures. The primary pollutants that come out of wastewater are chloride and sediment (turbidity). We have Scott Wheaton (MOA's retired watershed scientist) on our team and will take a close look at the ADEC requirements for discharge and how to meet them. Settlement and detention ponds will be part of the mix as will structures to disperse the wastewater into the wetlands to help with continued hydration or the remaining wetlands. The current site also discharges into these wetlands but without extensive treatment. Most of that water flows directly downlope to the site and has limited positive impact on the wetlands. While we definitely will have a positive impact on the wetlands where the snow is deposited we are hoping to have a positive affect on the remaining wetlands. This is Melinda Tzu again. Very relevant question Cathy, PM&E is aware that the Real Estate Department is pursuing a short term lease for use of the Airport property for the municipality to continue to use that site for snow disposal use. This is necessary for the interim until a permanent site that is owned by the MOA. This project still has many steps to work through beyond confirming the final site selection, including agency permitting and design. Therefore this short term lease is needed until the permanent site is constructed and ready for operation, which is not anticipated until 2021 or 2022 depending on the development process and method of construction. Hi Cathy, this is Josie again. I was honestly unaware about the other public comment period on the other snow project. Thanks for letting me know. I really appreciate it. I think it could be confusing so any advice is appreciated on how to make it more clear. I know the team wanted to release the draft site selection study as soon as possible. Hopefully, with the Online Open House being available for a while, that will help. If you have any thoughts to clarify or help communication for this project, I welcome your advice. :) Cathy, Bill again, the actual depositional area is proposed to be 10-15 acres, there will be a small additional footprint for access roads, berms and water quality structures. The site selection study chose the 32 acre parcel as the recommended site but the actual snow disposal infrastructure will only utilize about half of the parcel as shown on the site selection graphic. Creating the fill pad for the snow depositional area will be the major cost of creating the site and will be kept to the minimum needed by street maintenance. We will need to clarify that point in the document. Thanks for pointing out that inconsistency. Hi this is Julie again. Great point! We can clarify in the final site selection study the impact won't be to the entire 32 acre parcel. These are great points for the design consideration. We will be starting the design after USACE permitting. Hi Cathy, this is Josie. From the project team, we all want to thank you. Your questions and comments have been helpful and insightful. We do intend to post the comment spreadsheet. And based on your suggestion, the team is going to post something online. So, thank you! :) Take care. :) Greetings Mr. Debenham, Thank you for taking the time to provide comments. The Draft Site Selection Study does identify Connor's Bog as the preferred site. Public comment is an important part of the selection process and your preference has been documented. If you are interested in being added to the project list and receive email updates, please let us know. Updates will also be posted to the project website at www.westanchorage.mn.gov. Again, thank you for your involvement and input. We appreciate it. Thank you, Josie Wilson
3l						11/5/2020	Would any "treatment" of snow melt runoff be required before it is discharged into remaining Connor's Bog/Lake? Thank you — lack of appropriate treatment and cost of installation at the Airport snow disposal site (as well as no long-term lease) seemed to be the tipping point for the Muni to find a new disposal site. Having said that, though, TCC has received an Airport lease application notice from the Muni to use the Airport snow disposal site for this winter season (Nov. 1, 2020 through June 30, 2021). Are you aware of this lease proposal? I'm assuming the Muni is not planning to spend capital for any treatment operations that supposedly was being required for this site, since it seems to be a short-term lease. Do you have info. on that? It's a little confusing from a public perspective that public comment is occurring for two different Muni snow disposal projects at the same time. Back to the Connor's Bog recommended snow disposal site: The criteria for a new site includes "a minimum of 10 acres of unused land, ideally at least 15 acres." The recommended Connor's Bog site is 32 acres, which is way over this criteria acreage footprint. What is the justification for this large of a disposal site, when recommended site in the study is far smaller. Reducing the site footprint to, say 20 acres, would still be much larger than the site criteria identified in the site study. This would result in a lower project cost and reduced the environmental impact on on high-value Class A wetlands. Unless the public is provided reasonable justification to increase the site acreage criteria, I see no reason for filling/developing 32 acres for this project — just because the land mass exists. Thanks, Bill. A more detailed breakdown and site development graphic would be beneficial to understand the acreage usage for the project. Since we're at the 30,000-foot level of the design in what's provided in this site study, it will be important to see more detail ASAP, so that public comment can address specifics. One thing I think will be important from a purely aesthetic perspective is preserving a large area of wetland/upland vegetation between the disposal development and Minnesota Dr. — essentially making it "invisible" from this main thoroughfare. Preserving a natural buffer would definitely be preferable to more wetland filling and building a large, artificially-looking, undecorated berm along Minnesota. I see it's 6:00 p.m. — time to figure out what we're having for dinner! Thank you, very much, for your time and providing important feedback to my questions and comments. Will both GQ and AS of this chat be available on the project website soon (i.e., before the comment deadline)? Again, many thanks! Josie, I just got a postcard in the mail looking for feedback on a site selection for the new snow disposal site. I do not support the Strawberry Bog site. We own the multi-family complex directly west of this site (The Residences at Northwood) and having a 24/7 snow disposal site adjacent to our apartments would adversely affect our tenants. Many of our tenants select our apartments due to the quiet area that they are in. In addition to this, we are in the process of developing another 150+ units of housing in this area which would also be adversely affected by a loud, ugly 24/7 snow dump. Please do not select the Strawberry Bog site. I do favor the Connor's Bog site. This is better because it is not near developed areas. Thank you, Shaun Debenham Shaun T. Debenham Debenham Properties President 2980 C Street, Suite 202 Anchorage, AK 99503 P: (907) 562-9330 E: shaun@debenhamproperties.com
3m							
3n							
3o							
3p							
4a	11/2/2020	Email	Shaun Debenham	2980 C Street, Suite 202, Anchorage, AK 99503 P: (907) 562-9330 E: shaun@debenhamproperties.com	Debenham Properties		

4b	11/5/2020					Thank you Josie. Yes, if you could add me to the email updates, that would be awesome. Thanks. Shaun T. Debenham Debenham Properties President 2960 C Street, Suite 202 Anchorage, AK 99503 P: (907) 562-9330 E: shaun@debenhamproperties.com				No response required	Greetings Jana, Thank you for taking the time to notify the Project Management and Engineering Department (PM&E) about your concerns. We are so sorry to hear about the snow plowing issues. At PM&E, we take every public comment and feedback as valuable. We will share your concerns and frustrations with the Operations and Maintenance team to see if there is anything that can be done. We also wanted you to be aware of the Municipality of Anchorage's Street Maintenance Dispatch Center at 343-9277. We encourage you to call them when snow plowing is needed on your street during winter. If you have any questions on the West Anchorage Snow Disposal Site Selection Project, please let us know. We would be happy to add your email to the project list for receiving email updates on this project. We are to be kept informed. All emails are kept confidential and used for this project only. Updates will also be posted to the project website at www.westanchorage.gov. Again, thank you for your involvement and input. We appreciate it. Thank you, Josie Wilson
5	11/7/2020	Jana Barlow	theavery12@gmail.com	Karen Cody	Public	Hi, I would just like to comment on the snow "removal". I live in a cul de sac on Borland Circle in West Anchorage. The snow is rarely, if ever removed from the cul de sac. We are treated as second class citizens. The snow mountains in the middle of our cul de sac makes it difficult to back out of our driveways and can block the snowplows from clearing the streets. I have seen snowplows parked outside of their districts and not clearing the snow. The fact that we have to wait for snowplows to come and clear the snow when shoveling and one set of kids drive their four wheelers over it and play on it. It is maddening to have these giant mountains of snow and one of the reasons that I would love to leave here. Can you please consider adding the cul de sac to the list of removal to the snow dumper? Very few people will see the ad for this project in the newspaper as it is small and people don't pay attention. Thank you, Jana Barlow	11/6/2020	Josie Wilson			
6	11/11/2020	Karen Cody	theavery12@gmail.com	Karen Cody	Public	I am completely supportive of snow removal placement at Connors bog. For 5+ years I have been part of a nationwide project to track existence and numbers of vulnerable bird species in wetlands. This past year I was shocked at the low level of the water and talked with a knowledgeable person in the muni about it. The bog apparently is not stream fed but derives it's water from rainfall and snow removal piles. Two years of low rainfall and snow took a toll on a very special much loved lake that supports an amazing variety of wildlife including vulnerable bird species. The snow removal piles may very well make a huge difference in the survival of Connors bog. I so thank you for selecting it. Not to dramatize but this is an answer to one of my prayers. My gratitude to you Karen Cody 602-3111 6521 Bridget circle 99502	11/7/2020	Josie Wilson	Greetings Karen, Thank you for taking the time to provide a comment on the Duck Site Selection Study. Your comment really means a lot to us and we are glad that the preferred site location identified could be a potential blessing for vulnerable bird species. We certainly hope this to be the case! Public comment is an important part of the process and your comment will be included in our documentation. If you are interested in being added to the project list and receive email updates, please let us know. Updates will also be posted to the project website at https://www.westanchorage.gov/. We also welcome any information you can share on how this project could benefit sensitive bird populations. Again, thank you for your involvement and input. We appreciate it. Thank you, Josie Wilson		
7	11/17/2020	Karen Cody	theavery12@gmail.com	Karen Cody	Public	Yes I would be so grateful to be added to your update list and I thank you for your considerate and sensitive responses to my email Karen Cody	11/17/2020	Josie Wilson	Hi Karen, We added you to the project email list. Again, please do not hesitate to reach out with any future comments or questions. We appreciate you. Thank you for your kind words. Project Team		
8	11/17/2020	Karen Cody	theavery12@gmail.com	Karen Cody	Public	And I am so grateful to you for saving Connors bog. Now the special and vulnerable birds who have thrived there including red necked grebe couples will have a chance. In a bleak year you have been a huge beam of sunlight		Josie Wilson		No response required	
9	11/20/2020	Cherie Northon	cherie@anchoragecreeks.org	Cherie Northon	Cherie Northon	Hello, Attached is a copy of our comment letter for this proposed project. Thank you, Cherie Letter: To whom it may concern, AWC is committed to the protection of the waterways and wetlands within the MOA, and therefore has some strong concerns about the proposed "preferred alternative" known as Site 5 in the West Anchorage Snow Disposal - Draft Site Selection Study. It is agreed by AWC and the West Anchorage Snow Disposal Site team that this site, specifically, and Connors Bog, in general, are the highest value Class A wetlands. Accordingly, there is the utmost need for them to be protected and carefully considered for impacts. 1. AWC believes that it would first be prudent to continue negotiations with the Ted Stevens International Airport in regard to a longer-term lease with the MOA for the existing "Northwood Site". 2. Although we disagree with the path forward, if the preferred site were to be developed, we would like to ensure that proper permitting and mitigation are completed pursuant to Section 404 of the Clean Water Act through the U.S. Army Corps of Engineers. Most sincerely, Isaac Watkins AWC Board President			Greetings Cherie, Thank you for sending us the letter from Isaac Watkins and the Anchorage Waterways Council. We appreciate the Anchorage Waterways Council's feedback concerning the preferred alternative site location of Connors' Bog. The Municipality of Anchorage's goal is to have the ability to own the land that the new site will be located on. This will increase the site's longevity and best serve the West Anchorage Communities during the winter months. As you mentioned, the existing site is located on land owned by Ted Stevens International Airport. Due to future plans for the site, however, a long-term lease or purchase option is being explored. If the Connors' Bog site is chosen in the final Site Selection Study the needed and required permitting and mitigation will take place. Again, thank you for your involvement and input. All the best, West Anchorage Snow Disposal Project Team		

10a	West Anchorage Snow Disposal Site Project Team. Please accept the attached comments from Turnagain Community Council. Thank you, Joie, for allowing me to submit them beyond the stated deadline of last Friday. We hope to receive serious consideration of our letter, as the importance of Connor's Bog Class A wetlands to the West Anchorage community is significant. Don't hesitate to contact me, if you have any questions or need clarification on our input. Thank you, Cathy L Gleason Turnagain Community Council President 248.0442				
10b	RE: West Anchorage Snow Disposal DRAFT Site Selection Study Dear West Anchorage Snow Disposal Site Project Team: Thank you for the opportunity to provide input on the West Anchorage Snow Disposal Draft Site Selection Study (Draft Study) prepared for the Municipality of Anchorage (MOA) Project Management and Engineering Department (PM&E). Turnagain Community Council (TCC) has reviewed this document and it respectfully requesting consideration of the following comments.				
10c	Review/Compliance of Municipal Planning Documents Lacking in Draft Study After initially considering 19 potential sites for a MOA snow disposal site in West Anchorage, the Site Selection Process outlined on page 7 of the Draft Study states, "Once an inventory was developed for initial site identification, each site was evaluated based on desired site characteristics to define the most suitable for further analysis." The Draft Study ultimately recommends Site #5: Connor's Bog for a West Anchorage snow disposal facility (pages 11 & 22). However, this process did not include a very important step: with the exception of selective reference to the Anchorage Wetlands Management Plan, the process did not include a review of the site for compliance with adopted Municipal land use planning documents. Specifically, while the Draft Study states that Site #5: Connor's Bog is "suitable for development," it did not determine whether this site is, in fact, suitable with multiple adopted Municipal land use planning and policy documents that generally fall under the umbrella of the 2020 Anchorage Bowl Comprehensive Plan. While acknowledging that this site is located in Class A wetlands, the Draft Study comes to the conclusion that "B5, Connor's Bog Site is a very desirable snow disposal site... and has few drawbacks." (page 15). TCC strongly disagrees with this conclusion, based on important Municipal plans that clearly identify Connor's Bog as a high value natural open space that provides important values and functions for the west area of our community — and that these Class A wetlands should be preserved in their current, undeveloped state. These documents include: 2020 Anchorage Bowl Comprehensive Plan (adopted 2001) - o Conceptual Natural Open Space Map identifies area of Site #5: Connor's Bog as "Community Preference for Natural Open Space," (identified by the public) and "Important Wildlife Habitat" (identified by local wildlife experts and scientific reports) (page 63) Anchorage Park, Natural Resource & Recreation Facility Plan (adopted 2006) - o Map 6: Natural Resource Use Areas designates area of Site #5: Connor's Bog area as "Municipal Park Lands" - o Appendix B (pages 10-11): Class A wetlands are included in the category of "Natural Resource Preservation Land," and are defined as: "Those areas that perform important environmental functions and have high biological values" and "...should be permanently dedicated as NR Preservation Lands that can only be altered for a 25 percent rate of the community."				
10d	West Anchorage District Plan (WADP) (adopted 2012) - o Exhibit 2-13: Parks and Open Space map designates Site #5: Connor's Bog area as "Parks" - o Exhibit 2-14: Wetlands Classifications and Coastal Zone Boundary map designates Site #5: Connor's Bog area as "Class A (High Value)" - o 2.3 Park, Recreation, and Open Spaces section states, "The Southwest Parks District...has a large concentration of Natural Resource Use areas (areas designated for preservation rather than public use)." This includes the Site #5 Connor's Bog area (page 45) - o Exhibit 4-1b: Sand Lake Land Use Detail designates area of Site #5: Connor's Bog area as "Class A (High Value)" - o Under "Parks Objective #4 Manage, protect and enhance municipal parks, greenbelts and natural open spaces areas (including riparian and wildlife corridors) that support fish and wildlife habitats and wetland functions." This section states, "The WADP recommends that high-value wetland parcels to be retained or acquired for permanent protection. Wetlands owned by the Municipality (which includes Site #5: Connor's Bog), should be preserved with a conservation easement or transferred to an appropriate public agency for long-term preservation and management."				
10e	Anchorage Wetlands Management Plan (adopted 2014) - o Figure 6: Wetlands Designations map shows the location of Site #5: Connor's Bog area located within Parcel 034 as Class "A" Wetlands - o Table 4.1 Anchorage Bowl Wetland Designations, Enforceable and Administrative Policies, and Management Strategies states as an Enforceable Policy for Site #34 CONNOR'S STRAWBERRY BOG: "Municipal lands within Connor's Strawberry Bog shall be managed for open space, wildlife habitat, and wetland function." It also scores this wetland high in Hydrology (114); Habitat (138); Species (98); Social Function (80), and describes the area as "significant waterbird migratory and nesting habitat complex." (page 52)				
10f					
10g					

10h					2040 Anchorage Land Use Plan (adopted 2017) o Anchorage 2040 Land Use Plan Map identifies Site #5 Connor's Bog area as "Park or Natural Area" (Not "Community Facility or Institutions") o Park or Natural Area section of Plan states this land designation "provides for active and passive outdoor recreation needs, conservation of natural areas and greenbelts and trail connections." (page 53) o The Anchorage 2040 Land Use Plan Gallery Community Natural Assets identifies Site #5 Connor's bog area as part of a "Natural Asset Hub" (one of 6 Hubs within the Anchorage Bowl), "Class A Wetlands," and an "Open Space and Important Habitat Intersect" (MOA website)
10i				Turnagain Community Council tccpresident@ah oo.com	Over the years, TCC provided significant input during the development of each of the above specific Municipal plans. These important land use planning documents reflect expectation by the public, including TCC, that important natural open spaces, including the municipally-owned portions of Connor's bog, would be permanently protected. At no time during the development of the above plans was construction of any Municipal or private facility that would significantly and negatively impact this area ever proposed or planned. In the years following the Draft Study, the TCC continued to monitor the development and implementation of the policies outlined in the Draft Study, and to provide input to the City of Anchorage regarding the development of the MOA. The TCC also continued to monitor whether Site #5 Connor's Bog is an appropriate, or even allowable, location for a new disposal facility. Unfortunately, the Draft Study minimizes significant development impacts, which results in delegitimizing the Draft Study's conclusion that Site #5 Connor's Bog "has few drawbacks."
10j			Cathy Gleason		Long-Term MOA Use of Snow Disposal Site at the Airport For the Draft Study (pages 1-3), the existing snow disposal site located on state land managed by the TCC, and the TCC-owned land adjacent to the site, was identified as a potential location for a new disposal facility. The TCC has been working with the City of Anchorage to negotiate a long-term lease agreement that would allow the city to make required operational improvements, including those related to treatment of discharge from the site and water quality. Improvements due to its location in the area hydrologically connected to the Connor's Bog wetlands and drainage into those wetlands. This unresolved Airport-MOA long-term land use agreement has now resulted in the need for a new snow disposal facility site selection study. Unfortunately, the Draft Study did not put more emphasis on potential resolution of this issue before dismissing the option of a long-term Airport-MOA agreement and focusing on potential sites for a new facility. Despite its shortcomings, the MOA has applied for another short-term lease with the Airport for use of the existing snow disposal facility (A0432308). Assuming this lease is approved, the city will have the use of this Airport snow disposal site for the 2020-2021 winter season.
10k					While the Airport-owned site is located in the Connor's Bog area, there are two important distinctions with regard to the use of it as a snow disposal facility by the Municipality: 1) MOA land use documents do not have the same natural resource preservation directives on the state-owned snow facility area within the Airport boundaries. For example, it is designated as "Major Transportation Facility" (the general category for all Airport property) in the WAUP. 2) More significantly, contrary to the Draft Study's assertion that, "Due to future plans for the site, a long-term lease is not feasible" (Page 1), the TCC does have a long-term lease with the City of Anchorage International Airport (2014 Memorandum of Understanding) that provides for the use of the site for this purpose – other than the existing snow disposal facility. There also appears to be adequate land for enlarging the site to the required snow disposal facility acreage identified in the Draft Study (page 6). 3) And most importantly, the "ON-AIRPORT LAND USE PLAN (Appendix K, page 32 of 34) designates the larger Airport land parcel east of Runway 7L/25R as "Non-Aeronautical". This important designation allows for Municipal uses, including the existing snow disposal facility and Connor's Lake Park area for passive public recreational use.
10l					Instead of moving forward with developing a new snow disposal facility in Site #5; Connor's Bog, TCC requests that the MOA and the Airport revisit executing a long-term lease that will enable continued MOA use and needed improvements of the existing snow disposal site. This much-preferred option would allow for needed MOA operational improvements in a manner that meets water quality regulations and other requirements, while eliminating the need to develop an additional snow disposal site in MOA-owned Connor's Bog Class A wetlands, and avoiding significant and cumulative negative impacts to water quality, hydrology, natural open space and wildlife habitat in the larger Connor's Bog area owned by the Municipality.
10m					How might that be accomplished? Having been part of previous discussions regarding Municipal use of Airport lands, the TCC and the Airport were not part of the process. Including the current Alaskan governor or our U.S. Congressional delegates, TCC and the Airport would like to see the Municipality and the Alaska Department of Natural Resources, as well as the Alaska Department of Transportation and Public Facilities, and the Alaska Department of Environmental Conservation, all working together to address these individuals (as well as West Anchorage State legislative officials), who have the influence and ability to direct the Airport sign a long-term lease with the Municipality for use of the current snow disposal facility, with required improvements) on State land. This "non-aeronautical" use would: 1) Conform to the Airport Land Use Plan; 2) Is permitted by FAA regulations; and 3) Would meet the needs of the MOA to provide an important snow disposal service for the West Anchorage community.

Greetings Turnagain Community Council,
Thank you for providing public comment on the West Anchorage Snow Disposal Site Selection Study Draft report.
Hearing from community council, like yours, helps us to make informed decisions. It also assists in making the best decision possible for this process. Thank you.
We have fully documented your comment for the public record and sincerely appreciate the time you took in gathering and siting municipal plans and documents. We will review each one and discuss how to include and consider in the final site selection report. We will also include and convey this information as part of the decision-making process. It is our intent to find the best solution in accordance with the long-term Municipal plans.
At this time, the Anchorage International Airport has expressed confirmation to the Municipality of Anchorage that it is appropriate to consider a new snow disposal site and not to plan for a new long-term use of the current Northwest site. Please note that the Airport is not responsible for the development of the MOA and a project progress, all appropriate permitting and mitigation of issues for protection of wetlands and wildlife will be followed as part of the project.
Again, thank you for taking the time to submit your concerns and for your involvement. We sincerely appreciate the knowledge that the Turnagain Community Council brings to our community and this project. Sincerely,
West Anchorage Snow Disposal Project Team

10n	Mitigation Requests If Site #5 Connor's Bog is Developed If TCC's request and recommendations are not acted upon, and the MOA moves forward with selecting Site #5 Connor's Bog for development of a snow storage site — despite nonconformance with multiple Municipal land use documents — TCC is concerned about potential water quality, hydrology, wildlife habitat, aesthetics, and other impacts to the Connor's Bog complex. The below (and potentially other) measures would be far more appropriate for mitigating the snow disposal facility on Municipal lands than improving the Connor's Bog Dog Park parking area, which is referenced as mitigation on page 22. While it's something to consider, this alone would be completely inadequate to compensate for impacts that would be sustained on Class A wetlands, if the snow disposal site is developed at Site #5 Connor's Bog.	10o
10p	If Site #5 Connor's Bog is developed, TCC recommends comprehensive mitigation be required, including the following: • Reduce overall storage footprint of facility, as the Draft Study does not provide justification for use of 32 acres of Connor's Bog wetlands when it states, "the 32-acre site leaves adequate area for access roads, parking, and other site uses, and the site is not adjacent to any environmentally sensitive areas." • Limit fence and other barriers that inhibit wildlife movement. • Provide for visual buffering from Minnesota Dr. that does not impede appropriate hydrology. • Require measures that would maintain natural drainage patterns and all other enforceable policies in the Anchorage Wetlands Management Plan. • Permanently preserve as a condition of developing Site #5 Connor's Bog all remaining Municipally-owned Class A wetlands tracts within the Connor's Bog wetlands through dedicated parkland status or other appropriate measures, such as conservation easements, that would restrict future development — and concurrently rezone this land to PR District o This would specifically conform to Municipal planning management strategies for remaining MOA-owned Connor's Bog Class A wetlands referenced above in our comments • Conduct ongoing monitoring of remainder of the Connor's Bog wetland complex as part of the conditional use permit, to ensure operations of the snow disposal facility are not adversely affecting bird nesting, wildlife movement, hydrology/water quality of wetlands, etc. in the remainder wetlands complex. • Provide an opportunity to address the Parks and Recreation Advisory Commission regarding this project proposal. • Provide an opportunity for the West Anchorage community council were not notified of this item on their September 30, 2020, agenda. This was a missed opportunity for the community to appear before the Commission to oppose use of Site #5 Connor's Bog for a snow disposal facility without public input/testimony on this significant proposal on Municipally-owned Class A wetlands.	Turnagain Community Council sincerely appreciates the work done to-date on the West Anchorage Snow Disposal Draft Site Selection Study — and the generous timeline provided to submit our comments. We hope you seriously consider the above comments, recommendations and request before finalizing the document. Please let us know if you have any questions or need clarification about our comment letter. Best regards, Cathy Gleason Turnagain Community Council President

Appendix D:

Parcels Considered For Site Selection

Site Number	Parcel ID	Legal Description	Owner	Square Footage	Acres	Zoning
1	N/A	N/A East of Lake Hood Runway 14/32	State of Alaska - TSAIA	1,553,010	35.7	TR
2	010-244-28	Boettcher TR 3	Universal Financing Corp	434,009	10.0	R-3 SL
3	010-244-02	T13N R4W SEC 35 Parcel 10	MOA	656,483	15.1	R-1
4	012-571-02	T12N R4W SEC 1 W2NE4NW4	Chugach Electric Association	670,824	15.4	TR
5	012-571-01	T12N R4W SEC 1 NW4NW4 PTN	MOA MOA 5501	1,393,484	32.0	TR
6	012-041-07	Connors Lake TR B	MOA MOA 5501	751,410	17.3	TR
7	012-041-06	Connors Lake TR A1	MOA Heritage Land Bank	3,781,879	86.8	PLI
8	012-581-13	Rasperry Road Muni Land Sel LT 1 ASLS 97-10	MOA Heritage Land Bank	1,386,950	31.8	PLI
9	012-591-07	Rasperry Road Muni Land Sel LT 2 ASLS 97-10	MOA Heritage Land Bank	4,745,426	108.9	PLI
10	012-553-03	Strawberry Meadows TR G-1D	MOA Heritage Land Bank	671,875	15.4	R-4
11	012-151-59	Gladys Wood Park Tr 1	MOA MOA 5501	787,656	18.1	PLI
12	011-011-45	N/A - Area North of Delong Lake	State of Alaska - TSAIA	2,491,634	57.2	PLI
13	011-061-02	Sand Lake School Site TR A	State of Alaska - TSAIA	1,277,615	29.3	PLI
14	011-052-03	T12N R4W SEC 4 LT 8	Opal Investments	1,676,400	38.5	R-1
15	011-313-02	Westpark School Addition TR 7A	MOA - Parks & Rec	719,782	16.5	R-2A SL
16	011-321-73	Southwest Anchorage School Site TR 1	MOA School District	1,822,527	41.8	R-2A SL
17	011-162-42	Lancaster TR A	Anchorage Sand & Gravel Co	1,699,711	39.0	R-1A
18	011-201-92	Polen Park TR 1	Anchorage Sand & Gravel Co	1,170,181	26.9	R-1A
19	011-142-45	Mike Beirne Tr C	MOA Heritage Land Bank	1,689,431	38.8	R-1



AFFIDAVIT OF POSTING

CASE NUMBER: 2021-0058

I, Simon Wigren hereby certify that I have posted a Notice as prescribed by Anchorage Municipal Code 21.03.020H.5. on the property that I have petitioned for Rezone. The notice was posted on April 10, 2021 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 10TH day of April, 2021.

Simon Wigren
Signature

LEGAL DESCRIPTION

Tract or Lot: _____

Block: _____

Subdivision: PTN NW4NW4 Sec 1 R4W T12N S1M





NOTICE OF
PUBLIC HEARING
Municipality of Keegan, Planning Department

Z
Zoning
2021-02-09

Public Hearing Location:
Municipal Office
200 Main Street
Keegan, MN 55057

Project:
Bonne View TR to PLE

2021

NOTICE OF
PUBLIC HEARING
Municipality of Keegan, Planning Department

Z
Zoning
2021-02-09

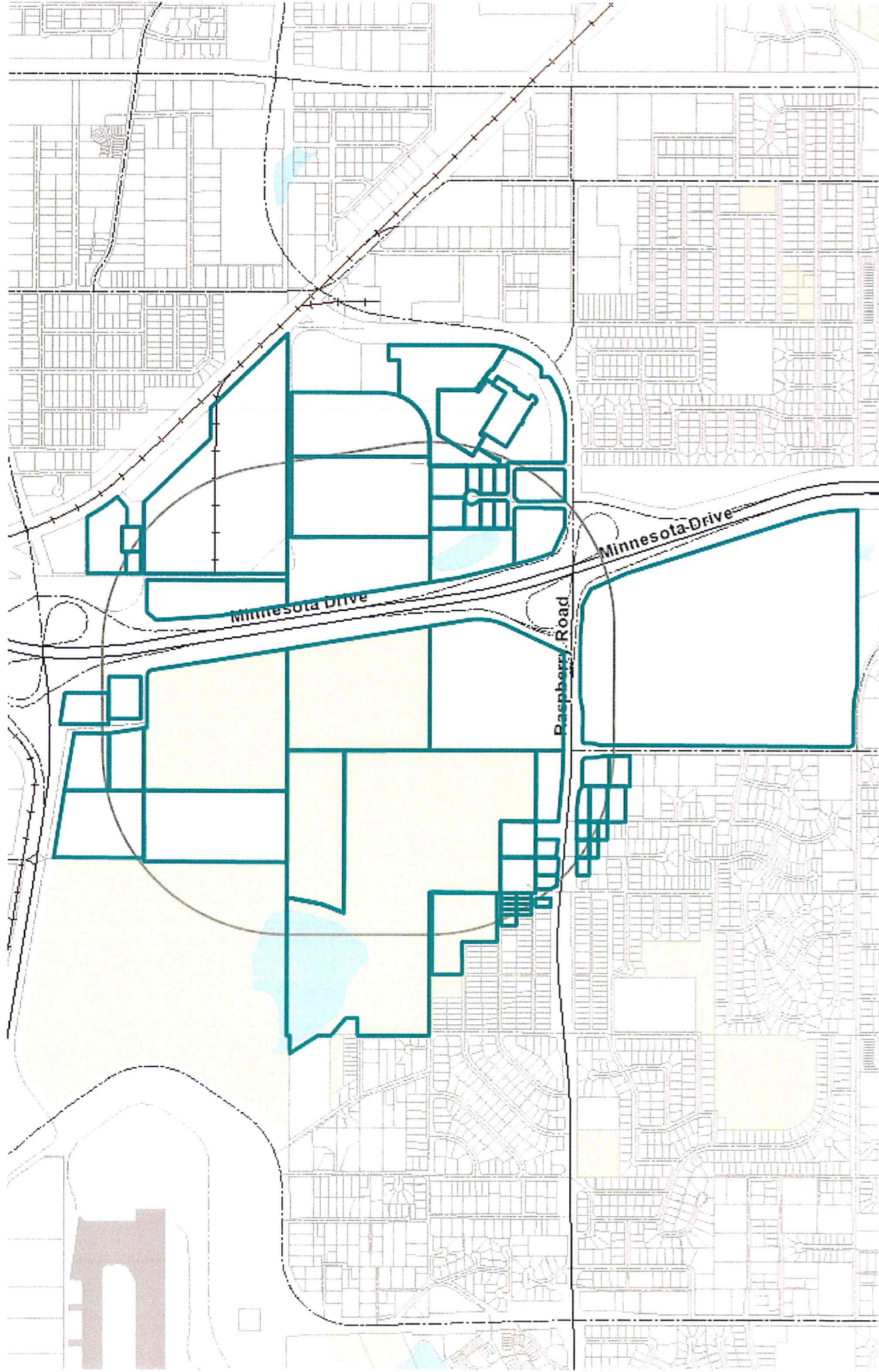
Public Hearing Location:
Municipal Office
200 Main Street
Keegan, MN 55057

Project:
Bonne View TR to PLE

2021



Anchorage



2021-0058 PHN map
Distance = 1700' (61 parcels)