

**PLANNING DEPARTMENT
STAFF ANALYSIS
COMPREHENSIVE PLAN AMENDMENT**

DATE: July 19, 2019

CASE NO.: 2021-0057

APPLICANT: Julie Makela, MOA Project Management and Engineering Department

REPRESENTATIVE: Laurie Cummings, HDR, Inc.

REQUEST: A request to amend the *Anchorage 2040* land use plan map

COMMUNITY COUNCIL: Sand Lake

ATTACHMENTS:

1. Application
2. Departmental and Public Comments

RECOMMENDATION SUMMARY: Approval

SITE

Acres: ±32 acres
Vegetation: Birch, spruce, and undergrowth
Current Zoning: TR, transition district
Topography: Flat

PROPOSAL

This is a request to change the *Anchorage 2040* land use designation for one parcel of land from “Park or Natural Area” to “Community Facility or Institution”. The implementing zoning district of the “Community Facility or Institution” designation is PLI (public lands and institutions) district. This comprehensive plan amendment will allow the parcel to be rezoned from TR (transition district) to PLI district in a separate case that is being processed concurrently (Case 2021-0058). If both the comprehensive plan amendment and rezone are approved by the Assembly, then the Project Management and Engineering Department will submit a conditional use application for a snow disposal site.

AGENCY AND COMMUNITY COUNCIL COMMENTS

None of the other Municipal and State reviewing agencies object to the comprehensive plan amendment. The Sand Lake Community Council adopted a resolution of support for the comprehensive plan amendment, rezone, and conditional use permit.

FINDINGS

21.03.170C.2. Comprehensive Plan Amendments - Approval Criteria

The planning and zoning commission may submit a recommendation for approval, and the assembly may approve an amendment if, in the judgment of the commission or the assembly, the amendment meets the following approval criteria:

- a. The proposed amendment is necessary in order to address one or more of the following:**
 - i. A change in projections of assumptions from those on which the comprehensive plan is based;**
 - ii. Identification of new issues, needs, or opportunities that are not adequately addressed in the comprehensive plan.**

The standard is met.

The *Anchorage 2040* land use plan map designated this 32-acre parcel as “Park or Natural Area” because it is Municipal-owned wetlands, adjacent to Connor’s Bog Park. This site and the surrounding area also have a building height limitation because of the flight landing path to Ted Steven’s Anchorage International Airport (TSAIA).

The MOA Project Management and Engineering Department has identified the need for a new snow disposal site in West Anchorage because State DOT&PF will no longer allow the Municipality to freely use the Northwood Drive Snow Disposal Site.

This comprehensive plan amendment is necessary given the need for a replacement snow disposal site in West Anchorage and that a site selection study concluded that this is the best site. The *West Anchorage District Plan* identified the need to find a replacement snow disposal site because there is only one in West Anchorage and it is leased from TSAIA. Land owned by TSAIA is reserved for commercial aviation purposes as a requirement of Federal Aviation Administration (FAA) grant assurances. The use of TSAIA-owned land for anything unrelated to aviation is temporary and requires fair market rent in exchange for FAA grant funding.

- b. The proposed amendment maintains the internal consistency of the comprehensive plan, and is consistent with the other elements of the comprehensive plan without the need to change other components of the plan to maintain internal consistency.**

The standard is met.

This comprehensive plan amendment is consistent with *Anchorage 2040*, which could not have foreseen the need for a replacement snow disposal site in this specific location. *Anchorage 2040* Strategy 12: Systematic Monitoring and Amendment of this Plan states:

“Like the rest of the Comprehensive Plan, the 2040 LUP is a ‘living document.’ It should be updated based on performance indicators

and new information as the city evolves and responds to new circumstances.”

The Plan further states that comprehensive plan amendments, based on new information and circumstances, can be accompanied by a rezone:

“A rezoning that deviates from the *2040 LUP* may be appropriate if it demonstrates community-wide benefits or responds to new issues, needs, or opportunities not addressed in the Comprehensive Plan.”

- c. **The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.**

The standard is met.

This amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the community. The PLI district will not be new to the area. The site is located south of the Northwood Drive Snow Disposal Site and the Kloop Station Street Maintenance Facility. The *Official Streets and Highways Plan* identifies Northwood Drive as a “Collector” and Minnesota Drive as a “Freeway.”

- d. **If the proposed amendment is to the comprehensive plan map, the requested land use designation is found to be equally or more supportive of the comprehensive plan goals, objectives, policies, and guidelines, than the old land use designation.**

The standard is met.

The comprehensive plan amendment is supported by:

Anchorage 2040

- *Policy 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 for future growth.*

The Plan recognizes the need for public facilities, like snow disposal sites, for the immediate and future needs of residents. The site selection study recommends this site for the replacement snow disposal site. A snow disposal site in West Anchorage is essential to managing snow hauling costs in that subarea of the city and is also needed to provide adequate snow storage capacity as existing snow disposal sites are near or at capacity. Roadways and sidewalks must be cleared and snow clearing needs are anticipated to increase as the city grows in accordance with *Anchorage 2040* and the *Metropolitan Transportation Plan 2040* plans. Sidewalk and pathway clearing will increase in importance as changes in demographics and other trends lead to more walking and bicycling for local trips.

- *Policy 6.2: Provide new or upgraded pedestrian and local/collector street connections in Centers and Commercial Corridors to improve access to and from surrounding neighborhoods.*

Additional streets and pedestrian connections are needed to provide a transportation network capable of accommodate forecast employment and housing needs. This network will depend at least in part on snow disposal capacity being adequate in the Anchorage Bowl.

Anchorage 2020

- *Policy 7: Avoid incompatible uses adjoining one another.*

This is MOA-owned property and is not dedicated parkland. These 32 acres are surrounded by the TSAIA Snow Disposal Site, a Municipal street maintenance facility, sports fields, a freeway, open space, and parkland. The surrounding uses will not be impacted by the night-time operations of a snow disposal sites. The underly transportation level of service goals cannot be achieved without snow removal from streets and sidewalks.

- *Policy 49: Healthy, mature trees and forested areas shall be retained as much as possible.*
- *Policy 67: Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, whenever possible.*
- *Policy 69: The Municipality shall preserve the functions and values of important wetlands...as delineated in the Anchorage Wetlands Management Plan.*
- *Policy 71: Utilize wetlands to manage drainage and improve water quality, where appropriate.*
- *Policy 79: The ecological and drainage functions of Anchorage's aquatic resources shall be protected, and where appropriate, restored.*

The MOA Project Management and Engineering Department will need to demonstrate with a forthcoming conditional use application the effect of a snow disposal site on the natural environment. The site plan will be used to evaluate how a proposed snow dump retains natural vegetation and protects wetlands. Water quality and runoff will need to be addressed with the conditional use. It is premature to analyze the conditional use approval criteria now.

- *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 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 impacts on neighborhoods; and h) Adequate snow storage.*

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

Pedestrian transportation goals cannot be achieved without snow removal from the growing network of sidewalks and multi-use pathways.

West Anchorage District Plan

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

This comprehensive plan amendment will allow the rezoning to PLI district and a conditional use permit application for a replacement snow disposal site. This site is collocated with the TSAIA Snow Disposal Site and a MOA Street Maintenance Facility. Timely snow removal from roads and sidewalks is a necessity for winter cities, like Anchorage.

- *Parks Objective #4: Maintain, 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.*

The comprehensive plan amendment does not change dedicated parkland (Connor's Bog Park). After the rezone to PLI district, the future conditional use application for a snow disposal site will need to address buffering for Connor's Bog Park, trails, wetlands issues, and wildlife preservation.

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

Public services like snow removal are an important component to the transportation needs of the community. West Anchorage needs a new 24/7 snow disposal site to continue the same level of service for snow removal, and this is the preferred site in the site selection study.

- *Utilities Objective #3: Construct utilities for maximum operational efficiency and consolidate facilities where practical.*

Public facilities, like Municipal snow disposal sites, need to be located to provide maximum benefit to the community. The site selection study recommended this site for many reasons, including the proximity to the Kloop Street Maintenance Facility.

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

Other potential site for a snow disposal site may increase driving time for snow removal equipment, which would produce more greenhouse gasses and negatively affect the environment.

- e. **If the proposed amendment is to the comprehensive plan map, the subject site is consistent with the adopted description and locational criteria for the requested land use designation, and is physically suitable to accommodate the proposed designation, including but not limited to access, physical constraints, provision of utilities, and compatibility with surrounding designations and development patterns.**

The standard is met.

The comprehensive plan amendment is consistent with the description and locational criteria of “Community Facility or Institution”. *Anchorage 2040* states:

Community Facility or Institution

This designation provides for public or institutional facilities on public or institutional lands. These institutions and facilities are integrated with the neighborhoods and provide a community service or focus for the area or wider community.

Uses

- *Schools, community recreation centers, fire stations, libraries, museums, government offices, and cemeteries.*
- *Religious institutions with large campuses.*
- *Administrative offices of institutional and not-for-profit uses may also occur.*
- *Public facilities and utilities such as electrical power stations, water and sewer treatment facilities, public works maintenance yards, and water tank reservoirs.*

The “Community Facility or Institution” land use designation is compatible with surrounding development in the area. This is the ideal location for the replacement snow disposal site because it is in West Anchorage and has good access to major streets. Moreover, this site is located next to a Municipal street maintenance facility and the TSAIA Snow Disposal Site.

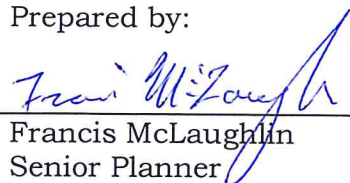
DEPARTMENT RECOMMENDATION

The Department recommends APPROVAL of the comprehensive plan amendment to designate the parcel as “Community Facility or Institution”. Attached is a draft assembly ordinance.

Reviewed by:


Michelle J. McNulty, AICP
Director

Prepared by:


Francis McLaughlin
Senior Planner

Submitted by: Chair of the Assembly at the
Request of the Mayor
Prepared by: Planning Department
For reading:

**Anchorage, Alaska
AO No. 2021-**

**AN ORDINANCE OF THE MUNICIPALITY OF ANCHORAGE AMENDING THE
ANCHORAGE 2040 LAND USE PLAN MAP TO CHANGE THE LAND USE
DESIGNATION OF ONE PARCEL FROM "PARK OR NATURAL AREA" TO
"COMMUNITY FACILITY OR INSTITUTION", GENERALLY LOCATED SOUTH
OF WEST INTERNATIONAL AIRPORT ROAD, WEST OF MINNESOTA DRIVE,
NORTH OF RASPBERRY ROAD, AND EAST OF THE NORTHWOOD DRIVE
RIGHT-OF-WAY ALIGNMENT, IN ANCHORAGE.**

(Sand Lake Community Council) (Planning and Zoning Commission Case 2021-0057)

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. That the *Anchorage 2040 Land Use Plan Map* is hereby amended to change the land use designation of one lot, as shown in Exhibits A and B, from "Park or Natural Area" to "Community Facility or Institution".

Section 2. Anchorage Municipal Code section 21.01.080 is amended as follows (*the remainder of the subsection is not affected and therefore not set out*):

21.01.080 COMPREHENSIVE PLAN

A. Purpose

The purpose of the comprehensive plan is to set for the goals, objectives, strategies, and policies governing land use development of the municipality. As adopted, this section and the documents incorporated in this section constitute the comprehensive plan of the municipality.

B. Elements

1. Adopted Elements

The comprehensive plan consists of the adopted elements identified in the following table, and which are incorporated in this chapter by reference. Plans or other elements that are not listed below are not official elements of the comprehensive plan, though they may be valid planning tools.

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TABLE 21.01-1: COMPREHENSIVE PLAN ELEMENTS

Area/Topic	Plan	Adoption Date ¹	Amendments
Anchorage Bowl	Anchorage 2020, Anchorage Bowl Comprehensive Plan	AO 2000-119(S); 2-20-2001	AO 2002-119; 9-10-2002
	Anchorage 2040 Land Use Plan	AO 2017-116, as amended; 9-26-2017	AO 2019-142, as amended; 12-17-2019; <u>AO 2021-</u> ; <i>(insert effective date of this ordinance)</i>
	Spenard Commercial District Development Strategy	AR 1986-121; 6-17-1986 AO 1987-145; 12-15-1987	
	Tudor Road Public Lands and Institutions Plan	AR 1986-162; 9-9-1986	
	3500 Tudor Road Master Plan	AO 2007-118; 11-13-2007	
	Anchorage Downtown Comprehensive Plan	AO 2007-113; 12-11-2007	
	Hillside District Plan	AO 2010-22; 4-13-2010	AO 2014-134; 11-18-14 AO 2015-17; 3-3-15
	Utility Corridor Plan	AO 1990-13(S); 2-27-1990	AO 2003-78; 8-19-2003 AO 2005-121(S); 10-25-2005 AO 2007-97; 7-17-2007
	Section 36 Land Use Study (recommending Alternative 2)	AO 1992-125; 11-10-1992	
	The Ship Creek/Waterfront Land Use Plan (May 1991), including the Transportation Element, as supplemented by the Ship Creek Framework Plan, 7-22-14	AO 1991-88; 6-3-1991	AIM 1991-178 AO 2014-79; 7-22-14
	Potter Valley Land Use Analysis	AO 1999-144; 12-7-1999	
	UMED District Plan	AO 2015-140; 3-22-2016	
	West Anchorage District Plan	AO 2012-47; 7-10-2012	AO 2016-32; 4-12-16
	Government Hill Neighborhood Plan	AO 2013-11; 2-12-2013	AO 2015-18; 3-3-15
	Fairview Neighborhood Plan	AO 2014-108; 9-9-14	

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-151, § 3, 1-14-14; AO No. 2014-63, § 3, 6-24-14; AO No. 2013-132(S), § 3, 7-8-14; AO No. 2014-79, § 3, 7-22-14; AO No. 2014-108, § 3, 9-9-14; AO No. 2014-134, § 3, 11-18-14; AO No. 2014-139(S), § 3, 12-2-14; AO No. 2015-17, § 3, 3-3-15; AO No. 2015-18, § 5, 3-3-15; AO No. 2015-46, § 3, 5-14-15; AO No. 2015-140, § 2, 3-8-16; AO No. 2016-101, § 2, 9-13-16; AO No. 2017-67, 5-9-2017; AO No. 2017-116, § 6, 9-26-17; AO No. 2018-23, § 3, 3-20-18; AO No. 2019-142, § 3, 12-17-19; AO No. 2020-74, § 2, 9-15-20)

Section 4. This ordinance shall become effective immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2021.

Chair of the Assembly

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case 2021-0057)

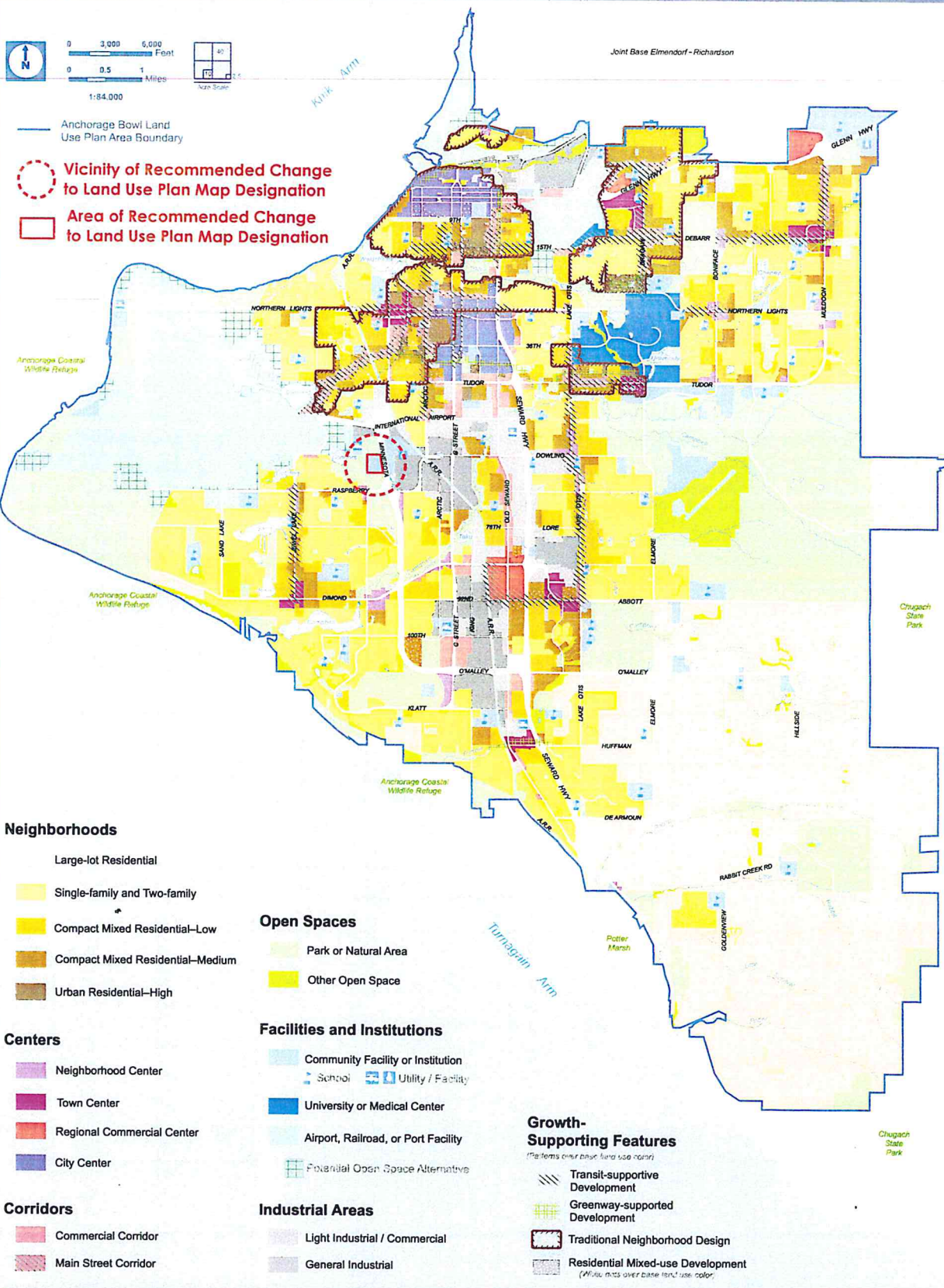
Municipality of Anchorage Comprehensive Plan

2-1. Anchorage 2040 Land Use Plan Map

A Supplement to the Anchorage 2020 Comprehensive Plan

Anchorage 2040
Land Use Plan

As Amended by Assembly
Ordinance No. 2021 -



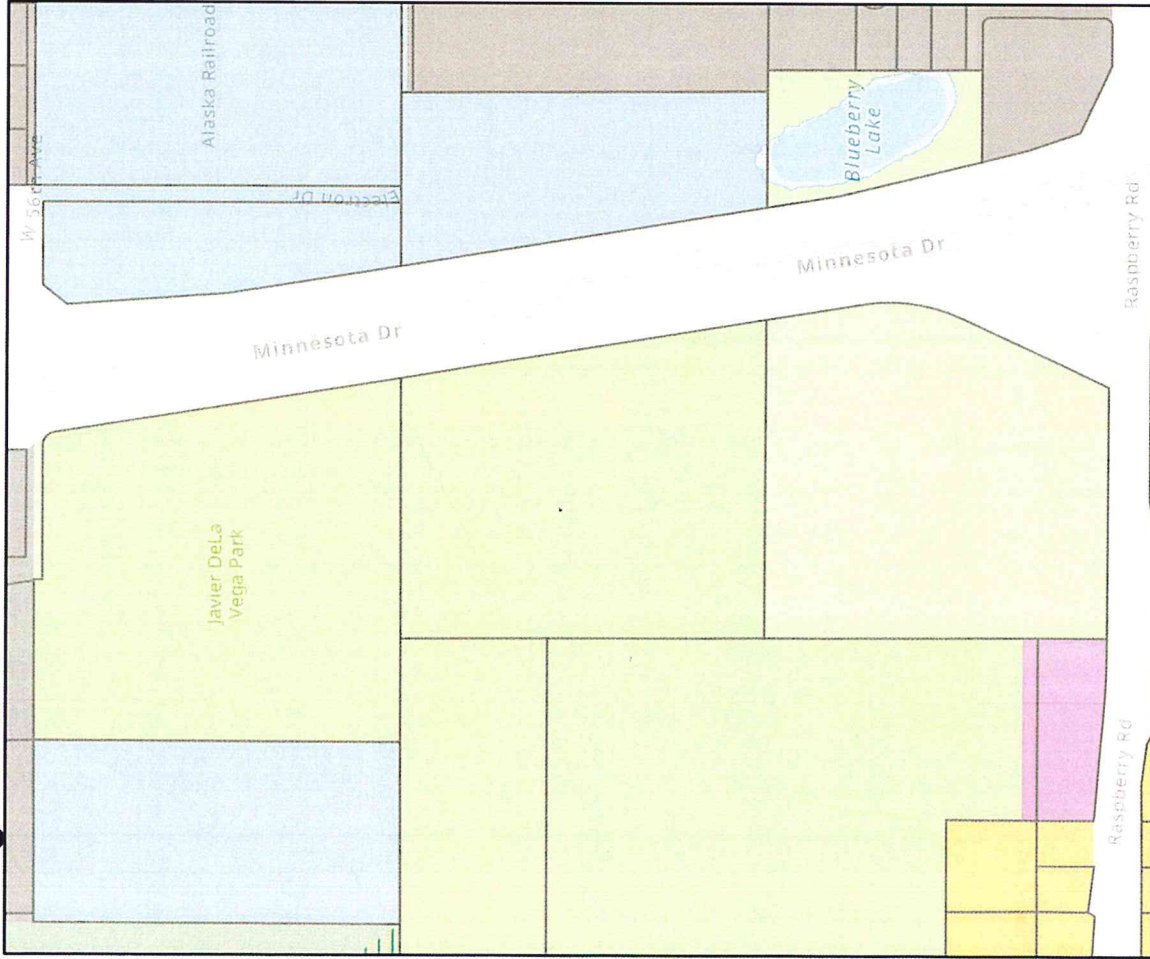
This map is a part of Section 2 of the Anchorage 2040 Land Use Plan. Section 2 of the Plan provides definitions and guidance regarding the land use designations and other features on this map. Search online with "Anchorage 2040 Land Use Plan" to go to the zoom-in interactive and color-blind friendly versions of this map.

6/24/2021 Land_Use_Plan_Map_1 to 7_AncorRecommendedChange.mxd



Exhibit B - Existing and Proposed Land Use Designation (PZC Case No. 2021-0057)

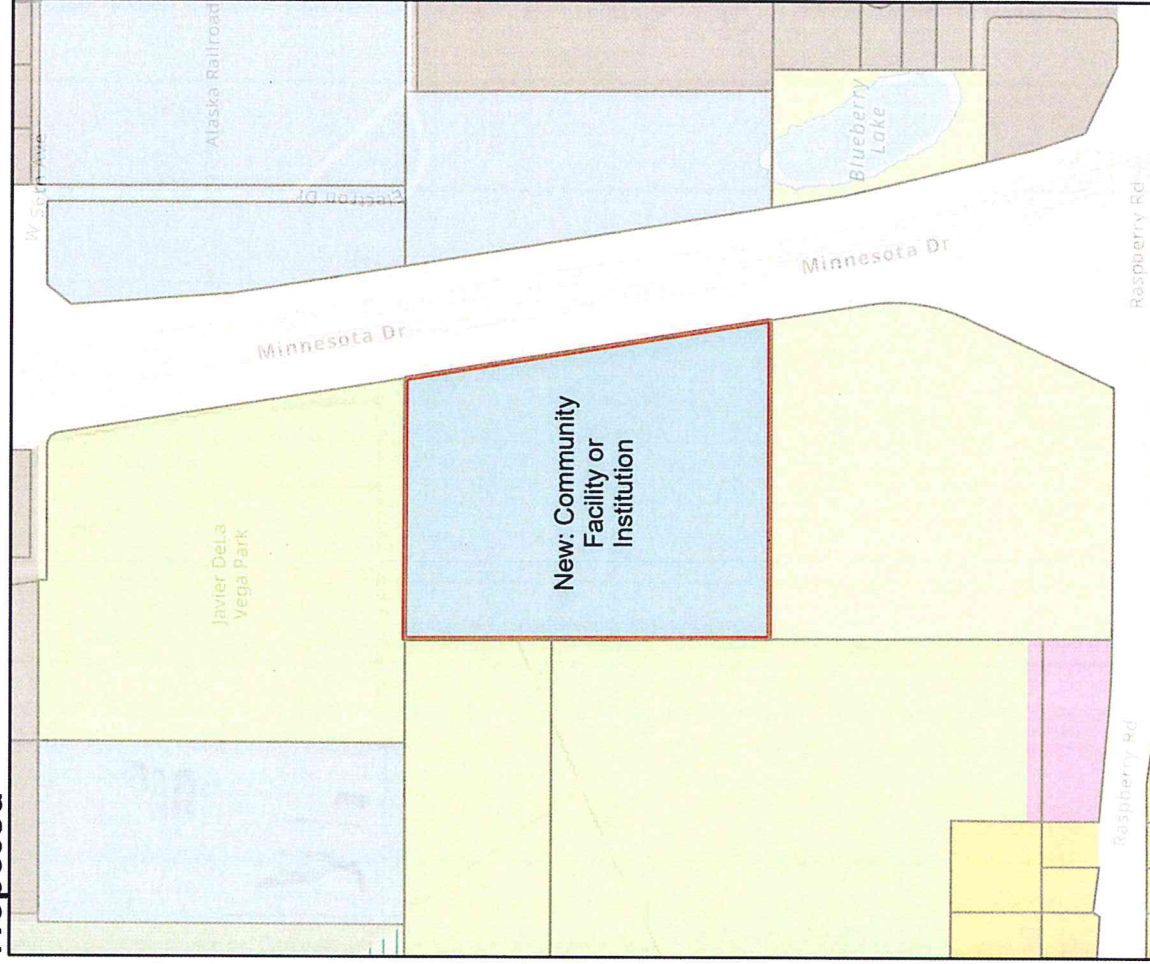
Existing



Anchorage 2040 Land Use Designations:

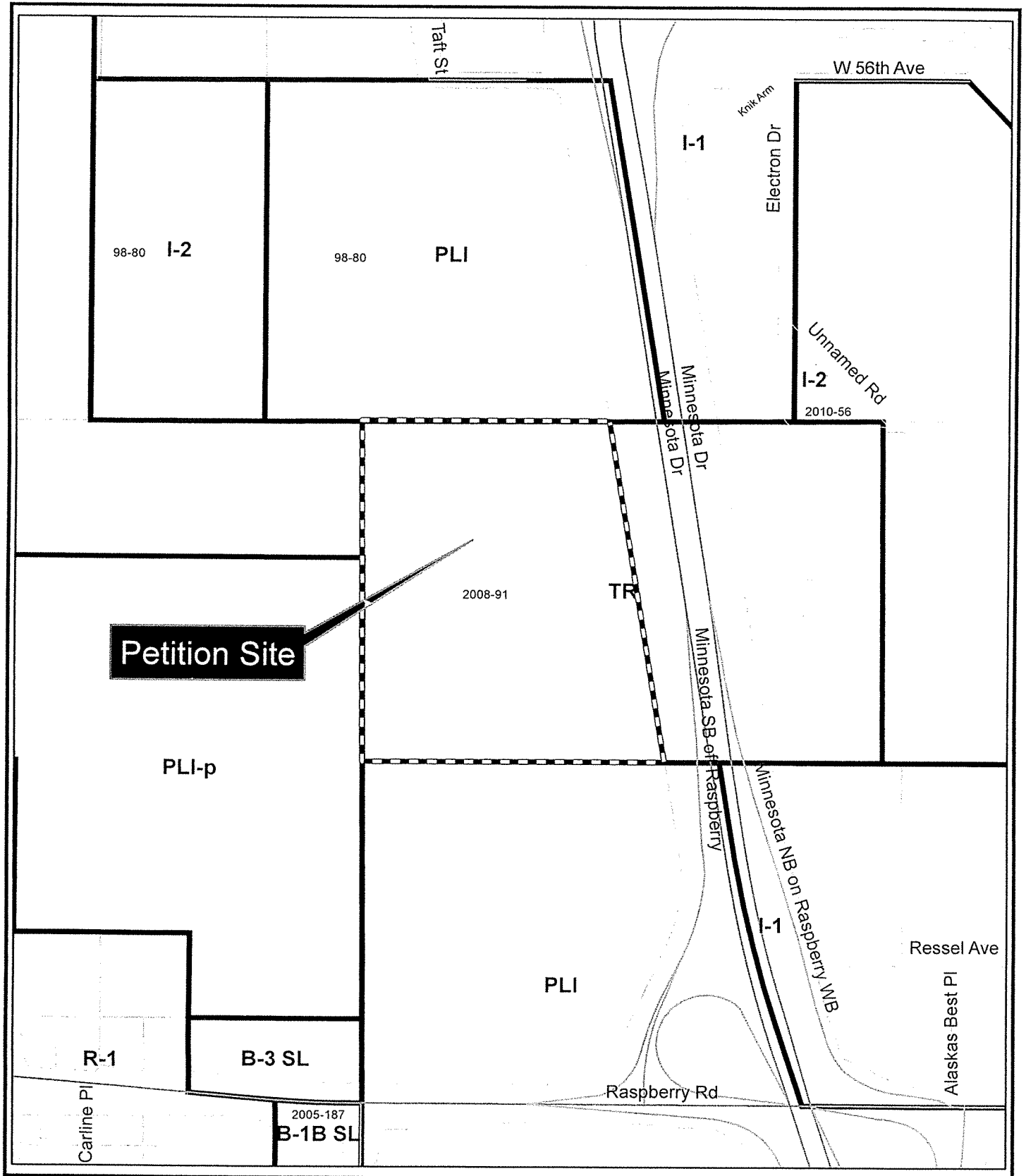
- Single-Family and Two-Family
- Neighborhood Center
- Park or Natural Area
- General Industrial
- Water Feature
- ROW (White)
- Community Facility or Institution
- Airport, Railroad, or Port Facility
- Potential Open Space

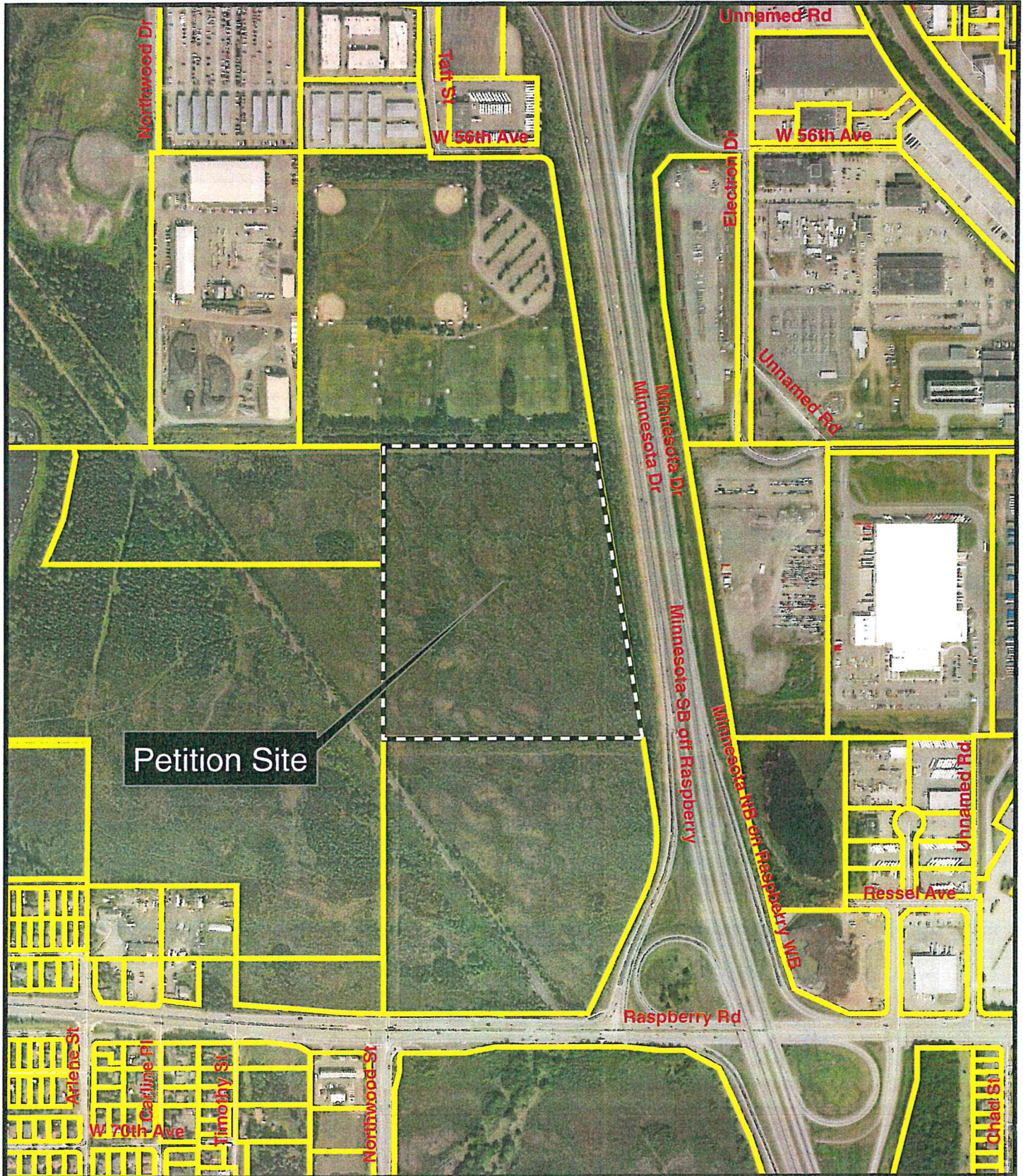
Proposed



West Anchorage Snow Dump Comp Plan Amendment

Area of Recommended Change to Land Use Designation





Application

PROPOSED COMPREHENSIVE PLAN AMENDMENT

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). The PM&E Department is requesting approval of a comprehensive plan map amendment to reclassify the entire 32-acre parcel from “Park or Natural Area” to “Community Facility or Institution.” A rezoning amendment requesting this parcel be rezoning to Public Lands and 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

The Anchorage 2040 Land Use Plan (LUP) identifies the site as Park or Natural Area (see Figure 2). As part of Connor's Bog, this parcel is managed by the MOA Parks and Recreation Department, but it is not designated parkland.

This site is zoned within the Transition (TR) district (see Figure 3). 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 TR lands have been rezoned over time.

PUBLIC 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 in the Site Selection Study (Appendix B). Comments from public involvement efforts indicate that the Connor's Bog location is generally preferred to the next reasonable option (Strawberry Bog).

COMPREHENSIVE PLAN AMENDMENT STANDARDS (AMC 21.03.070)

Section C.2(a)(ii): The proposed amendment is necessary in order to address:

Identification of new issues, needs, or opportunities that are not adequately addressed in the comprehensive plan.

Since the adoption of the 2040 LUP, the need for a replacement snow disposal site for West Anchorage has been identified. The existing Northwood Snow Disposal Site is on land owned by the State of Alaska and managed by the Ted Stevens Anchorage International Airport (TSAIA). The MOA leases the property from the airport on a year-by-year basis.¹ The size of the lease varies each year depending on TSAIA's competing needs for the parcel. The typical lease is for a 6-month duration, however, it can take several months for the snow mass to fully melt which precludes other use of the parcel. During heavy snowfall years, or when the airport restricts the lease size, the site does not have adequate capacity to accommodate all the hauled snow. The year-by-year basis of the lease also makes it unfeasible for the MOA to invest in the infrastructure needed to comply with State of Alaska water quality standards and operate the site efficiently. MOA needs ownership of a snow removal site in order to make the financial investment required and provide continued level of snow removal service for west Anchorage roadways.

Anchorage 2020 has a policy to "Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate." This is often done by having bike lanes and similar features incorporated into the roadway design. These elements often reduce the amount of space available for roadside snow storage. This requires Street Maintenance to haul snow off these roads more frequently. This need is expected to grow in the future as the demand for on-street bike lanes has grown dramatically due to the popularity of fat-tire bike use during winter.

A site selection study, completed in 2021, was developed to identify the preferred site for a new snow disposal facility. The study recommended a site in Connor's Bog because it is the only site that will meet the operations needs and avoid creating new adverse impacts on residential areas. The public had the opportunity to comment at several points during the planning process.

Section C.2(b) The proposed amendment maintains the internal consistency of the comprehensive plan and is consistent with other elements of the comprehensive plan without the need to change other components of the plan to maintain internal consistency.

The proposed amendment will change the parcel from “Park or Natural Area” to “Community Facility or Institution” (see Figures 3 and 4). The proposed amendment maintains the internal consistency of the comprehensive plan and is consistent with other elements of the plan. The proposed amendment is to the LUP map. No changes to the comprehensive plan narrative are being requested.

Section C.2(c): The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.

The proposed amendment is in the public interest because it will allow snow removal operations in West Anchorage to continue to operate at the current level of service and in a cost-effective manner. The proposed snow disposal site will have the capacity to accommodate more snow, which is important because the current site is undersized for the snowfall received in most years. This is likely to become a bigger concern in the future as precipitation during the winter months is expected to increase and potentially creating more demand for snow removal and disposal⁵.

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 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 lease⁶. 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 AIA 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 services West Anchorage) 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 needed to comply with State of Alaska water quality regulations. This will improve the quality of the snowmelt water and reduce environmental impacts to Connor’s Bog. Inadequate meltwater routing and detention areas have resulted in marsh and forest impacts along the north side of the current site.
- Minimizes impacts:

⁵ 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).

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

- 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 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. Screening from transportation corridors and recreational users will be addressed during project design.

Section C.2(d): If the proposed amendment is to the comprehensive plan map, the requested land use designation is found to be equally or more supportive of the comprehensive plan goals, objectives, policies, and guidelines, than the old land use designation.

The proposed amendment is to the comprehensive plan map.

The 2040 LUP Goal 5 is infrastructure investment. Policy 5.5 lays out the general guidelines and strategies regarding infrastructure investment that apply to this proposed amendment.

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.

Several of the Anchorage 2020 policies also apply to this proposed amendment.

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

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

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

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.

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

The requested land use designation is equally supportive of the comprehensive plan goals, objectives, policies, and guidelines for infrastructure investment. The proposed snow disposal site is needed to maintain the current level of snow removal services in West Anchorage in a cost-effective manner.

The new snow disposal 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.

A comprehensive plan map amendment allows the MOA to maintain the existing, and future, snow removal level of service in West Anchorage. Any site selected outside the West Anchorage Snow Disposal Service Area would increase costs, decrease the area's snow removal level of service and reduce pedestrian and travel safety.

Section C.2(e): If the proposed amendment is to the comprehensive plan map, the subject site is consistent with the adopted description and locational criteria for the requested land use designation, and it physically suitable to accommodate the proposed designation, including not limited to access, physical constraints, provision of utilities, and compatibility with surrounding designations and development patterns.

The proposed site is adequate for the proposed use as a snow disposal site. A site selection study was prepared to determine the most suitable site for a new snow disposal facility in West Anchorage.

The study identified three initial criteria for 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:

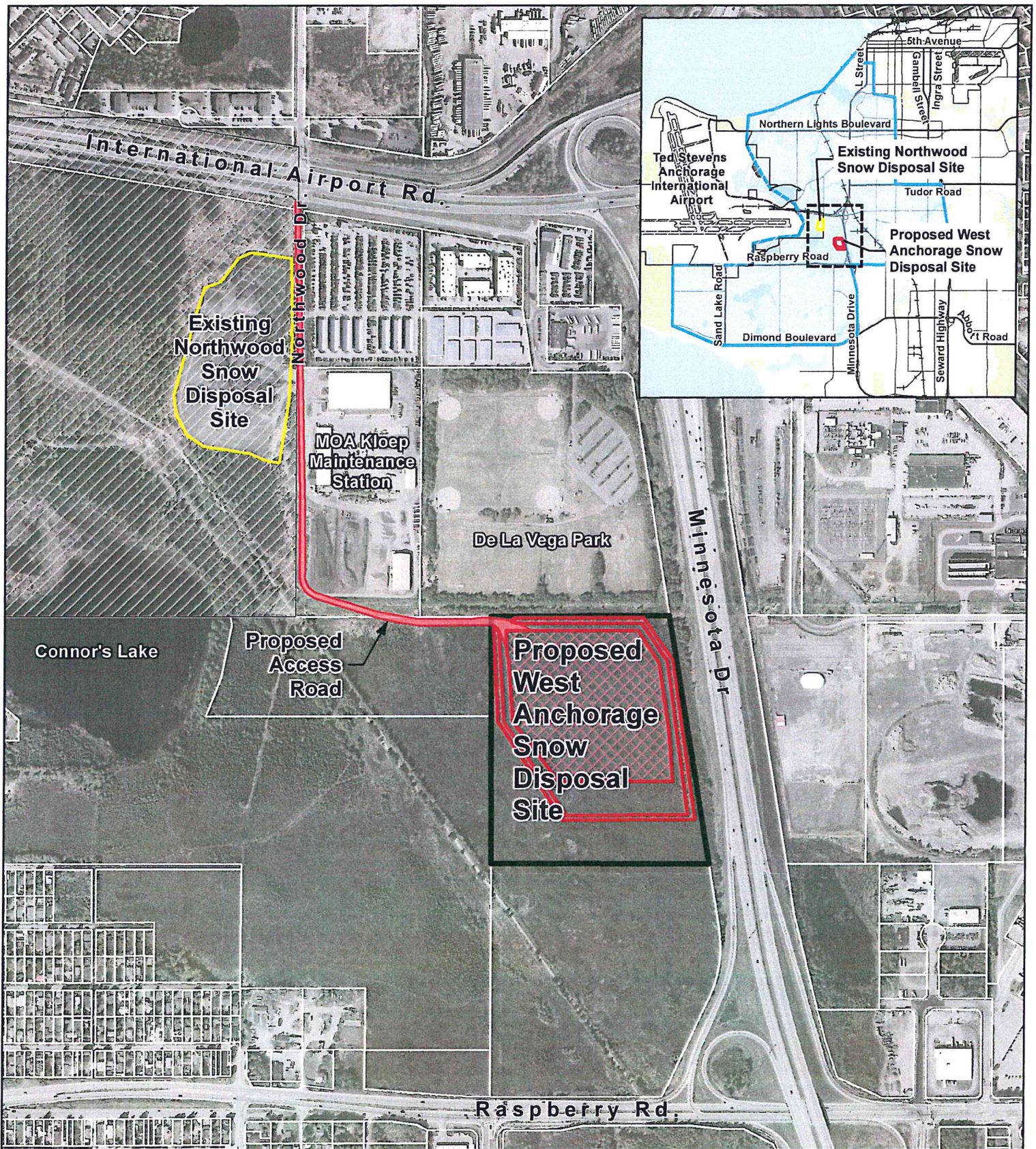
- Located to allow 24-hours-a-day, 7-days-a-week (24/7) operation;
- Zoned in an area that will allow snow disposal;
- Provides site access along larger collector or arterial roads; and
- Available for long-term lease, purchase, or otherwise available for permanent use.

Based on these criteria, all sites but two were eliminated from additional analysis and evaluation. To make the final site selection recommendation, the following additional factors were considered:

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

Based on this analysis, a site in Connor's Bog was identified as the recommended site for a new snow disposal site for West Anchorage because it has minimal impacts on adjacent properties, is already owned by the MOA, and has adequate size and receiving waters. The second most-suitable site (Strawberry Bog) identified in the study is not recommended. While that site meets many of the technical requirements for a snow disposal site, it would have unacceptable adverse impacts on nearby residential areas.

Any needed improvements such as an access road and utility connections will be addressed when the site is developed. A conditional use permit will be needed to use this site as a snow disposal facility. This permit will be requested at a later date.



-  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

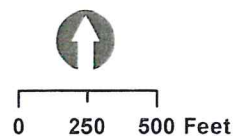
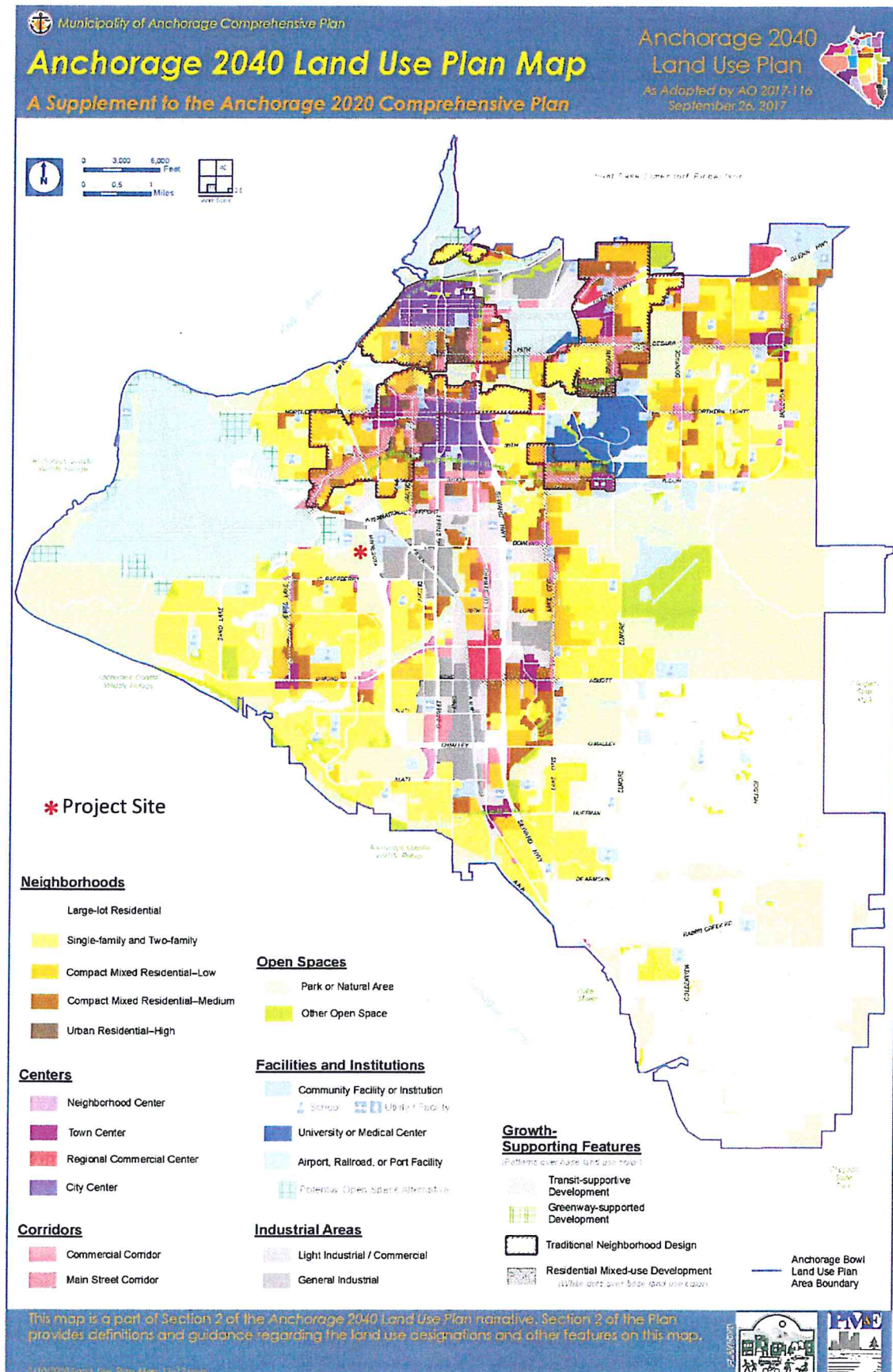
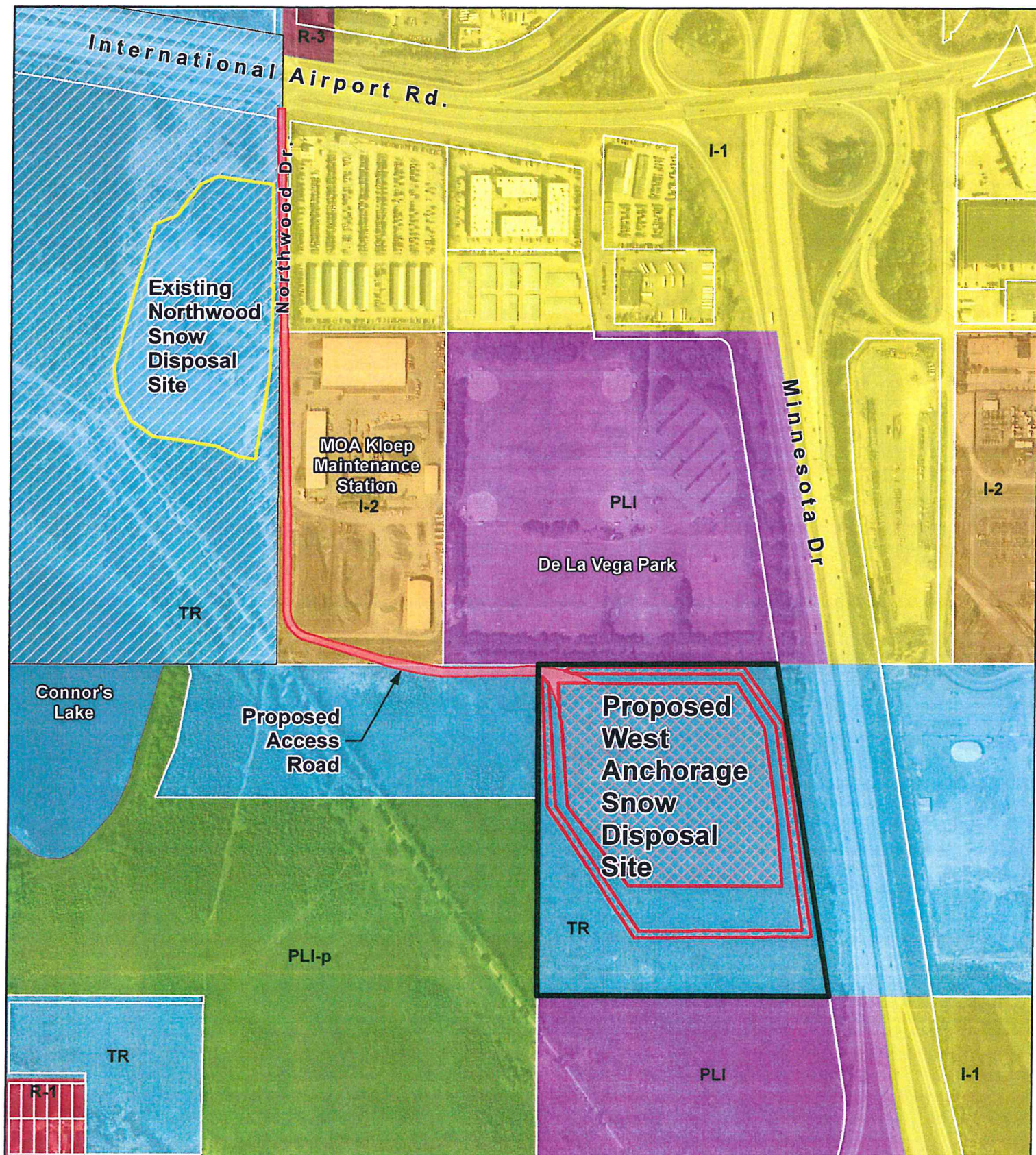


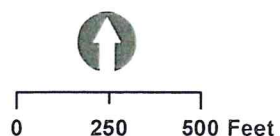
Figure 2 – Anchorage 2040 Land Use Plan Map

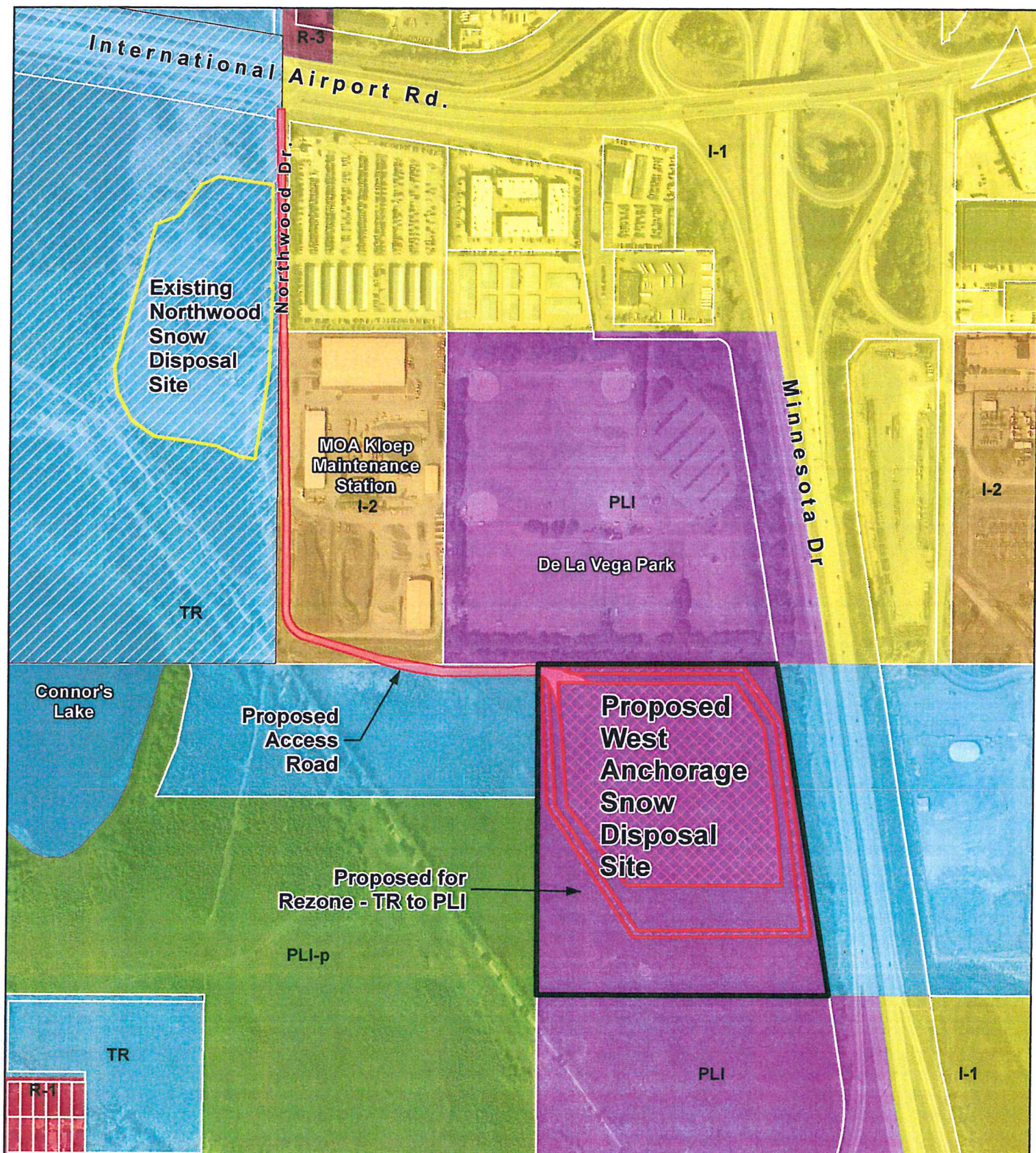




- | | |
|--|-------------------------------------|
| Project Site | Generalized Zoning Districts |
| Proposed West Anchorage Snow Disposal Site | Heavy Industrial (I-2) |
| Proposed Access Road | Light Industrial (I-1) |
| Existing Northwood Snow Disposal Site | Mixed Residential (R-3) |
| TSAIA Property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

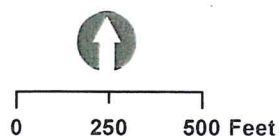
West Anchorage Snow Disposal Site
Figure 3 - Existing Zoning Map





- | | |
|--|-------------------------------------|
| 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 4 - Proposed Zoning Map



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.

West Anchorage Snow Disposal Project

PM&E Project No. 19-01
Sand Lake Community Council Presentation March 8, 2021

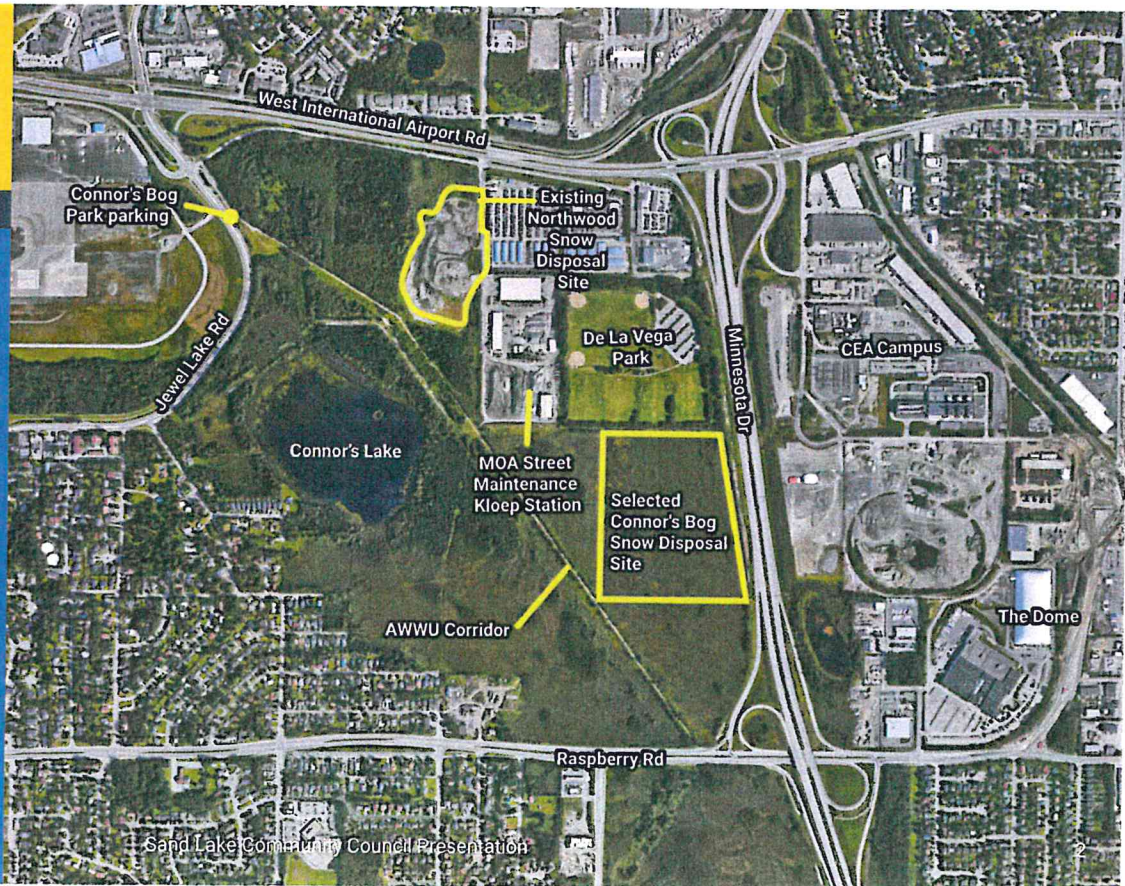




What is the Snow Disposal Project?

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





Site Selection Process

West Anchorage Snow Disposal Project



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

March 8, 2021

Sand Lake Community Council Presentation

3



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



Sand Lake Community Council Presentation



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

6



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

March 8, 2021

Sand Lake Community Council Presentation

7



Find more information

West Anchorage Snow Disposal Project

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

westanchoragesnow.com



March 8, 2021

Sand Lake Community Council Presentation

8



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
Project Update Presentation
at the Sand Lake Community
Council Meeting**



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

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

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

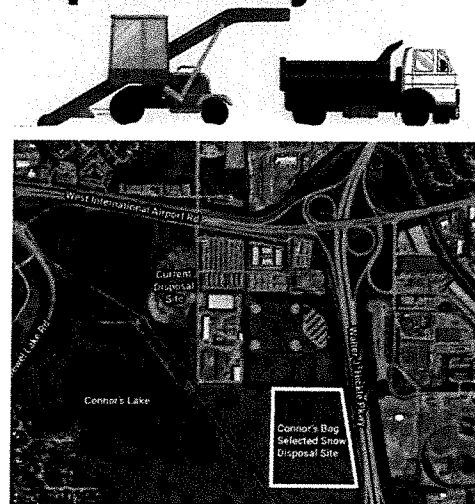


Scan me with
a camera
on your
smartphone!

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 studies 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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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.

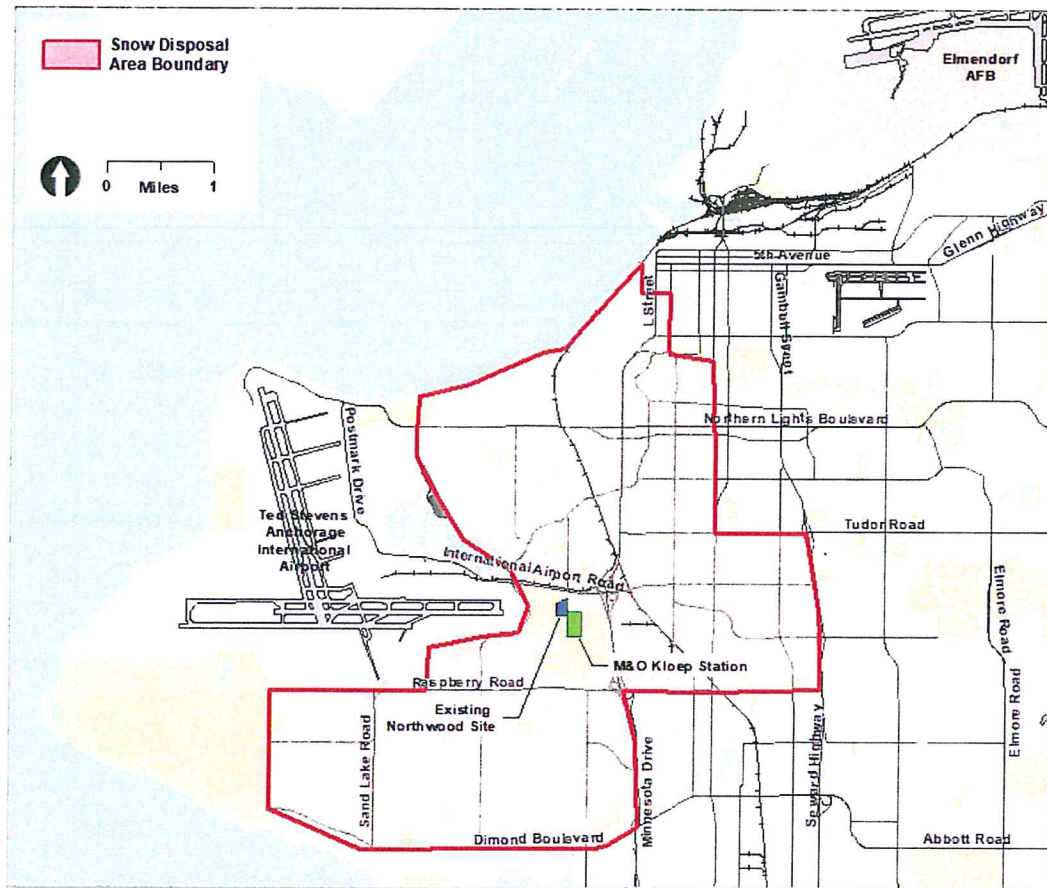


Figure 1. West Side Snow Disposal Service Area



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.

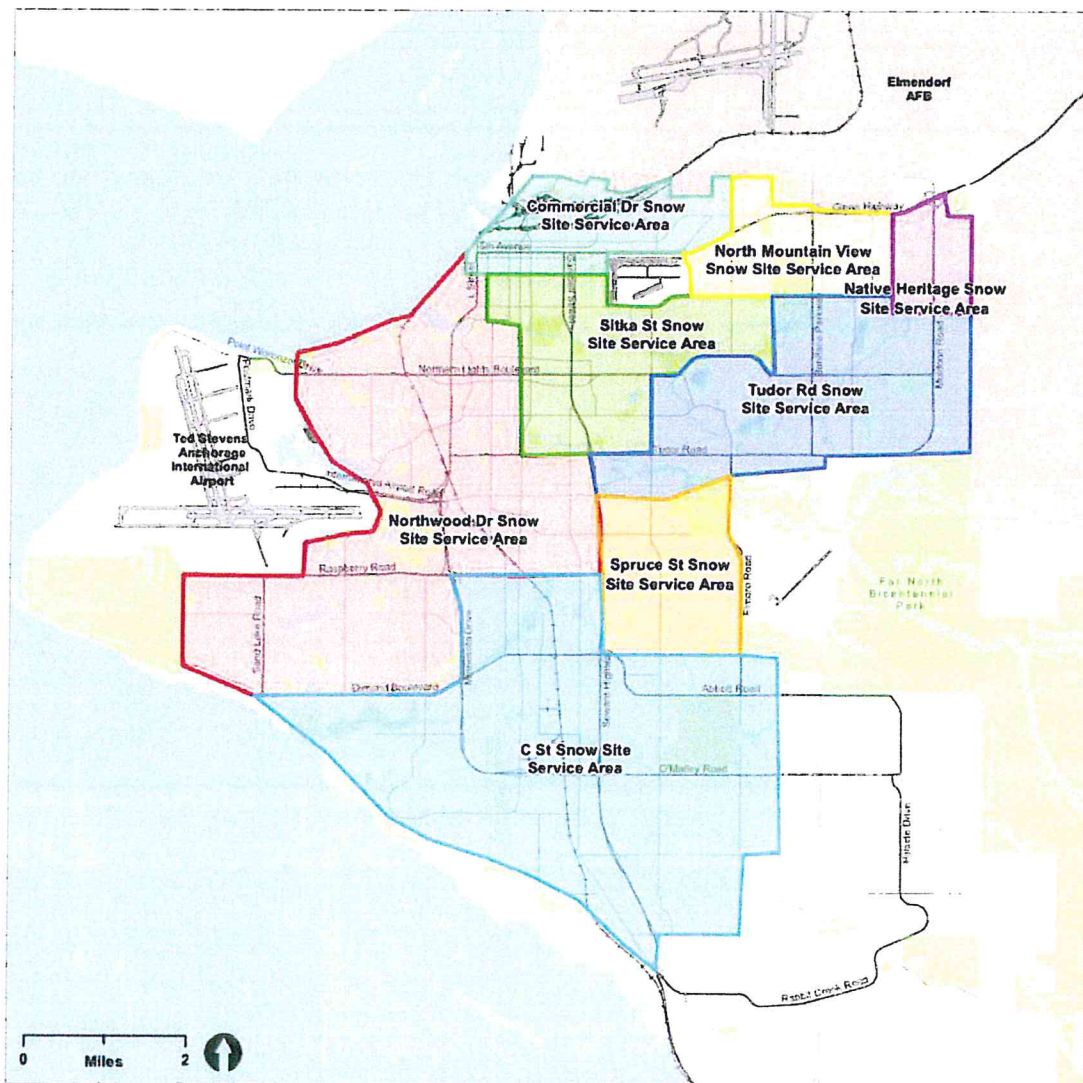


Figure 3. Anchorage Snow Disposal Service Areas



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.

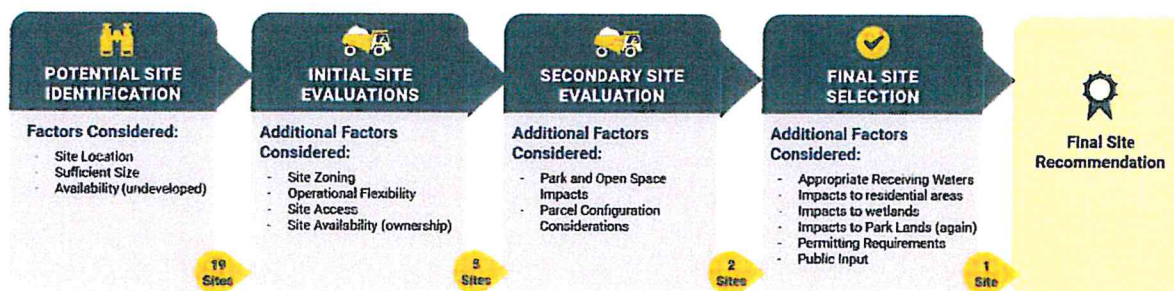


Figure 4. Site Selection Process

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.

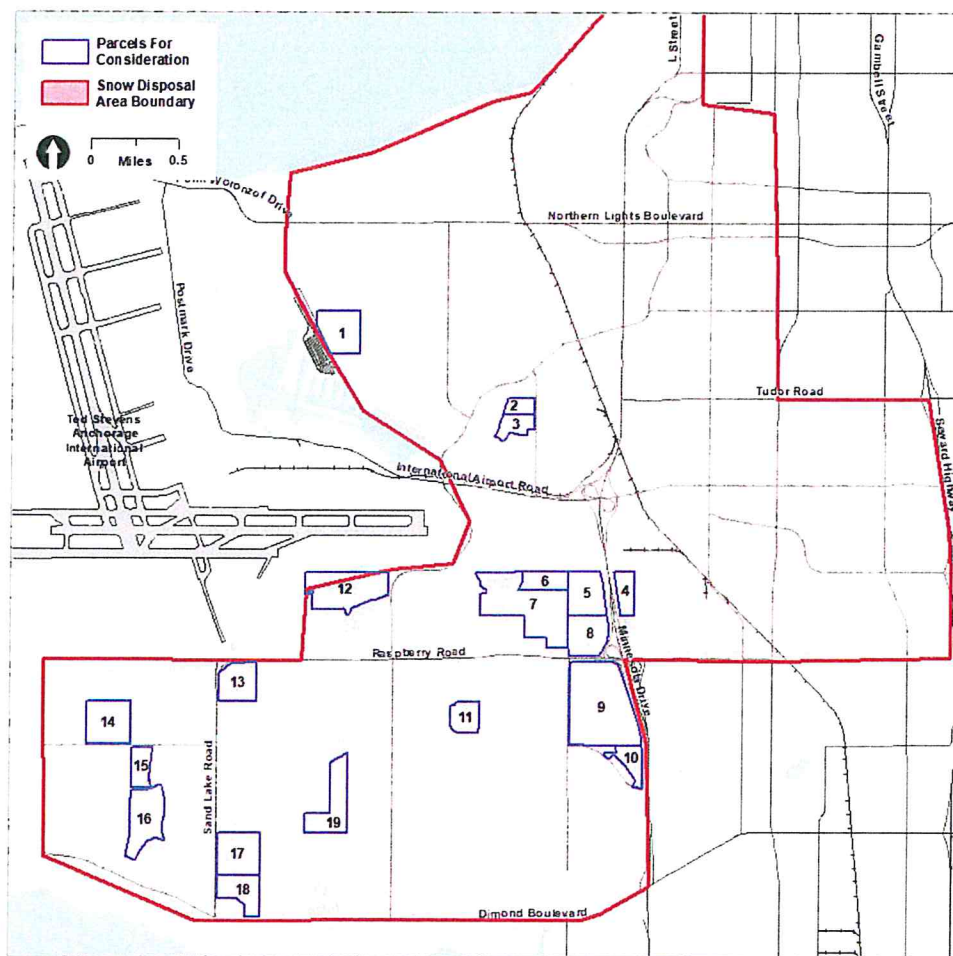


Figure 5. Initial Parcels Identified for Consideration

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

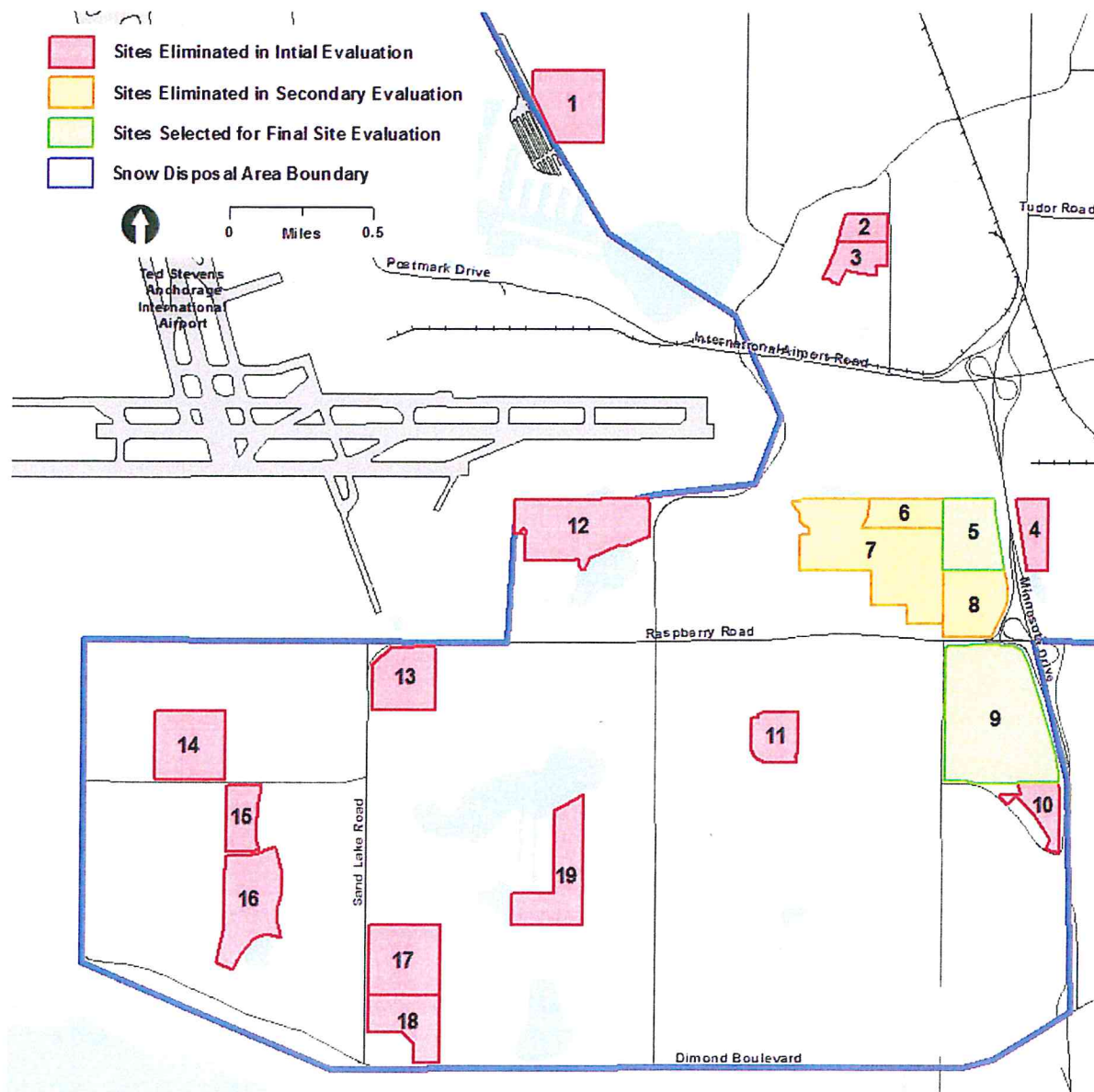


Figure 6. Final Site Evaluation Results



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 Kloop 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 Kloop 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 Kloop Station facility and would require to separation of snow hauling traffic from the Kloop Station employee parking areas. Small incursions into designated park land south of the Kloop 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 Kloep 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.



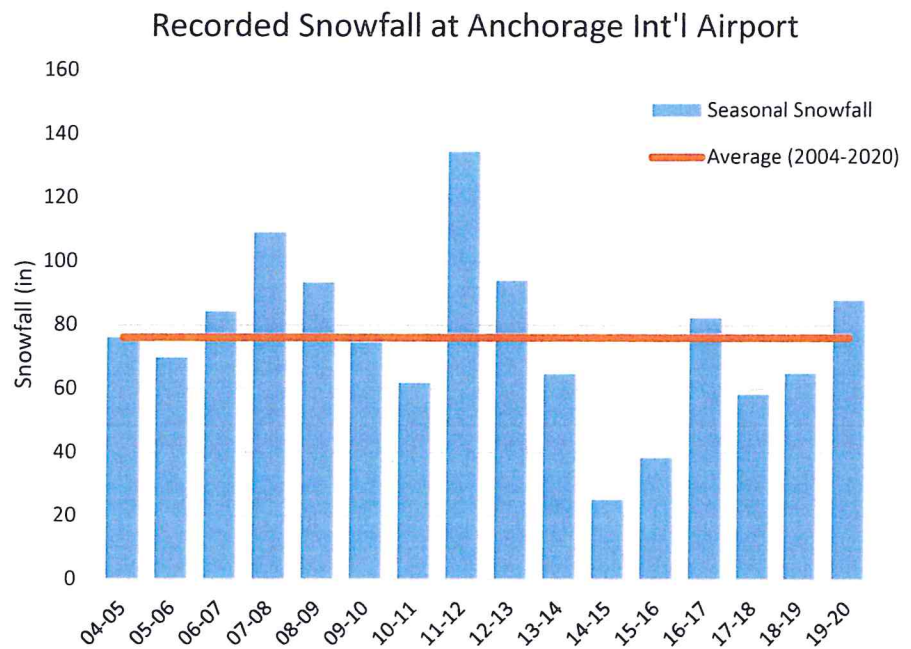
Table 2. Final Site Selection Recommendations Comparison Table

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
<i>Author/Source: Municipality of Anchorage</i>
Outline of public facility site selection process Snow disposal site regulations Waiver process outline
Document: 2017 Anchorage Stormwater Manual
<i>Author/Source: Municipality of Anchorage PM&E</i>
Melt water discharge profile Site selection criteria
Document: Anchorage Street Deicer and Snow Disposal 2003 Best Management Practices Guidance
<i>Author/Source: Watershed Management Program - WMP CPg02001</i>
Documentation of management of snow disposal sites
Document: 2013 Evaluation of Anchorage Snow Disposal Sites
<i>Author/Source: Watershed Management Program - WMP APr14002</i>
V-Swale design guidance General site design guidance
Document: Anchorage Storm Water Treatment in Wetlands: 2001 Progress Report
<i>Author/Source: Watershed Management Program - WMP APr01002</i>
Wetlands status in Anchorage Potential benefits of snow melt water into wetlands
Document: Urban and Highway Snowmelt: Minimizing the Impact on Receiving Water
<i>Author/Source: Water Environment Research Foundation: Project 94-IRM-2</i>
Estimation of metals and salts in melt water discharge Evaluation of toxic effects of these contaminant
Document: Effects of Snow Dump Meltwater on Adjacent Black Spruce Bog Vegetation
<i>Author/Source: Alaska Pacific University - Kristen Hansen</i>
Effect of melt water from snow disposal sites on adjacent vegetation
Document: Proposed Eagle River Snow Disposal Site: Preliminary Review
<i>Author/Source: Watershed Management Program</i>
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
<i>Author/Source: Alaska DOT&PF Research & Technology Transfer</i>
General best practices around the state for snow disposal
Document: The Anchorage Debit-Credit Method
<i>Author/Source: Heather Dean, April 2011 – USACOE, EPA, US Fish & Wildlife, MOA</i>
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



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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.



Attachment A

Postcard



West Anchorage Snow Disposal Project



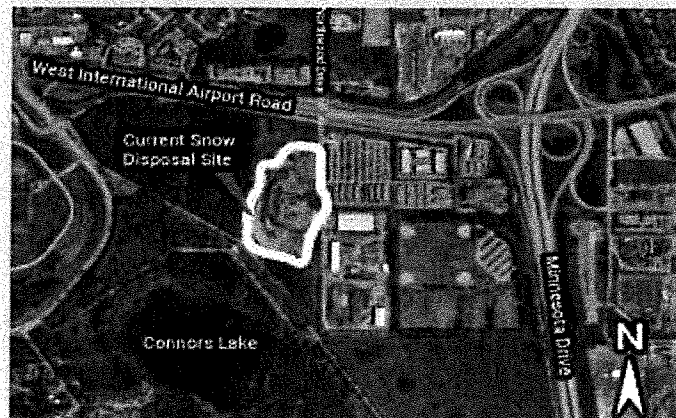
West Anchorage
Snow Disposal Project
2525 C Street, Suite 500
Anchorage, Alaska 99503

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



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



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.



Attachment E

Comment Log

West Anchorage Snow Disposal Project Phase One Comment Log								
Comment Number	Date	Comment Type	Commenter	Organization	Comment	Response Date	Responded By	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.			
2	3/17/2020	Email	Frank Rast	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 Rast			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 have 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	3/23/2020	Josie Wilson	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.
4a	3/24/2020	Virtual Meeting Online Chat	None not given	Public	Hello. Are the two potential sites shown on the webpage the only potential sites under consideration that meet the criteria?	3/24/2020	Julie Makela	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.
4b					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?	3/24/2020	Julie Makela	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.
5a	3/24/2020	Virtual Meeting Online Chat	Margaret Auth	Spendard Community Roadhouse - Member of the Executive Committee	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 it's illegal 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 Spendard Community Council and I know this has been an issue for the Muni for years because the land is State owned.	3/24/2020	Josie Wilson	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					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.			
6a					Just reread Connor's Blog "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.	3/24/2020	Josie Wilson and Bill Spencer	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.
6b					This is Cathy Gleason, Turnagain CC President. I have several questions: 1) What zoning district/s would allow this proposed snow disposal facility?	3/24/2020	Bill Spencer	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.
6c					2) Is the Municipality open to a rezoning process, if needed, to choose the best location?	3/24/2020	Bill Spencer	2) The Muni is open to rezoning if that is needed to use the best location.

6d	3/24/2020	Virtual Meeting Online Chat	Cathy Gleason	Turnagain Community Council - President	3) What kind of Muni and Federal permitting would be required for a snow disposal facility?	3/24/2020	Bill Spencer	3) I believe the project will need a conditional use permit for the site, if we choose the site in Connors we will need approval from the Parks and Rec commission. Also needed will be a wetlands fill permit from the Army Corp of Engineers.
6e					4) Is the Connors 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	4) Yes I believe the north east corner of the bog is dedicated park land, currently lightly used
6f					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 Connors 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
6g					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 park land would require a vote of the people to undedicate it.	3/24/2020	Bill Spencer and Julie Makela	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 Connors 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 park land.
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 reread Connors'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. 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	AMC 25.10.080 C is the code that lays out the steps for other municipal use of dedicated park land.
7	3/24/2020	Virtual Meeting Online Chat	Chris Conlon	Public	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, Bill Spencer, and Julie Makela	Josie Wilson: Hi Cathy, you have a very good point. Some of the +/- 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.
8	3/24/2020	Virtual Meeting Online Chat	Al	Public	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 unclear, because of the chat page overlap. Perhaps you will consider a actual meeting with readable maps.	3/24/2020	Josie Wilson, Melinda Tsu	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 BTOs 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 etc. 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.
9	3/24/2020	Virtual Meeting Online Chat	Jacki Armstrong		In my opinion the proposed Connors's Bog site appears to have fewer, and lesser, downsides in particular the traffic impact. I do not however ride my bike by the current snow dump several times a week and the traffic issue is re. Connors's Bog vs. Strawberry is significant. Access from International is, in my opinion, safer and less disruptive than would be Raspberry.	3/24/2020	Melinda Tsu	We have two potential sites identified at this stage. We call these two sites: Strawberry Bog and Connors'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 Connors'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.
10	3/24/2020	Virtual Meeting Online Chat	Joe Sanks	AWWU	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	Julie Makela, Josie Wilson,	This is Melinda Tsu, Project Manager. We will add your feedback to all of our collected comments. Do you use the Connors's Bog area recreationally? We've looked at a concept access route to the Connors'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.
								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.



Attachment A

Postcard



West Anchorage Snow Disposal Project Virtual Public Meeting



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

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



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. Smith is charged with evidence tampering. 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 room. 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 few that could decide whether 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 165 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 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 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 that 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 exit the quarantine until April 1. By then, the Legislature had passed the state budget, authorized a statewide COVID-19 emergency, and quit Juneau until May, setting a speed record for budgetary time.

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 in a criminal complaint filed in federal court in Anchorage.

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 1488 gang.

King was charged with accessory after the fact in connection with the beating, kidnapping and killing of 32-year-old gang member Michael Staton 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 "Oaks," 53; Colter O'Dell, 36; and Beau Cook, 32 — faced multiple racketeering-related charges, including murder, kidnapping and assault, tied to the killing of Staton.

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 Staton, who also went by the name "Steak Knife," and asked Fuhrer for permission to "violently discipline Staton, because he had stolen from the Hell's 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 space with painting and an anticipation of beating Staton, 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. Kotzara, 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 Staton'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."

ANCHORAGE

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

Aubrey Wieser
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 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 \$223,000.

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.

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 254 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.

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

Online Open House
October 16, 2020 -
November 20, 2020

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 Leibert 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%.

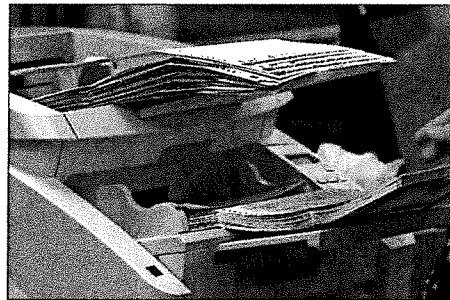
At the top of the ticket, President Donald Trump leads Democratic candidate Joe Biden by almost 20 points, or 58% to 38%, down from 29 points on Election Day.

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."

Gross would have to win more than three-fourths of the remaining ballots to win the election.

Matt Shuckeworth, 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 being far more realistic at what is happening," Shuckeworth 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 733-vote lead over Democratic challenger Christopher Guist. 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 Spohnholtz 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 Spohnholtz'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 with 6,401 votes 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. Lance Pruitt and Democratic challenger Liz Snyder on 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 165 votes with almost 1,900 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 Fenuim, 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 or wait until the next election. The winner of the election will decide who replaces Rep. Jennifer Johnston.

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 done by the National Conference of State Legislatures. Alaska's absentee ballot review board isn't convened until a

Alaska is the only state in the nation that delays the counting of absentee ballots until at least after Election Day.

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 Shuckeworth, 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 more clarity in this election, but we're patient," Shuckeworth said.

David Keith, campaign manager for Al Gross, also said he is not frustrated with the delayed results. He characterized it as "enhanced anticipation."

Despite the state's slow start, Alaska law demands that the state finish counting no more than 15 days after Election Day, and the election is scheduled to be certified by Nov. 25. If it does, the state will finish ahead of at least 19 others, which have later deadlines or none at all.

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.

However, while some people might interpret family members "deep cleaning" their home as a welcome gift, you don't like it if it would be either.

You seem to see this as an indictment of your partner and his parents. 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 his 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 154, Freetown, MA 01505. You can also follow her on Twitter, Facebook, 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/N7313>

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 dog 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





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.

PROJECT MANAGEMENT
PME
& ENGINEERING



Attachment E

Comment Log

West Anchorage Snow Disposal Project Phase Two Comment Log									
Comment Number	Date	Comment Type	Commenter	Contact Information	Classification	Comment	Response Date	Responded By	Response
1	10/28/2020	Email to Melinda Tsu	Cathy Galaxon	cgalexon@alaska.com	Public	Voicecall left for Melinda Tsu requesting a copy of the draft site selection study.	10/28/2020	Melinda Tsu	Hello Cathy, I received your voice mail requesting a copy of the draft site selection study. If you can join our meeting tomorrow evening, that would be great. And if you are not able to join the meeting, please feel free to provide comments either through the project website comment or to PM&E by November 20th. Best Regards,
								Josie Wilson	Cathy - hope you can join us! All - the Site Selection Study is also available online at: https://www.westanchoragesnow.com/ Looking forward, Josie
2a	10/29/2020	Virtual Meeting	Chad Wilson	chad.wilson@alaska.com	Public	How was the site decided?	10/29/2020	Bill Spencer	Chad, greeting this is Bill Spencer, Project lead at HDR. We went through a study and site selection process that produced Connor's as the preferred alternative. We are of course still collecting information and this meeting is part of that process. I could walk you through the reasoning, do you have any particular area of interest?
2b						Thanks. Cool. Yes, what goes into the process? I'm supportive, just curious.		Bill Spencer	If you have the time you can go to the site and have a look at the site selection study, it lists all the parameters we looked at and the winnowing down of possible sites to the preferred alternative. It is a gripping read, bring a cup of strong coffee.
2c						Haha! I will. 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. @		Bill Spencer	That would explain why she suggested that I answer your inquiry :) my wife would have probably done the same. The crux of it comes down to finding a site in the snow removal area to be serviced, that the city owned (low cost), with relatively low impacts to neighbors and ability to be operated at night when most of the snow removal operation take place.
2d						That's funny. :) thanks. That's all I really wanted to know. Have a good night. Tell Josie not to work too hard.		Bill Spencer	We'll try to get her freed up in time for dinner
3a						Will there be any kind of presentation or just Q&A chatting?		Josie Wilson	Hi Cathy! Thanks for joining us. This is Josie. We have the entire project team on this virtual chat available. No formal presentation. :) Hello Cathy! This is Melinda Tsu. Thanks for joining us tonight!
3b						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?		Melinda Tsu	To answer your question, yes the preferred site is the Connor's Bog site south of Dela Vega field. -- Melinda
3c						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?		Melinda Tsu	True that the site is not dedicated parkland as you noted. PM&E and the project team has involved Parks and Rec in the site selection process. We also provided an information item about the preferred site, Connor's Bog, to the Parks Commission and the Parks provided a staff report confirming their support of the identified site.
3d						When did this go before the Parks Commission? Did the Commission (or just staff) provide support of the site for snow disposal use?		Melinda Tsu	It was on the September 10, 2020 Parks Commission meeting. There was no formal action item, but the Commission did not express any objection and just asked to be kept informed.
3e						Wish 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 Park Dept. supports this Class A Wetland being used for the snow dump.		Melinda Tsu	The Parks Commission does not have a formal role in this project and therefore this item was not advertised to the public. However, when PM&E attended the meeting, we did specify that PM&E has a public involvement process and we will be collecting input and feedback that we receive about the site selection process and the preferred site identified.
3f						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?		Josie Wilson	Hi Cathy! This is Josie. I wanted to also let you know that the meeting today is being recorded as part of the public record. We will make sure your comments and questions are represented as the project goes through the process. :) So, thank you! We appreciate you participating.
3g								Julie Makela	Hello! This is Julie Makela. I'm the project administrator. We recognize this is a valuable park and natural area. We explored to the maximum extent possible site location that meet Street Maintenance's criteria for a cost effective operation. We know there are pros and cons to the preferred site.
3h						is the WADP land use designation of this parcel addressed in the study?		Julie Makela	I don't believe we mentioned it in the draft but this is a great point. We will include this in our analysis and final version.
3i						Thank you - I was heavily involved as one of two Turnagain Community Council's 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. 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 MDK-owned wetlands contiguous to this parcel.		Julie Makela	After finalizing the Site Selection Study, our next step is to go to the USACE to get a jurisdictional determination and lay out a path for permitting (if required).
3j						Definitely would like to see the public involved in that discussion, to ensure the remaining wetlands in this area will not be subject to future "industrial" type of uses.			

3a	10/29/2020	Virtual Meeting	Cathy Gleason	cathy@westanchorage.com	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 millwater are chloride and sediment (turbidity). We have Scott Wheatson (MOA's wetland 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 millwater into the wetlands to help with continued hydration on the remaining wetlands. The current site also discharges into these wetlands but without extensive treatment. Most of that water flows directly downlope to the lake and has limited positive impact on the wetlands. While we definitely will have a negatively impact on the wetlands where the snow is deposited we are hoping to have a positive effect on the remaining wetlands.
3f							Bill Spencer
3m							Melinda Tsu
3n							Josie Wilson
3o							Bill Spencer
3p							Julie Makela
4a	11/2/2020	Email	Shaun Deberham	2960 C Street, Suite 202 Anchorage, AK 99503 P: (907) 562-9330 E: shaun@deberhamproperties.com	Deberham Properties	11/2/2020	Josie Wilson

4b	11/5/2020				Thank you love. Yes, if you could add me to the email updates, that would be awesome. Thanks Shaun T. Debenham Debenham Properties President 2860 C Street, Suite 202 Anchorage, AK 99503 P: (907) 562-9330 E: shaun@debenhamproperties.com			No response required
5	11/27/2020 Email	Jana Barlow			Hi. I would just like to comment on the snow "removal". I live in a cul de sac on Portland Circle in West Anchorage. The snow is rarely, if ever removed from the cul de sacs. We are treated as second class citizens. The snow mountains in the middle of our cul de sacs makes it difficult to back out of our driveways and can possibly impede any fire trucks or ambulances that might have to come through especially if someone is parked outside of their driveway. There are five homes with elderly people here. Neighbors add to the giant mountain of 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 sacs to the list of removal to the snow dumps? 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	Joie Wilson	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 343-4277. 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 if you desire 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.snow.com . Again, thank you for your involvement and input. We appreciate it. Thank you, Joie Wilson
6	11/11/2020 Email	Karen Cody	thavery12@gmail.com	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 drained 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 6523 Bridget circle 99502	11/17/2020	Joie Wilson	Greetings Karen, Thank you for taking the time to provide a comment on the Draft 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 nesting for vulnerable bird species. We certainly hope this to be the case! Public comments are 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 http://www.westanchorage.snow.com/ . 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, Joie Wilson
7	11/17/2020 Email	Karen Cody	thavery12@gmail.com	Public	Yes I would be so grateful to be added to your update list and I thank you for your considerate and sensitive response to my email Karen Cody		Joie 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. All the best, Project Team
8	11/20/2020 Email	Karen Cody	thavery12@gmail.com	Public	And I am so grateful to you for using Connor 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.			No response required.
9	11/20/2020 Email	Cherie Northon	cherie@anchoragecreeks.org	Anchorage Waterways Council	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 MCA, 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 MCA 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's 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 not available. If the Connors's 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. At 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, Louie, 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 146-0443			
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 (MDA) Project Management and Engineering Department (P&E). Turnagain Community Council (TCC) has reviewed this document and is 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 MDA 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 9 & 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 assessment of the sites for compliance/conflicts with adopted Municipal land use/planning documents. Specifically, when evaluating Site #5: Connor's Bog for a West Anchorage snow disposal facility, the Draft Study did not determine whether this site is compatible 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 "Site #5: 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 2021) a. 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) a. Map 6: Natural Resource Use Areas designates area of Site #5: Connor's Bog area as "Municipal Park Lands". b. Appendix B (pages 10-13): 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 ecological values" and "...should be permanently dedicated as NR Preservation Lands that can only be altered by a 60 percent vote of the community." West Anchorage District Plan (WADP) (adopted 2012) a. Exhibit 2-13: Parks and Open Space map designates Site #5: Connor's Bog area as "Parks". b. Exhibit 2-14: Wetlands Classifications and Coastal Zone Boundary map designates Site #5: Connor's Bog area as "Class A (High Value)". c. 2.5 Park, Recreation, and Open Space 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 49). d. Exhibit 4-1b: Sand Lake Land Use Detail designates area of Site #5: Connor's Bog area as "Class A (High Value)". e. Under "Parks Objective #4 Manage, protect and enhance municipal parks, greenbelts and natural open space areas (including open 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."			
10d									
10e									
10f									
10g						Anchorage Wetlands Management Plan (adopted 2014) a. Figure 4: Wetlands Designations/Anchorage Bowl -- Southwest designates Site #5: Connor's Bog area located within Parcel #24 as Class "A" Wetlands. b. Table 4.3 Anchorage Bowl Wetland Designations, Enforceable and Administrative Policies, and Management Strategies states as an Enforceable Policy for Site #24 CONNOR'S-STRAWBERRY BOG "Municipal lands within Connor's Strawberry bog shall be managed for open space, wildlife habitat, and wetland functions." It also scores this wetland high in hydrology (114), Habitat (114), Species (98), Soil Function (85), and describes the area as "significant waterbird migratory and nesting habitat complex." (page 52).			

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 51) - o The Anchorage 2040 Land Use Plan Gallerie 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	11/23/2020	Email	Cathy Gleason	ccpresident@yahoo.com	Turnagain Community Council	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 considered. Lack of any reference in the Draft Study to Municipal planning, implementation, and enforcement policies outlined above raises serious questions about the Draft Study's methodology and evaluation as to whether Site #5, Connor's Bog is an appropriate, or even allowable, location for a snow 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						Long-Term MOA Use of Snow Disposal Site at the Airport As referenced in the Draft Study (pages 1 & 3), the existing snow disposal site located on state land managed by the Ted Stevens Anchorage International Airport (Airport) has been used for West Anchorage Snow Service Area snow storage under short-term leases between MOA and the Airport. In the past, the MOA was unable 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 requirements due to its location in the area hydrologically connected to the Connor's Bog wetlands and drainage into those wetlands. This unmet 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 (ADA23308). 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 WADP. (2) More significantly, contrary to the Draft Study's assertion that, "Due to future plans for the site, a long-term lease or purchase option (with the Airport) is not available." (page 6), the Ted Stevens Anchorage International Airport 2014 Master Plan, Appendix K – Airport Layout Plan, does not indicate any future plans for this site – 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, key individuals were not part of the process, including the current Alaskan governor or our U.S. Congressional delegates. TCC recommends prompt Airport, Municipal and community engagement with 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 councils, 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 filing 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 on continued long-term use at the current Northwood site. Please be assured that if the proposed location of Connor's Bog is selected and a project progresses, all appropriate permitting and mitigation measures 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

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	Raspberry Road Muni Land Sel LT 1 ASLS 97-10	MOA Heritage Land Bank	1,386,950	31.8	PLI
9	012-591-07	Raspberry 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

Departmental and Public Comments

Kimmel, Corliss A.

From: McGee, Lynn M.
Sent: Tuesday, July 6, 2021 2:47 PM
To: Stewart, Gloria I.
Cc: Blake, Lori A.; Kimmel, Corliss A.
Subject: RE: Replacement Links: S12627;2021-0057,0058,0093;2021-0063;2021-0007,0008

RECEIVED

Gloria:

JUL 06 2021

All:

ROW has the following comments by case number:

12627 ROW has no comment or objections on the proposed action.

2021-0057 ROW has no comment or objections on the proposed action.

2021-0058 ROW has no comment or objections on the proposed action.

2021-0093 ROW has no comment or objections on the proposed action.

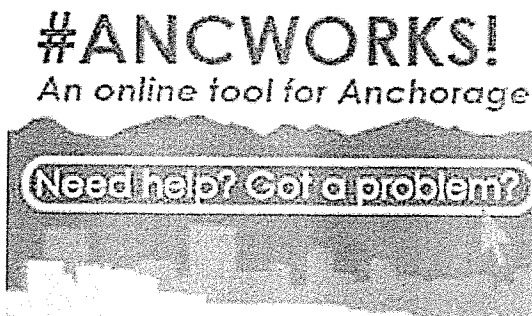
2021-0063 ROW has no comment or objections on the proposed action.

2021-0007 ROW has no comment or objections on the proposed action.

2021-0008 ROW has no comment or objections on the proposed action.

Regards,

Lynn McGee
Senior Plan Reviewer
Right of Way Section
lynn.mcgee@anchorageak.gov
Office: 343-8226
Fax: 249-7340



From: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Sent: Monday, June 21, 2021 12:05 PM

MEMORANDUM

RECEIVED

JUN 29 2021

DATE: June 30, 2021
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Alex Prosak, P.E., Civil Engineer II, Planning Section, AWWU *AP*
RE: Zoning Case Comments
Hearing date: July 19, 2021
Agency Comments due: June 21, 2021

AWWU has reviewed the materials and has the following comments.

2021-0057 T12N R4W, SECTION 1 NW4NW4 PTN, Comprehensive Plan Amendment to change the land use designation of a parcel of land from "Park or Natural Area" to "Community Facility or Institution", Grid SW2028

1. AWWU water and sanitary sewer are not available to this parcel.
2. AWWU has no objection to this land use designation modification request.

2021-0058 T12N R4W, SECTION 1 NW4NW4 PTN, Request to rezone a parcel of land from TR (Transition) District to PLI (Public Lands and Institutions) District., Grid SW2028

1. AWWU water and sanitary sewer are available to this parcel.
2. AWWU has no objection to this rezone request.

2021-0093 CONNOR'S LAKE, TRACT B, Request to use a portion of municipal parkland for an Intergovernmental Use Permit in accordance with AMC 25.10.080C, Grid SW2027

1. AWWU water and sanitary sewer are available to this parcel.
2. AWWU has no objection to this IGP request.

2021-0063 DEVCO TRACT NO. 1, LOT 1A, Request for a Non-Public Hearing Site Plan Review (per AO 94-168) to formalize fueling station use on a parcel of land, Grid SW1829

1. AWWU water and sanitary sewer are available to this parcel.
2. AWWU has no objection to this request.





THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, AK 99519-6900
Main: 907.269.0520
Fax: 907.269.0521
dot.alaska.gov

RECEIVED

JUN 22 2021

June 22, 2021

David Whitfield, Current Planning Manager
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: MOA Zoning Review

Dear Mr. Whitfield:

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region Planning Field Office has no comments on the following zoning cases:

- **2021-0057: Township 12 North, Range 4 West, Section 1 NW4NW4 PTN**
- **2021-0093: Tract B, Connor's Lake Subdivision**
- **2021-0063: Lot 1A, Devco Tract No.1**
- **2021-0007: Township 12 North, Range 3 West, Section 21 Lots 15, 18, 19, & 20; Pearce Subdivision, Lots 17A & 17B**
- **2021-0008: Township 12 North, Range 3 West, Section 21 Lots 15, 18, 19, & 20; Pearce Subdivision, Lots 17A & 17B**

Comments that apply to all applications accessing DOT facilities:

*These comments may or may not be specifically listed in a comment for an application, but each still apply.

All properties accessing ADOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all ADOT&PF road rights-of-way adjacent to their property and dedicate them. If there is an existing right-of-way, the petitioner is unable to develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

If there are any questions regarding these comments, please feel free to contact me at (907) 269 – 0522 or shawn.gardner@alaska.gov.

"Keep Alaska Moving through service and infrastructure."



Municipality of Anchorage, Alaska
Parks & Recreation Department

632 W. 6th Avenue, Suite 630
P.O. Box 196650
Anchorage, AK 99519
Tel 907-343-4355
URL www.muni.org/departments/parks



MEMORANDUM

Date: September 10, 2020

To: Parks & Recreation Commission

Cc: Steve Rafuse, Parks Superintendent

From: Parks and Recreation Department

Project: **PRC 2020-17 – West Anchorage Snow Disposal Site Selection**

The MOA Project Management and Engineering (PM&E) Dept. has issued a Draft Site Selection Study to find a site for a new snow storage facility to replace the existing Northwood Snow Disposal Site, located in the north part of Connors Lake Park (Connors Bog). The Northwood Site is on State of Alaska land managed by the Department of Transportation and Public Facilities/Ted Stevens Anchorage International Airport. A lease for this site has been negotiated annually and the property is not available for continued long-term use. The draft study recommends a new site in the easterly portion of Connors Lake Park adjacent to Javier De La Vega Park and accessible from the nearby Kloop Station maintenance facility. (An aerial photo of the site vicinity is attached.)

Records indicate that the preferred alternative site was acquired by the Municipality circa 1990 and was transferred to Parks and Recreation Dept. management in 2005. This area is predominantly undeveloped natural open space. The Parks & Recreation Department has no current plans for developing this area. The identified tract of land is not formally dedicated for long-term park and recreation purposes.

The attached draft study describes the site selection process, explaining the criteria used and the alternative sites that were considered, summarizing the public outreach effort, and summarizing the evaluation that resulted in the preferred alternative. Sites that were evaluated are shown on Fig. 5 and listed in Table 1 of the study.

PM&E identified 19 sites initially that met three basic criteria:

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

Further site evaluation was based on nine additional criteria:

1. Located to allow 24-hour-per-day, 7 days a week hauling
2. Zoned in an area that will allow snow disposal
3. Provides site access along larger collector or arterial roads
4. Available for long-term lease, purchase, or otherwise available for permanent use
5. Receiving water capacity for snow melt runoff
6. Impacts on neighborhoods and surrounding residential areas
7. Impacts on wetlands
8. Impacts on park lands
9. Permitting requirements

PM&E found two sites to best meet the criteria: 1) the Connors Lake Park site; and, 2) a site on MOA property known as Strawberry Bog, managed by the Heritage Land Bank, located south of Raspberry Road near Minnesota Drive. The Connors Lake Park site was preferred because of lower expected impacts on residential neighbors, particularly noise and vehicle traffic, from 24/7 snow storage operations.

The Connors Lake Park site is approximately 1800 ft. from the nearest residences, compared to approximately 800 ft. for the Strawberry Bog site. A comparison of these two sites is in Table 2 of the draft study (p. 22).



Figure 7 from *West Anchorage Snow Disposal DRAFT Site Selection Study* (p. 17)

The main entrance to Connors Lake Park and trailhead is located off of Jewel Lake Rd, on the west side of the park. Most off-leash dog activity is centered in that area while other areas of the park are traversed by numerous official and social trails.

The subject portion of Connors Lake Park is not heavily used compared to the area to the west, mainly west of an AWWU sewer utility corridor and closer to the lake. Currently a fence and lower elevation separate the subject area from Javier De La Vega Park. Overhead electrical transmission lines also traverse the area along the boundary between the two parks.

Most of Connors Lake Park including the snow disposal site is Class A wetlands providing habitat and other natural resource values and passive recreation opportunities. The continued permitting process will include evaluation and mitigation of water quality impacts from the necessary fill material, runoff from the accumulated snow, and expected contamination of deposited snow. Other potential concerns include possible air quality impacts to adjoining park users from dust associated with snow disposal sites.

The Parks and Recreation Department understands that the project is subject to further review for compliance with AMC Title 21 standards to address visual and other environmental impacts. (See attached excerpt from Title 21 for reference.)

PM&E proposes possible measures to mitigate or offset potential impacts to the park and park users for loss of this park area and use as a snow disposal site. Mitigation may include pavement and lighting for the existing Conner's Lake Park parking area, enhanced vegetative screening, and other amenities.

The Parks & Recreation Department intends to work with the Project Management and Engineering Dept. to identify and implement suitable mitigation measures if the project is approved by the Assembly and other agencies.

Given the demonstrated public need for adequate snow disposal capacity in West Anchorage, the Parks and Recreation Department supports the proposed use of the area of Connors Lake Park provided the project adequately addresses potential environmental impacts and provides appropriate mitigation for the long-term benefit of park users.

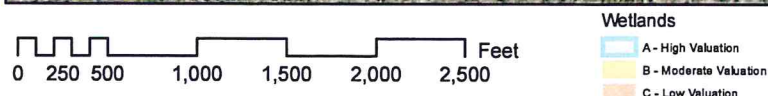
Attachments:

West Anchorage Snow Disposal DRAFT Site Selection Study, August 2020

Aerial image of Connors Lake Park area

Excerpt from AMC Title 21 regarding snow disposal site standards

Cc: Kent Kohlase, P.E., Director, PM&E
Melinda Tsu, P.E., Project Manager, MOA PM&E
Julie Makela, P.E., Project Administrator MOA PM&E



West Anchorage Snow Disposal
Site Selection

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section

Acting Mayor Austin Quinn-Davidson

JUN 21 2021

MEMORANDUM

Comments to Planning and Zoning Commission Applications/Petitions

DATE: June 17, 2021

TO: Elizabeth Appleby, Senior Planner
Francis McLaughlin, Senior Planner

FROM: Judy Anunciacion, Private Development Engineer

SUBJECT: PZC Case 2021-0057

Case 2021-0057 – Comprehensive Plan Amendment to change the land use designation of a parcel of land from “Park or Natural Area” to “Community Facility or Institution”.

Legal Description – Township 12 North, Range West, Section 1 NW4NW4 PTN

Department Recommendations:

Private Development has no objection to the Comprehensive Plan Amendment to change the land use designation of a parcel of land from “Park or Natural Area” to “Community Facility or Institution”.



MUNICIPALITY OF ANCHORAGE

Anchorage Health Department



Anchorage
Health
Department

RECEIVED

Date: June 18, 2021

To: Planning Department, Current Planning Division
Clerk's Office, Business License Official

Thru: Christy Lawton, Public Health Division Manager *DAF for C. Lawton*
Darcy Harris, Environmental Health Program Manager

From: Janine Nesheim, Environmental Sanitarian III

Subject: Comments Regarding Case No. 2021-0057, Comprehensive Plan
Amendment to change the land use designation of a parcel of land from
"Park or Natural Area" to "Community Facility or Institution"

This Case reviews a proposal to change the land use designation of a parcel of land legally described as T12N R4W SEC 1NW4NW¹ PTN, located south of the Javier De La Vega Park, for future development as a Municipal snow desposal site.

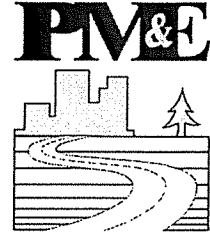
Comments re Noise

If developed as a snow desposal site, the noise from snow disposal operations, including truck traffic, must meet AMC 15.70 Noise Control requirements; specifically 15.70.080 property line noise emission standards and 15.70.090 motor vehicle noise emission standards. A noise mitigation plan may be required prior to development.

There are no objections at this time.



Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



RECEIVED

DATE: June 18, 2021

JUN 18 2021

TO: Dave Whitfield

FROM: Steven Ellis

SUBJECT: Comments from Watershed Management Services

Watershed Management Services (WMS) has the following comments for the July 19, 2021, Planning and Zoning Commission meeting.

2021-0057, A Comprehensive Plan amendment to change the land use designation for a parcel from "Park or Natural Area" to "Community Facility or Institution". WMS supports this Comprehensive Plan Amendment to further the development of the West Anchorage Snow Site.

RESOLUTION 2021-01

Subject: A Resolution Pertaining to the Rezone, Comprehensive Plan Amendment and Conditional Use Permits for the Property Described Parcel ID 012-571-01-000 (referred to as West Anchorage Snow Disposal Site).

WHEREAS; the Anchorage Municipal Charter Art. VIII, Sec 8.01 establishes Community Councils as representatives for neighborhoods in planning and development; and

WHEREAS; Community Councils are intended to reflect actual neighborhoods and provide guidance advice on management of lands within their boundaries; and

WHEREAS; the West Anchorage Snow Disposal Site is zoned Transition (TR) District and is a single parcel approximately 32 acres in size; and

WHEREAS; the requested rezone, comprehensive plan map amendment, and conditional use permits will allow for the development of a proposed West Anchorage Snow Disposal Site, and

WHEREAS; the requested rezone, comprehensive plan map amendment, and conditional use permits (snow disposal site land reclamation) will support the Municipality's goal of meeting the city's long-term snow removal needs in a cost-effective manner. It would also support the city's vision of having a year-round multi-modal transportation system.

NOW THEREFORE; the Sand Lake Community Council hereby resolves to support the rezone of said property from TR District to PLI District, the 2040 LUP amendment of said property from "Park or Natural Area" to "Community Facility or Institution", and the approval of Conditional Use Permits.

Adopted, this 10th day of May, 2021 by the Sand Lake Community Council.

Parker Haymans

Parker Haymans

SLCC President

17 votes in favor

0 votes against & several abstaining

05/10/2021