



Submitted by: Chairman of the Assembly  
at the Request of the Mayor  
Prepared by: Merrill Field Airport  
For Reading: MAY 23, 2000

CLERK'S OFFICE  
APPROVED

Date: 6-13-20

ANCHORAGE, ALASKA  
AR No. 2000-138

SUBJECT TO CONDITIONS

1 A RESOLUTION OF THE MUNICIPALITY OF ANCHORAGE ADOPTING THE NEW  
2 MERRILL FIELD AIRPORT MASTER PLAN  
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5 WHEREAS, the Municipality of Anchorage and Aries Consultants, Ltd., have prepared  
6 the Merrill Field Airport Master Plan, and  
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8 WHEREAS, public meetings and hearings were held in an effort to involve the local  
9 community and Airport users, and  
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11 WHEREAS, this Plan addresses and will accommodate the needs of the General  
12 Aviation segment of this community for the next twenty years, and was prepared as part of the  
13 ongoing program of providing for the transportation needs of Alaska citizens, and  
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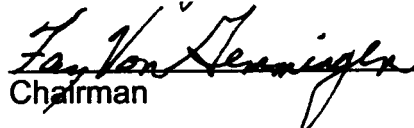
15 WHEREAS, there is need for this comprehensive Master Plan for Merrill Field Airport.  
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17 NOW, THEREFORE, the Anchorage Assembly resolves:  
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19 Section 1. That the Municipality of Anchorage shall hereby adopt and implement the  
20 Merrill Field Airport Master Plan.  
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22 Section 2. This resolution shall take place immediately upon passage and approval by  
23 the Anchorage Assembly.  
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26 PASSED AND APPROVED by the Assembly this 13<sup>th</sup> day of June, 2000.  
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30 Chairman

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34 ATTEST:

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37 THE MERRILL FIELD MASTER PLAN WAS APPROVED  
38 SUBJECT TO THE CONDITIONS SET OUT BY THE  
39 PLANNING AND ZONING COMMISSION IN ITS RESOLUTION  
40 033 AND AN ADDITIONAL CONDITION THAT A NOISE  
AND A DUST CONTROL PLAN WILL BE DEVELOPED AND  
IMPLEMENTED BASED ON STUDIES AND PUBLIC INPUT.

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38   
39 Municipal Clerk  
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MUNICIPALITY OF ANCHORAGE

PLANNING AND ZONING COMMISSION RESOLUTION NO. 00-033

A RESOLUTION APPROVING THE MERRILL FIELD AIRPORT MASTER PLAN.

(Case 00-053)

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WHEREAS, a petition was received from the Municipality of Anchorage, Merrill Field Municipal Airport requesting approval of the Merrill Field Airport Master Plan; and,

WHEREAS, the plan updates the 1991 Merrill Field Airport Master Plan and serves as a guide for development of the airport over the next twenty years; and,


NOW THEREFORE BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

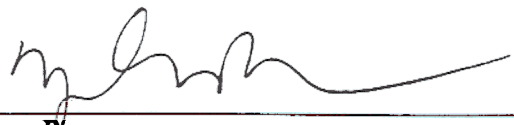
A. The Commission makes the following findings of fact:

1. The current boundaries of the airport will remain largely the same with some additional acquisitions planned, primarily lots immediately east of Orca Street which are planned for non-commercial hangers.
2. Total annual operations are projected to reach 286,800 by year 2020. This projection is lower than year 2010 projections given in the 1991 master plan. Airfield capacity is expected to be adequate to year 2020.
3. The current plan proposes a new gravel/ski runway on the southern portion of the airport site.
4. Access points into the airport will largely remain the same as at present. The proposed location of non-commercial hangers east of Orca Street is not expected to create significant traffic impacts on the adjoining neighborhood.
5. Projected high noise contours (65+ DNL) for year 2020 are located almost entirely within airport boundaries. The projected 60 DNL noise contour for year 2020, which extends outside of airport boundaries, encompasses a smaller area than was projected in the 1991 master plan. Federal Aviation Administration guidelines consider many land uses, including residential uses, to be compatible within the 60 DNL noise level.
6. The plan generally maintains the current scope of the airport while improving it functionally and aesthetically.
7. The plan addresses the needs of Orca Street and provides for the needs of aircraft that have difficulty landing on paved runways without affecting the existing approach and departure paths.
8. Notices were published and mailed, and a public hearing was held on April 10, 2000.

- B. The Commission approves the Merrill Field Airport Master Plan, subject to the following conditions:
1. A ten-foot wide screening landscaping corridor should be reserved along the proposed boundary of the airport site, east of Orca Street. Landscape materials should be used in this area to screen views of proposed hangers and security fencing from the adjoining neighborhood to the west.
  2. The following proposed projects are recommended to be submitted to the urban design commission for public facility project landscaping review and approval: non-commercial hangers and perimeter landscaping east of Orca Street; public terminal; and campground expansion.
  3. Costs of landscaping plan preparation and review, and purchase and installation of landscaping materials should be factored into the projected costs of perimeter landscaping east of Orca Street, the proposed public terminal, and the proposed campground expansion.
  4. Municipal policies regarding land uses occurring within the 60+ DNL contours of Merrill Field should be evaluated for consistency with policies applied to similar areas affected by Anchorage International Airport.
  5. A new height zone map should be prepared, including height contours for proposed runway 3-21, and presented to the Assembly for adoption.
  6. Merrill Field, Public Works, and Cultural & Recreational Services should coordinate proposed projects in the airport area, such as the proposed 15<sup>th</sup> Avenue Safety Improvements Project.
  7. Consider Transportation Planning Division recommendations to:
    - a. develop a joint access between Merrill Field and Alaska Regional Hospital onto DeBarr Road via Merrill Field Drive; and,
    - b. postpone decisions regarding the closing off of the Reeves entrance and proposed lease lot development on the northeast corner of Merrill Field until the State's Major Investment Study for the Glenn Highway is completed.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission this 10th day of April, 2000.

  
Caren L. Mathis  
Secretary

  
Daphne Brown  
Chair