

MEETING NOTES

Project: Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Location: Coast International Inn, Anchorage

RS&H Project #: 226-2566-000

Date and Time: February 20, 2013; 5-7pm

Subject: Public Open House 3

Staff/Agency Attendees:

John Parrott (ANC)
John Johansen (ANC)
Jack Jones (ANC)
Teri Lindseth (ANC)
Katie Gage (ANC)

Katherine Wood (HDR)
Mark Mayo (HDR)
Allison Biastock (HDR)
Alyse Roberts (HDR)
Jessica Abbott (HDR)

Evan Pfahler (RS&H)
Delia Chi (RS&H)
Gareth Hanley (RS&H)

Patti Sullivan (FAA)
Pat Oien (FAA)

Tom Middendorf (DOWL HKM)

Public Open House Summary:

On Wednesday, February 20, 2013, the Ted Stevens Anchorage International Airport (ANC) Master Plan Update hosted its third in a series of public open houses. The purpose of this event was to update the public on work currently underway in the Master Plan Update including an inventory of existing conditions at the airport and the establishment of criteria that will be used to evaluate airport development alternatives once they are developed. A presentation was given by Evan Pfahler at 5:30pm, followed by a Q&A session facilitated by Katherine Wood. The Q&A session ended at 6:45pm. The meeting was closed at 7:00pm.

Advertising

- Two Anchorage Daily Newspaper ads (February 10 and 17, 2013)
- Legal notice in the Anchorage Daily News (Feb 6, 2013)
- Postcard (sent to zip codes 99502, 99503, 99509, 99515, 99517, 99518 = approx. 40,000 addresses)
- E-newsletter to contact list of approximately 480 addresses, including addresses for community council distribution lists
- GovDelivery Notice
- State Online Public Notice
- DOT and Airport website
- Master Plan Update website
- ANC bulletin boards
- Online Advertising: 18,000 impressions on alaskadispatch.com and approximately 50,000 on adn.com. Online ads ran for the seven days preceding the meeting
- *What's Up* List Serv

Most attendees said they had heard about the meeting via the postcard or email; several noted they saw the Anchorage Daily News advertisement or heard about the meeting from another organization/word of mouth.

Staff at the sign in table conducted an informal poll asking attendees how they heard about the meeting. Those that responded provided the following results:

- Postcards – 19
- Email message – 10
- Word of Mouth – 5
- Anchorage Daily News Print Ad – 3
- Community Council Meeting – 1

Attendance

54 people signed in to the event. Approximately 8 additional people attended but did not sign in. 24 new email addresses were added to the electronic distribution list following the meeting.

Media Coverage

KTUU (NBC) attended the event and took video. We have heard that a story was run on the news, but have not been able to locate a copy. KYUR (ABC) was also in attendance and ran a story on Feb. 20, 2013 (<http://www.youralaskalink.com/news/Master-Plan-Moves-Forward-192198891.html>).

Stakeholder Organizations Present

- MOA Assembly (Staff to Assembly Member Drummond)
- MOA Planning Department
- FAA Planning
- State Legislature (Staff to Rep. Lindsey Holmes)
- Sand Lake Community Council
- Turnagain Community Council
- Spenard Community Council
- UAA Aviation Class
- Transportation/cargo businesses
- Trail/Recreation Enthusiasts
- General Aviation Enthusiasts

Meeting Materials

- Handouts (comment sheets, agenda, fact sheet, and FAQs)
- PowerPoint presentation
- Station boards

Summary of Question and Answer Session (Full Q&A Summary below)

The Q&A session lasted for 45 minutes, during which the Master Plan Update team answered approximately 18 questions. Attendees asked questions about airport operations, potential land uses, parking and the Alaska Railroad terminal. There were also inquiries about public involvement activities to date.

Comments Received

Two comment forms were received. Comments on these forms will be responded to in the Comment Response Report, which will be published in the future.

Verbal Comments Received at Open House Station 5: Comments

- Airport noise is a concern

Notes from Question and Answer Session:

***Questions and answers below are a synopsis of the meeting's Q&A session following the presentation. When appropriate, Master Plan Update planning team responses have been supplemented to supply complete responses.*

Question from public: Per the size of the Airport, is the Anchorage Airport seeking to acquire additional land? Namely, the parcel of FCC (Federal Communications Commission) land that sits near Raspberry Road near Kincaid Park?

Answer from the Master Plan Team: The FCC property in question is a parcel of about 138 acres north and south of Raspberry Road. FCC has vacated the property, and the land is currently in a transfer process being led by the GSA (Government Services Administration). The State of Alaska Dept. of Transportation and Public Facilities (Ted Stevens Anchorage Int'l Airport) is a potential recipient of the land; however, there is no fixed date for the process to be completed.

Question from public: The presentation mentioned that approximately 40,000 postcards were mailed to advertise each Public Open House for the Airport Master Plan– how did you come up that number?

Answer from the Master Plan Team: The postcard mailing goes out to zip codes 99502, 99503, 99509, 99515, 99517, 99518 that are in proximity to the Airport – the number of addresses in those zip codes totals about 40,000.

Question from public: Were the Master Plan Update's Goals and Objectives that were introduced at the Public Open House in September 2012 modified due to public input?

Answer from the Master Plan Team: No specific comments relating to the Goals and Objectives were received. However, the Goals and Objectives do reflect feedback that was received early in the process and from the first Public Open House held in July 2012.

Question from public: Where can we review the slides from tonight's presentation?

Answer from the Master Plan Team: The presentation will be loaded onto the Library page of the Master Plan Update website – www.ancmasterplan.com as well as onto the Online Open House, which will be open from February 22, 2013 to March 7, 2013 at www.ancmasterplan.com

Question from public: Does the area/size of the Airport mentioned in your presentation exclude the Lake Hood Seaplane Base?

Answer from the Master Plan Team: Yes, Ted Stevens Anchorage International Airport is about 4,100 acres, as noted during Public Open House 3. This excludes the area of Lake Hood Airport, which totals about 550 acres.

Question from public: *Who is the land owner west of the Airport – between the runway and the Inlet?*

Answer from the Master Plan Team: The Municipality of Anchorage (MOA) is the owner of the land west of the Airport. MOA is an active stakeholder in the Master Plan Update; City Planner Thede Tobish sits on the Master Plan Update's Working Group.

Question from public: *If a development alternative includes a new runway, will it have to meet general aviation, cargo and commercial needs? Or could it serve one or two of those user groups?*

Answer from the Master Plan Team: If it is determined that additional capacity is needed (which has not yet been determined in the process to date), and a runway is included in the development alternatives under consideration - the runway would not necessarily have to accommodate all types of traffic. The planning process will evaluate the need for additional airfield capacity, including runways, and what types of aviation uses any needed capacity would potentially accommodate

Question from public: *Will the Part 150 Noise Study be completed before the Master Plan Update? Will the Part 150 Noise Study results be incorporated into the Master Plan Update if the Part 150 Noise Study is completed first?*

Answer from the Master Plan Team: The Part 150 Noise Study is likely to extend beyond the length of the Master Plan Update. We are working in partnership with the Part 150 Noise Study team to avoid conflicting results, and to incorporate what data is available into the Master Plan Update.

Question from public: *Does the Airport have a preference for the order in which currently vacant lands are developed (east, west, north and south airparks) for future infrastructure?*

Answer from the Master Plan Team: There is no specific preference for order of development. The Airport will consider the demand, type of development needed, and the capacity/available infrastructure of currently vacant lands to plan future development, and will consider any potential negative impacts and attempt to mitigate by developing away from residential areas when practical.

Question from public: *Will specific parcels of land be excluded from short-term development in order to preserve lands for long-term development needs?*

Answer from the Master Plan Team: The Master Plan Update identifies land use needs for the short-, medium-, and long-term. Decisions about *interim* land use are made on a case-by-case basis and depend on a variety of factors including consideration of the potential long-term needs of the Airport and the specific parcel in question.

Question from public: Will the comments/questions from tonight's meeting be included in the online materials?

Answer from the Master Plan Team: A synopsis of the Question and Answer session from this evening's meeting will be posted online in a summary of this Public Open House. We are accepting and responding to all formal public comments (those submitted via comment form, online, etc.) and will document them in Comment Response Reports that will be published and available on the website in the future.

Question from public: Were there current Airport deficiencies found during the inventory?

Answer from the Master Plan Team: The inventory concluded that the existing facilities generally serve demand. However, some facilities are in poor condition and will soon need improvements to serve any additional demand or to serve for a longer period of time. There is evidence that demand for passenger parking and employee parking occasionally exceeds supply and the Master Plan Update will investigate whether this is an issue that needs to be addressed.

Question from public: How about parking? Can you offer some specifics on parking supply and demand? Is parking a year round issue?

Answer from the Master Plan Team: The public parking garage near the terminal occasionally fills to capacity at peak times. Some employee parking areas in the Airparks are also insufficient to meet existing demand.

The Master Plan Update team is currently assessing Facility Requirements which will determine whether these are issues that will continue to be experienced. There are a variety of alternatives the Master Plan Update will evaluate to address any shortage of parking including demand management and providing additional parking capacity.

Question from public: Your presentation mentioned that the North Terminal is underused. Could the parking lot at the North Terminal help absorb some of the South Terminal parking?

Answer from the Master Plan Team: Enhanced utilization of the North Terminal parking lot is an alternative solution to meet parking demand. The Master Plan Update would consider such an alternative if it is determined that existing parking facilities are insufficient to meet future demand. Anecdotally, the parking lot at the North Terminal is sometimes full during special events indicating that the alternative may not provide the required capacity on a consistent basis.

Question from public: Will the Master Plan look at the efficiency of the Railroad Terminal? Will it discuss the Railroad's long term Plan?

Answer from the Master Plan Team: The Alaska Rail Road terminal at Anchorage International Airport is owned by the Alaska Railroad Corporation. Therefore the Airport and Master Plan Update have limited ability to directly affect the use of the facility. The Master Plan Update team did contact Alaska Rail Road and were told that approximately 40,000 passengers per year have utilized the Alaska Rail Road terminal at Anchorage International Airport for each of the last three summer tourist seasons (generally Memorial Day to Labor Day).

Question from public: Does the Railroad Terminal at the Airport have any cargo potential?

Answer from the Master Plan Team: The Alaska Rail Road line to Anchorage International Airport does cross the East Airpark. However, the segment of the rail line on airport property is built on an embankment that would make it difficult to access from the East Airpark. Additional analysis would be required to determine what changes to the rail line or other facilities would be necessary to enable the shipping of cargo by rail from the Anchorage International Airport. At this time, the Master Plan Update is not anticipated to evaluate the shipment of cargo by rail to or from the Airport.

Question from public: The Aviation Activity Forecast mentioned in the presentation shows that the Airport activity levels won't return to historic highs (from year 2000) until about 2022. Do the runways at the Anchorage Airport have deficiencies that the Master Plan is trying to resolve? How is the present runway configuration working, and are there limitations to how the Airport is run today? Will NextGen navigation improve operational efficiency?

Answer from the Master Plan Team: Anchorage International Airport Runway 7R was extended west by about 1,500 feet in 2011. The extension has been effective, allowing landing aircraft to reduce taxi time and distance. The odds that we will need to extend additional runways are low, but that issue is still under review as part of Facility Requirements. NextGen Navigation, a new air traffic management system being rolled out by the FAA, is unlikely to substantially benefit the capacity of the existing airfield infrastructure. The advantages of NextGen, at the current time, are primarily in the reduced aircraft noise, reduced aircraft emissions, and reduced aircraft fuel consumption. However, this is limited to aircraft that are equipped to use NextGen air navigation equipment and facilities. There are also changing FAA criteria for using the existing airfield that may impact Airfield Capacity.

Question from public: Is the Anchorage Airport seeking passenger air and cargo growth opportunities?

Answer from the Master Plan Team: Yes. The Anchorage Airport is actively working with the industry to attract new high quality passenger and cargo service.

Question from public: An observation: there are Airport parking lots outside the Airport boundaries.

Answer from the Master Plan Team: Yes, the cell phone lot and the remote long term parking lot are located within the Lake Hood Airport boundary according to the map shown at Open House 3. These facilities, however, were included in the Anchorage International Airport Master Plan Update inventory.

Notes by: HDR Alaska