

MEETING NOTES - DRAFT

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

Location: Coast International Inn, Anchorage

RS&H Project #: 226-2566-000

Date and Time: March 21, 2013; 5:30-7:30pm

Subject: Public Open House 4

Staff/Agency Attendees:

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

Katherine Wood (HDR)
Mark Mayo (HDR)
Allison Biastock (HDR)
Jessica Abbott (HDR)
Jessica Conquest (HDR)

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

Pat Oien (FAA)

Leah Henderson (DOWL HKM)

Public Open House Summary:

On Thursday, March 21, 2013, the Ted Stevens Anchorage International Airport (ANC) Master Plan Update hosted its fourth 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 the assessment of facility requirements, of development constraints, and a presentation of draft evaluation criteria. A presentation was given by Evan Pfahler at 6:00pm, followed by a Q&A session facilitated by Katherine Wood. The Q&A session ended at approx. 7:15pm. The meeting was closed at 7:30pm.

Advertising

- Two Anchorage Daily Newspaper ads (March 10 and 17, 2013)
- Legal notice in the Anchorage Daily News (March 6, 2013)
- Postcard (sent to zip codes 99502, 99503, 99509, 99515, 99517, 99518 = approx. 40,000 addresses)
- E-newsletter to contact list of approximately 530 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

At the sign in table, most attendees said they had heard about the meeting via the postcard or email newsletter; some noted they saw the Anchorage Daily News advertisement or heard about the meeting from another organization/word of mouth.

Attendance

52 people signed in to the event. Approximately 6 additional people attended but did not sign in. 9 new email addresses were added to the electronic distribution list following the meeting.

Media Coverage

KSKA's Ellen Lockyer attended the event, resulting in a radio story that ran on Friday 3.22.13 and Monday 3.25.13. <http://www.alaskapublic.org/kska/>

Stakeholder Organizations Present

- FAA Planning
- 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 13 questions.

At the beginning of the question and answer session, Katherine Wood asked the audience to identify, by a show of hands, how they heard about this public open house. Responses included:

- Postcards – 24
- Newspaper Print Ad – 5
- Online Ad – 0
- E-Newsletter – 15
- Other – 7

Comments Received

One written comment form was received. Comments on this form will be responded to in the Comment Response Report, which will be published in April 2013.

Comment/Question Detail:

Comments Received at Open House Station 5: Comments

- Will the Alaska Railroad terminal at the Airport be fully used?

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: *The 60,000 ft. level planned presentation doesn't tell me what the new physical alternatives are - when we will see those? What is the future of the airport?*

Answer from the Master Plan Team: Development alternatives for this Master Plan Update will be presented at the end of May 2013. After that time, we will evaluate the merits of the respective alternatives, as well as public feedback, and select a preferred development alternative – to be shared at a public open house tentative planned for September 2013.

Question from public: *What are the timelines for PAL (Planning Activity Level) 1-4?*

Answer from the Master Plan Team: The baseline represents November 2012. The PAL levels are associated with specific years as outlined in the Forecast of Aviation Activity for the Airport: PAL 1=2015, PAL 2=2020, PAL 3=2025, and PAL 4=2030. However, it is important to understand that in reality, the Airport will not put a corresponding year with each PAL as it will be using growth/demand as the indicator, and not time. PALs are reached only when activity, not the calendar, determine it.

Question from public: *Is Fairbanks also undergoing a Master Plan Update and are they a competitor of the Anchorage Airport in terms of air cargo?*

Answer from the Master Plan Team: Yes, Fairbanks is currently in the process of completing a Master Plan Update – which will be completed in a similar timeframe to the Anchorage Master Plan. Considering [the Alaska International Airport System] AIAS owns and operates both airports, Fairbanks and Anchorage are not competing. The Airports share the same owners and customers, and have a great working relationship.

Question from public: *Are there plans for a public viewing area at the Airport?*

Answer from the Master Plan Team: A great idea. In reality - there are some public viewing areas: behind glass in the terminal and from Lake Hood.

Question from public: *Why have you decided to draw the development bubble (referring to the Constraints and Opportunities Map) outside of the airport border on its west side and into the parkland? I would hope you aren't using noise as the only constraint, parks weigh equally.*

Answer from the Master Plan Team: The project team needs to evaluate all surrounding areas and determine the locations best suited to development, should it be warranted. The project team has identified several constraints and opportunities relating to its surrounding land, and this map identifies those, as well as some of the best places for potential development. Noise is but a single constraint affecting airport growth and, yes, parks are a consideration.

Question from public: *In regards to the Alternative Evaluation Matrix slide from your presentation, I am concerned that none of the alternatives will meet even 75% of the needs identified.*

Answer from the Master Plan Team: The matrix pictured in the presentation is not the evaluation matrix, but an example matrix with absolutely no relation to the ultimate evaluation of alternatives – apologies for the confusion. The chart shown in the slide is meant to illustrate how we intend to graphically depict our alternative evaluations.

Question from public: *Can you speak more fully to some of the key issues you mentioned, specifically 1) deicing requirements, 2) simultaneous runway approach, and 3) NextGen?*

Answer from the Master Plan Team: 1) ANC will likely need to upgrade its deicing infrastructure in the future to meet EPA standards; at that time, a new deicing facility may be necessary. At this time, most deicing occurs at or close to the gates. 2) Today, the Anchorage Airport has three runways. The airport is unable to consistently allow simultaneous approach on the parallel runways and there is no technology available today that would allow simultaneous takeoffs/landings to occur at peak times of the day on parallel runways. 3) The airport is planning to look deeper into the NextGen technology and benefits. However, NextGen has proven to have limited benefits to capacity throughput. NextGen has the potential to provide some environmental benefits, such as reduced idling, reduced fuel consumption, and reduced noise in some areas.

Questions from public: *How did you choose the areas, as depicted on the constraints/opportunities map, to evaluate noise sensitivity?*

Answer from the Master Plan Team: Airport planners understand that residential neighborhoods are noise sensitive. The areas depicted as “Noise Sensitive Residential” on the map represent an general outline of neighborhoods in proximity to the Airport. The areas depicted as noise sensitive on the map also reflect public comments the airport Master Plan Update team has received from area residents. The bubbles on the map should not be construed as boundaries to potentially noise sensitive residents.

Question from public: *On the Neighborhood Bus Tour ** the Airport went on through the Spenard, Sand Lake and Turnagain neighborhoods; sensitivity to Airport noise was expressed. What else did you (the Airport) take away from the tour?*

Answer from the Master Plan Team: The most common issues the Airport hears about are noise, air quality, and recreational resources. On the Neighborhood Tour, the airport also heard about how traffic along International Airport and Raspberry Roads can be troublesome, the lack of a buffer along the Coastal Trail to the north, and the proximity of Kulis and the Airport to surrounding neighborhoods are concerns. The Airport would be happy to consider additional public comments to the Constraints and Opportunities Map.

** The Neighborhood Tour was organized by the Airport and took place in February 2013. Turnagain, Sand Lake and Spenard Community Council Leadership were invited to create a one hour itinerary and to take Airport Management and members of the planning team through their respective neighborhoods to share information on airport related issues.

Question from public: Is there any news regarding the possible land acquisition (property near Kincaid Park formerly occupied by the Federal Communications Commission) to the south of the Airport?

Answer from the Master Plan Team: The land to the south of the Airport is currently in the hands of GSA, the General Services Administration. The Airport has expressed interest in this land and hopes to acquire it. The GSA will make a determination as to the property's disposal at a later date.

Question from public: At the Working Group meeting held on March 7th, there was discussion regarding the potential to change the wording of the Airport's "Environmental Awareness" goal – I don't see that change reflected here. I have also been vocal and submitted several comments. When will that input be reflected in your plans? I also stressed the importance of Turnagain bog as a wetland, but that area is still showing as an area of potential development on your map.

Answer from the Master Plan Team: In the two weeks since the last Working Group meeting, we have not changed the wording of the goal, but we do acknowledge that some members of the Working Group's desire to make adjustments. The Master Plan Update's identified goals and objectives are dynamic. At this time, that specific goal still fits the basic needs of the Airport for its planning purposes as it asks planners to be cognizant of environmental issues as they evaluate alternatives. The Airport needs to continue its work for the Master Plan Update, and also needs to look at an array of options when trying to meet the forecasted demands. The Airport hears from a lot of different people and their ideas are both complex and often of conflicting opinions. We cannot implement ideas and comments immediately, nor can we possibly implement each specific comment, however, this does not mean we are not considering or listening to public comment. We want to respond to comments in meetings when possible. We will respond to written and formal comments in a report format later in 2013 and again at the end of the MPU process next winter. At this time, there are great summaries of the discussions from Working Group and Technical Advisory Committee meetings available in the project Library on www.ancmasterplan.com.

Question from public: I know that the snow storage and dump around Lake Hood in Spenard is environmentally regulated. 1) Does the Master Plan Update process involve Lake Spenard and Lake Hood? 2) Why is the Anchorage Airport's long term parking lot located within Lake Hood boundary?

Answer from the Master Plan Team: 1) The Anchorage Airport shares assets, including air traffic control, with the Lake Hood Airport. While the Anchorage International Airport is the main focus of this Master Plan Update, Lakes Hood and Spenard will not be excluded from consideration as they relate to the International Airport. These General Aviation facilities remain a valuable asset to DOT&PF and Anchorage and the State. 2) There is an economy parking lot on Rutan Place within the currently identified Lake Hood boundary and that lot is intended to serve the International Airport. The MPU will likely address the boundary line issue that separates Lake Hood Airport and Anchorage Int'l Airport. At this time there are no plans to relocate the economy lot from its current location.

Question from public: If parking is not meeting demand, would the Airport either look to build vertically (garage) or need to find a new site location? Where do we address more parking? What about the lot currently used for Lake Hood that is located across Postmark Drive from the North Terminal – could we use that for ANC staff parking?

Answer from the Master Plan Team: When we say “address” an issue such as parking in the Master Plan Update, it does not necessarily mean providing more parking facilities. Airports have many options to manage parking, including additional share-a-ride opportunities and public transportation or changing parking fees. Increasing or expanding facilities is not the only way to address demand.

Notes by: HDR Alaska