MEETING SUMMARY

**Project:** Ted Stevens Anchorage International Airport (ANC) Master Plan Update  
**RS&H Project #:** 226-2566-000  
**Location:** CIRI Building Fourth Floor Conference Room, 2525 C Street, Anchorage, AK 99503  
**Date and Time:** April 3, 2013; 11:00AM-1:00PM

**Subject:** Working Group Meeting #4

**Staff Attendees:**  
John Parrott (ANC)  
Jack Jones (ANC)  
Teri Lindseth (ANC)  
Katie Gage (ANC)  
Evan Pfahler (RS&H)  
Delia Chi (RS&H)  
Gareth Hanley (RS&H)  
Katherine Wood (HDR)  
Allison Biastock (HDR)  
Jessica Abbott (HDR)  
Mark Mayo (HDR)

**Working Group Attendees:**  
Gordon Wetzel, Nordic Ski Association of Anchorage  
Randy Roberts, UAA Aviation Technology Center  
Cathy Gleason, Turnagain Community Council  
Theode Tobish, MOA Planning  
Lynette Moreno-Hinz, Anchorage Cab Drivers Association  
Will Kyzer, Anchorage Economic Development Association  
Julie Dodds, Visit Anchorage  
Bob Auth, Spenard Community Council  
Matt Claman, Anchorage Airport Communications Committee  
Mark Butler, Federation of Community Councils  
Andy Rogers, Alaska Chamber of Commerce

**Meeting Overview**

On Wednesday, April 3, 2013, the Ted Stevens Anchorage International Airport (ANC) Master Plan Update hosted the fourth in a series of Working Group meetings. The purpose of this meeting was to provide Working Group members information about facility requirements at the Airport, to look at Planning Activity Levels, and to discuss development constraints and opportunities. A presentation was given by Evan Pfahler, and the meeting’s discussion and activities were facilitated by Katherine Wood. At the end of the meeting, there was time allowed for comments from the public. The meeting ended at 1:00PM.

**Advertising**

- Email to Master Plan Update contact list of approximately 580 addresses, including addresses for community council distribution  
- Email invite to participants and draft agenda sent in advance  
- Anchorage Daily News Legal Ad, 3/20/13  
- GovDelivery Notice  
- State of Alaska Online Public Notice  
- Posted on bulletin boards in ANC Airport Manager’s Office and in Terminal  
- Master Plan Update Website: www.ancmasterplan.com  
- Airport Website: www.dot.state.ak.us/anc/  
- “What’s Up” community email list serve
Email notice sent to Federation of Community Councils, Turnagain Community Council, Spenard Community Council, and Sand Lake Community Council

Attendance

25 people signed in to the event. Of those, 11 participated as representatives of organizations on the Working Group.

Meeting Materials

- Handouts (Agenda)
- PowerPoint presentation
- Goals and Objectives handout
- Evaluation Criteria Exercise handout

**Meeting Summary**

Introductions

John Parrott, Manager of the Ted Stevens Anchorage International Airport (ANC) welcomed participants and turned the floor over to Evan Pfahler, RS&H, Master Plan Update Project Manager and Katherine Wood, HDR Alaska, Master Plan Update Public Involvement Lead.

Meeting Presentation

Evan Pfahler provided a PowerPoint presentation that:
- Shared facility requirement information
- Introduced draft evaluation criteria
- Discussed constraints and opportunities to Airport development


Presentation Q&A

*Working Group member question:* When are constraints rolled into the process? Does the forecast assume any constraints?

*Planning team response:* The current forecast of aviation activity assumes unconstrained growth. Should a policy decision be made to constrain growth, forecast data could reflect that. The AIAS forecast, being used for this Master Plan Update, was completed using some base assumptions, which we encourage interested Working Group members to read. You can read the forecast here: [http://dot.alaska.gov/aias/news.shtml#forecasts](http://dot.alaska.gov/aias/news.shtml#forecasts)

*Working Group member question:* In the PowerPoint presentation, you noted that the Airlines have approved the AIAS forecast. Who approved it on behalf of the Airlines?

*Planning team response:* The Airlines Airport Affairs Committee (AAAC) was engaged in the forecast process and provided a letter stating support for use of the forecast in preparing the Master Plan Update.
A copy of the AAAC’s letter can be viewed in the posters from the March 21, 2013 Open House:

**Working Group member question:** Per cargo carriers, are Airlines seeing a higher percentage of full planes?

**Planning team response:** We don’t know specifically how cargo load factors have changed, but there has been volatility in the cargo industry with the global economic downturn and recent economic crises in Europe.

**Working Group member question:** Is there enough snow storage capacity at the Airport?

**Planning team response:** The Airport snow storage site was very near capacity during the winter of 2011/2012 to a point where Field Maintenance Facility personnel began stacking snow higher by using ice ramps to pile snow on top already existing snow piles. The Master Plan Update team will consider the snow disposal needs of the Airport, especially if additional pavement (e.g., aircraft parking apron) is added which would require additional space to dispose of removed snow.

**Working Group member question:** Regarding the main terminal (South), there should be some redevelopment of where taxi cabs line up as it does not correlate to where 80-90% of passengers are coming from (Alaska Airlines baggage claims). The current taxi stand arrangement is not safe or convenient for travelers.

**Planning team response:** The taxi stand and pickup are considered landside issues. We have documented this concern and will consider it in the Master Plan.

**Working Group member question:** Looking at the Master Plan’s Goals and Objectives, where do social impacts fit in?

**Planning team response:** Social impacts are considered under the Environmental Awareness goal. The goal was based on National Environmental Policy Act (NEPA) categories that consider impacts to both the natural and human environments. Under NEPA, there are twenty-three environmental impact categories considered when evaluating alternatives, and they include social and socio-economic issues. This is not a NEPA process, but those NEPA categories were considered to help frame the criteria in the Environmental Awareness goal.

**Working Group member follow up question:** Would a suggested criteria be rejected if it does not fall into a NEPA category?

**Planning team response:** No, the Planning team would have to evaluate the suggestion based on the content of the criteria. NOTE: While the Master Plan Update is not a NEPA process, recommended projects may require NEPA environmental analysis prior to implementation. You can read more about the NEPA categories as it relates to airport planning at the following location on the FAA’s website: http://www.faa.gov/airports/environmental/environmental_desk_ref/

**Working Group member question:** Why does the Environmental Awareness evaluation criteria (shown in the PowerPoint presentation) focus on noise? Why only noise?

**Planning team response:** Noise is the most commented on environmental awareness issue for the Airport; however, the draft criteria shown in the presentation is just an example of one criteria for the...
Environmental Awareness goal. You can see a full list of the draft evaluation criteria on the posters from the March 21, 2013 open house: http://www.ancmasterplan.com/library/index_55_3338329619.pdf

Evaluation Criteria Exercise

Katherine Wood presented an activity for the group, wherein, working in small groups, WG members identified potential airport development opportunities and constraints on a map of the Airport. It was noted that the groups were not being asked to come to a consensus, and depending on the group’s discussion, some areas might be noted as both red (constraint) and green (opportunity). Katherine noted that the results of this exercise will be shared with the planning team and the Airport as they begin to create development alternatives.

Evan Pfahler provided some guidance on what is a constraint or opportunity. A constraint to development is not necessarily an absolute boundary that cannot be crossed, but rather a “higher hurdle” to overcome if development in the area is desired. Similarly, an opportunity may be similar to a “path of least resistance” for development in a particular area. Evan clarified that opportunities do not need to strictly adhere to potential technical limitations, and that all identified opportunities can go onto the maps.

Three small groups were given 15 minutes to discuss opportunities and constraints, draw the constraints and opportunities on an Airport map, and to take notes on their discussion.

Below are summaries of the constraints and opportunities that Working Group members identified during the exercise.

**Group 1**
Group 1 identified the following potential constraints to future Airport development:

- Surrounding neighborhoods and bogs are constrained due to location and topography (bogs)
- Erosion on north portion of N/S runway at Pt. Woronzof
- AWWU
- Taxi flow at south terminal a constraint
- Delong Lake
- North Terminal needs improvements
- Parking capacity
- Snow storage facilities compete with developable land
- Current land use at Connor’s Bog – popular park

Group 1 identified the potential following opportunities for future Airport development:

- A win-win situation would be to develop the Airport and keep the trail system (coastal trail marked green as it is a philosophical opportunity)
- North Terminal
- West Airpark
- Redevelopment and expansion of the East Airpark
- Redevelopment and expansion of the Kulis area
- Former FCC land
- South Airpark
- Connor’s Bog – vacant land
- Postmark Bog (across Postmark Dr. from Airport Post Office)
- Potential land trades
- ANC interface with residential neighborhoods
Group 2 identified the following potential constraints to future Airport development:
- Surrounding neighborhoods and bogs (they serve as buffers)
- AWWU and AWWU Reserve
- Coastal Trail
- Spenard Beach
- Lake Hood Land
- Connor’s Bog
- Little Campbell Lake (add land to Kincaid Park)
- Point Woronzof Park (there was disagreement amongst group members. Some saw this area as a constraint to future development and others saw this as an opportunity for future development)

Group 2 identified the following potential opportunities for future Airport development:
- Former FCC land
- Point Woronzof Park (there was disagreement amongst group members. Some saw this area as a constraint to future development and others saw this as an opportunity for future development)
- Kulis area
- North Terminal upgrades would create new opportunities for tourism and enhance tourist experience
- Area between the north and south terminal
Group 3 identified the potential constraints to future Airport development:

- Surrounding neighborhoods (Turnagain, Spenard, Sand Lake)
- Park areas (Kincaid/area trails)
- Lake Hood
- Point Woronzof
- East end of runway 25R (residential constraints)

Group 3 identified the potential opportunities for future Airport development:

- Land within ANC boundaries in South Air Park
- West Airpark (note that undeveloped Air Parks currently serve as buffers to trails and residential areas)
- East Airpark
- Airport’s surrounding industrial area (does the AVIS car lot really need to be on Airport property?)
- Parking areas can go vertical
- Connor’s Bog is developable (can we do a land trade to move the dog park to the old FCC land near Kincaid Park?)
- The parking area near NAC is a development opportunity
- Kulis and its existing facilities are opportunities
Exercise follow up question from a Working Group member: Are roadways considered in the Planning Activity Levels (PALs)?

Planning team response: Yes, roadways are considered. At PAL4, demand begins to exceed capacity of Airport roadways.

Next Steps

Two additional Working Group meetings are planned, the next of which will be held on Wednesday, May 8, 2013 on the first floor of the CIRI building from 11am to 1pm. See the website for additional meeting dates/information (http://www.ancmasterplan.com/schedule/).

Additionally, the Master Plan Update has scheduled a public seminar to share information on FAA grant assurances and how they relate to land use and airport planning. The seminar will be help from 6-7pm on Thursday, April 25 at the Coast International Inn in Anchorage – the Working Group will receive an invitation via email, and meeting details will be posted on www.ancmasterplan.com

A general meeting summary will be distributed to the group.

Public Comment

One member of the public provided a comment at the end of the meeting. Public comment will be recorded and responded to in the Master Plan Update comment response report.

Notes by: HDR Alaska