

Turnagain Community Council
Meeting Minutes January 7, 2010

Pat Kelly, TCC Vice President, called the meeting to order at 7:06 pm.

I. Announcements.

Cathy Gleason made the following announcements:

- Jan. 11, 6:30 p.m., Loussac Library – Planning and Zoning Commission public hearing on amendments to Title 21 provisionally adopted chapters
- Jan. 13, 6:30 p.m., Loussac Library – Planning & Zoning Commission public hearing on proposed Westchester Lagoon Park improvements north of the lagoon by the Covey Café area
- Jan. 19, 6:00 p.m., Loussac Library – Anchorage Assembly public hearing on Title 21, Chapter 7, Off-Street Parking and Loading and Outdoor Lighting
- Jan. 21, 5:00-6:30 p.m. Open House, 6:30-8:00 p.m. Public Hearing, Kincaid Outdoor Center – Ted Stevens Anchorage International Airport Runway 7R Extension Project draft Environmental Assessment. Comments due by Feb. 4, 2010
- Feb. 11, 11:30 a.m., City Hall, Room 830 – Heritage Land Bank Advisory Commission public hearing on the draft 2010 HLB Work Program and 2011-2015 HLB Management Plan
- Due to the numerous airport issues Turnagain Community Council follows, we need a standing Airport Committee and Cathy Gleason passed out a sign-up sheet for interested people, including someone to chair the committee,. The TCC Airport Committee hasn't been able to get off the ground in the past because it lacked a chair.

II. Approval of minutes.

A motion was made, seconded, and approved without objections, to move the approval of the November 9, 2009, meeting minutes to the end of the meeting.

At the end of the meeting, Pat Redmond made a motion to approve the minutes from the November 9, 2009, meeting. The motion was seconded by Gloria Manning and approved without objection.

III. Assembly Report

Zack Stevenson from Matt Claman's office was present and noted Assembly Member Claman would be arriving at the meeting later. (The following Assembly Report was taken out of order after Rep. Holmes report.)

Assembly Members Matt Claman and Harriet Drummond presented the Assembly Report. Assembly Member Drummond reported that on December 15, 2009, an ordinance was proposed before the Assembly to conduct a 100 percent ID check ordinance for liquor stores. At a public meeting earlier in the evening, public comment was 100 percent in favor of the 100 percent ID check; the Assembly will hold a public hearing on January 19, 2010. The liquor store industry is concerned that some people do not have IDs or driver's licenses. One of the complaints against the proposed ordinance is that it targets only liquor stores and not bars and restaurants. The response to this complaint is that some liquor stores, and some bars and restaurants already require 100 percent ID checks. By the time the ordinance is before the Assembly, it may include bars and restaurants, as well as liquor stores. Another concern was that the liquor store can sell to a person who has a passport or out of state ID; the response is the requirement is to have a government issued ID. The Alaska Civil Liberties Union (ACLU) representative commented at the public meeting and had no problems with the proposed ordinance. As to the proposed ordinance that proposed extending closing hours for bars for safety reasons, it was postponed indefinitely.

Assembly Member Drummond also reported that the rezoning of the parcel next to the fire station in Spenard to PLI was approved, so the Municipality can proceed with the remodel of Spenard Fire Station this summer.

Assembly Member Matt Claman discussed the Municipality's budget, which the Assembly passed on December 18, 2009. The Assembly proposed a number of amendments, some of which the Mayor vetoed. There was a \$50,000 veto to the Municipal Library budget that was overridden by the Assembly. The Sand Lake Fire Station budget included adding a new ambulance, but that was vetoed because, according to the Administration, there is not staffing for the new vehicle. The Sand Lake Fire Station ambulance may come up again as a bond issue. Assembly Member Claman explained that in other Assembly districts there are 2 fire stations with 2 ambulances; but the Spenard Fire Station is the only fire station in our district that has an ambulance for all of west Anchorage, so the response time for an ambulance would be longer for people in the west Anchorage area if the first ambulance is in use. Calls have gone up 4 percent in the area and the cost is \$750,000 to staff the ambulance. In addition, medical calls to the airport also use the Spenard ambulance. Even though the airport has police and fire, they do not have medical transport, so the airport must rely on the Spenard ambulance. The most frequent calls to the fire department are for ambulances. If the Spenard ambulance is in use, the Dimond Fire Station will most likely respond to the Sand Lake area, and the Downtown Fire Station will most likely respond to the Turnagain area.

IV. Legislative Report

(Taken out of order after Airport Communications Committee Report.) Rep. Lindsey Holmes presented the Legislative Report. Rep. Holmes noted the Alaska State Legislature "gavels in" on January 19, 2010. The upcoming issues and the Governor's budget include the following:

- Energy in all of its forms. There will be a gas pipeline open season (shippers and buyers deciding who to buy and who to ship). FERC (Federal Energy Regulatory Commission) will be in Alaska next week (week of January 10). The oil and gas tax structure will be

- an issue. Southcentral Alaska energy needs and a plan for the next several years (including gas, coal, wind) will be major issues, including deciding who picks the projects and funds them. Finally, an issue will be concerns about gas prices at the pump.
- Medicare issues. In Alaska, there is currently an inability for Medicare patients to see primary care doctors. One suggestion to resolve this problem includes opening a Medicare clinic in Anchorage. Rep. Holmes is also working with U.S Senators Begich and Murkowski to change federal law to give Alaska more options with Medicare.
 - Governor Parnell's proposed budget is higher than the governor's budget proposed last year. The new items include (1) increasing funding for education; (2) a \$400 million scholarship endowment fund; (3) University of Alaska Fairbanks Life Science building; (4) a crime lab in Anchorage; (5) job training; (6) the domestic violence and sexual assault initiative; (7) \$100 million for deferred maintenance; (8) a connector road in Inuit foothills; (9) upgrade to Haul Road, which is necessary if Alaska is proceeding with a gas pipeline; (10) \$25 million for renewable energy grants; (11) a commission to reappropriate legislative districts after 2010 census.

Merl Akers stated that we need a follow-up to the Senate Transportation Committee public hearing that was held last fall on airport issues. Public needs equal time to address concerns. Rep. Holmes said she would discuss this with Sen. Hollis and the chair of the committee.

V. Airport Communications Committee (ACC) Report

Cathy Gleason reported on the ACC meeting held Dec. 9, 2009. The Committee was created by former Acting Mayor Matt Claman. Cathy Gleason and Pat Kelly represent the TCC on ACC. John Parrott, deputy director of the Ted Stevens Anchorage International Airport (TSAIA) also was present at the TCC meeting. The meetings are open to the public. The ACC created a mission statement, which is "To facilitate and improve communications and collaboration between the TSAIA and the community." The committee decided to meet every other month and the next meeting of the ACC will be February 10, 2010. Matt Claman unofficially chaired the meeting and he agreed to serve as chair, with Tim Pine of Sand Lake Community Council serving as vice chair. The committee added TCC member and Municipality of Anchorage representative on the Statewide Aviation Advisory Commission, Steve Strait, to the ACC.

Main agenda items included:

- Tyler Robinson from the Municipal Planning Department, discussed the West Anchorage District Plan and where things are at in the process. He outlined airport/community issues that have been identified and need resolution. A workshop will be held in Jan.
- Scott Lytle, Environmental Analyst for the TSAIA, gave a briefing on de-icing and the deadline for comments on the proposed EPA regulations – the deadline has been extended 60-90 days beyond Dec. 28. TCC passed a resolution in support of the proposed EPA de-icing regulations at the December TCC meeting.
- Sand Lake Community Council was concerned about well water and contamination in the Raspberry Road area south of the airport. The airport does well monitoring within the airport boundaries and no contamination has been detected.
- Kulis National Guard will be vacating the airport by end of fiscal year 2011. The airport

wants to remove some of the buildings and secure the area to TSA standards.

- Agenda items for the February 10 meeting include how the airport interacts with airlines and what influence those companies have on capital projects, an update on passenger and cargo numbers, and setting two-three goals for the ACC for 2010.

VI. TSAIA Runway 7R Extension

Julianne Hansen made a presentation on an environmental assessment (EA) for the Ted Stevens Anchorage International Airport on Runway 7R Extension. Hansen works for HDR Alaska, Inc., and the company was hired to conduct the EA regarding the extension. The runway is used by all aircraft, but the cargo aircraft generally continue to the eastern end before they can turn off the runway because they are big and heavy. The cargo aircraft then need to taxi to north airpark and there are more conflict points because of the longer taxi, which causes congestion and delay. The goal is to more efficiently process air traffic. The first question addressed in the EA was how long do we need the runway? 1800 feet was considered, but it was noted if the runway is extended only 1500 feet it would capture 90 percent of the air traffic on Runway 7R. The airport is currently considering two alternatives: the 1500 foot extension or the no action alternative - which is just to continue operating as is. There is a public open house and public hearing January 21, 2010, from 5-8 p.m. The format from 5-6:30 will include posters and informal discussion with the project team and at 6:30 the formal public hearing will begin and everyone will be given an opportunity to make comments. The decision maker from the FAA will be there to listen to public comments, but there will not be debate. There is also an opportunity to make comments on the project Website and by mail.

In preparation for this presentation, Hansen asked what would I want to know if I lived here? Her response was that the noise contours will not get closer to any neighborhoods. The aircraft will be noisier for a shorter period of time, but it will be over the water, the Coastal Trail and trails in Kincaid Park. The second question was what would the project do to air quality? The response was the project would slightly improve air quality because it will clear up congestion. The third question was what about the trails at Kincaid Park? The Sisson Loop Trail will have to be rerouted, but the airport worked with the Nordic Ski Association to come up with a reconfiguration and the airport will pay for the cost of the reroute. Some of the land is TSAIA land but some is HLB land and the HLB Commission has approved the use of the land. HLB will introduce to the Anchorage Assembly the land use proposal on or about January 19; the public hearing will be held some time after that. The project will not impact any wetlands or any historical or cultural sites. There will be 2.5 percent increase of impermeable surface, so there will be more runoff to deal with.

Following Hansen's presentations, TCC members had the following questions:

- * Over time, will this be needed if newer aircraft require shorter landing distances? John Parrott indicated the design would be to use the same amount of runway.
- Will this increase aircraft flights? Response was that this is not a capacity enhancement project; it's just to deal with congestion.
- * Are there any plans to extend a taxiway to the end of Runway 7R? The response was that there is no plan to extend a taxiway to the end of Runway 7R because the

time to taxi down to the new runway for takeoff is not practicable and would also require a gap to be built in the arrival line. Runway 7R would be completely inefficient to use it as a take off over the city.

- * Did the airport have to obtain an easement on HLB property and will there be fencing around the easement? Hansen responded that the easement was required by the FAA, which must have access to the approach lighting system that will be on HLB property. The road and easement will not be fenced in; it's only the individual towers that will be fenced for security. There might be some clearing of trees where the trail is being re-routed, but due to TCC's request, that will be kept to a minimum.
- * Because aircraft will be landing closer to the bluff, does the EA address plane vibration and potential coastal erosion on the bluff similar to what has happened at Point Woronzof? The response was that this was not looked at, but Hansen said that she would look into this concern.
- * How will this change to Runway 7R affect general aviation and use of the Lake Hood strip? Noise contours would not be affected.
- EA discusses disposal of organic waste at onsite dumpsite. Is this disposal site on land the city has requested be transferred from the State? HLB notified the state that the Municipality wants the land. The response was that it would be looked in to.

Additional comments on the EA are due by February 4, 2010.

VII. Capital Improvement Project (CIP) List Discussion on May TCC Rankings

Pat Kelly noted TCC received comments in October from the Municipality regarding TCC's rankings on the Capital Improvement Project list. Although the Board submitted TCC's recommendations, the response from the Municipality indicates that PM&E and Road improvement project are being funded or are being sent to the state for funding. So the TCC Board plans to review the list and make any changes consistent with the recommendations from May and send it to the Legislature. The Board will meet in the next week or so to discuss and anyone is welcome to come and give input.

VIII. South Air Park

Although Tim Pine of Sand Lake Community Council was not at the TCC meeting, there was news reported about the project that indicates the report was probably moot. John Parrott reported that the TSAIA has been looking to lease land in South Airpark to private entities. Last year, 25 entities were interested in the project. However, a recent survey indicated there is no interest from potential leaseholders. The airport is going to shelf the South Airpark project for now until there is more interest. There is no access road project for 2010, but it may come up again.

IX. Westchester Lagoon Park Project

Suzanne Little, MOA Parks and Recreation Department Planner, discussed the status of the Westchester Lagoon Park improvement project. The project is redeveloping the area around the Covey Cafe. During the fish passage improvement project, which was completed last year, all of the heavy construction traffic used the land behind the cafe as a staging area. The Parks Department had the contractor level the staging area and put up berms around the area at no cost which will now be a play area for younger children. There is a little bit of funding to develop a rain garden from the Fish and Game Dept. and the project will be constructed by Youth Employment in Parks (YEP) crews this summer. When asked if the drainage from the parking lot will flow into the rain garden, Ms. Little indicated that would be the goal. There is \$100,000 available, but the total project cost will be \$400,000, so the majority of the construction will not happen soon. The parking lot will be reconfigured and have walkways on both sides of the parked cars. The deck in front of the Covey café will be modified. A TCC comment was that there should be at least three picnic tables and benches in the plaza area. The project is currently going before the Planning and Zoning Commission for approval this month. Although the Municipality and the Park Planners can't raise funds, a South Addition resident, Paul Provencio, is working to raise funds through the Anchorage Parks Foundation. He came to TCC about a last year to present a concept design of the park improvements

Additional park-related TCC member question/comment: one member commented that the Coastal Trail near Point Woronzof is groomed for cross country skiing and is getting lots of use. There are two snow machines that pack trails and it was asked whether the snow machines could be used to pack the trail that will connect Lloyd Steele and Balto Seppala Parks. The response was that sometimes the Nordic Ski Association does the trail work and sometimes the Municipality does. Suzanne said she will check and get back to TCC.

X. Anchorage Bike Plan

Kevin Turinski, Turnagain resident, spoke about the Anchorage Bicycle Plan. Turinski asked TCC to adopt a resolution in favor of the plan, which he brought to the meeting. The plan has been approved by the P&Z Commission and will be going before the Anchorage Assembly. Last May, TCC indicated their general support for the plan in a comment letter, but it included some requested changes.

TCC Board Member Barb Jones reviewed the March 2009 draft bike plan for the TCC and mentioned our comments. The purpose of the plan is to make Anchorage more bike friendly for commuters. Cathy Gleason asked if our comments had been taken into consideration in the August 2009 draft that is now out for approval. It was unclear what, if any comments had gone into this version of the plan. Turinski referred people to the bike plan, which is posted on the Municipality Website under the Traffic Department, if they want to see what's in the plan.

A motion was made by Dan Gleason, and seconded by Pat Redmond, that if the bike plan comes before the Anchorage Assembly in January before the next TCC meeting, the board should review and address a resolution regarding the bike plan. The motion passed without opposition.

(The November Minutes were approved at this stage of the meeting.)

XI. Member Comments

TCC member Merle Akers commented that he has been trying to attend TCC Board meetings and was told that he could come to Board meetings, but he could not talk. Akers noted that there are some TCC representatives serving on committees, such as the West Anchorage District Plan, the Airport Communication Committee, but it is just Board members serving on these committees. Akers offered to serve but didn't get selected. Akers attended one of the meetings and even though one TCC rep wasn't there, he wasn't asked to go as an alternate. Akers expressed concerns about the ACC and about the Board meetings not being open to TCC members to speak or comment.

TCC Board Member Cathy Gleason commented that she talked to Mr. Akers and told him that TCC members are welcome to attend Board meetings, but the priorities for the meetings are to set the agenda for the next meeting and to deal with time-sensitive issues. Then, if there was still time at the meeting, non-Board members attending would be welcome to bring up topics for discussion. It was recommended that the tentative date, time and location of TCC Board Meetings be listed on the TCC agendas, so that members know about the meetings and can attend if they want to do so.

XII. End of meeting

The meeting was adjourned at 9:02 p.m.

Respectfully submitted,
Barb Jones, Secretary-Treasurer