

4.8 Preferred Alternative Selection Process

Three Technical Advisory Committee (TAC) meetings, an environmental agency scoping meeting, and a public meeting were held in the spring of 2005 to discuss and evaluate Alternatives A, B, C, and D. The Alaska Airmen's Association also polled their members and provided the airport with a list of their priorities. Many reviewers submitted comments about the airport development alternatives. They included members of the Technical Advisory Group, airport staff, FAA ANC Air Traffic Control Tower, Alaska Center for the Environment, Alaska Airmen's Association, Anchorage Audubon Society, Anchorage Waterway's Council, Lake Hood Pilots Association, Spenard Community Council, and Turnagain Community Council. An Appendix was distributed to the TAC that contains a summary of all the comments received and the Airport's response to them. Reviewers asked for additional information and analyses that are described in the following paragraphs.

4.8.1 Individual Project Costs

TAC members were asked to "mix and match" the improvements depicted in the alternatives so that the improvements most favored could be combined into a preferred alternative. However, the cost estimates initially presented to the TAC were the total costs of the alternatives and costs for individual components of the alternatives were not defined. To facilitate the evaluation of specific improvements, project cost estimates were prepared (Table 4.7).

**Table 4.7
Alternative Project Costs**

PROJECTS	COST (\$ million)
Alternative B	
Extend Existing Gravel Runway 13-31 South	0.2
Extend Existing Paved Parallel Taxiway 13-31	0.1
Provide Interconnecting Taxiways	0.2
Expand Echo (29 Tiedowns)	1.4
GA Terminal and Auto Parking	1.5
South Ramp	0.1
Pave Finger Roads/Taxilanes	0.3
New Roads	7.6
New Perimeter Fence & Gates	1.1
New Restrooms	2.2
RVZ Clearing	7.1
RPZ Clearing	7.2
Property Acquisition	2.0
Pilot Planning Buildings	0.4
Alternative B-1	
Acquire North RPZ Runway 13-31 (Wendys Way)	5.6
Alternative C	
Extend Existing Gravel Runway 13-31 North	1.2
Extend Existing Paved Parallel Taxiway 13-31	0.1

New Paved Parallel Taxiway	1.2
New Gravel Parallel Taxiway	2.9
New Floatplane Slips	0.8
New Transient Dock	0.4
New Tiedowns (Lions Club Picnic Area)	0.8
New Tiedowns (Spenard Beach)	2.1
New Trail	4.8
New Roads	5.5
New Perimeter Fence & Gates	0.3
Property Acquisition	0.7
Wendys Way Property Acquisition (RPZ & Extension)	12.5
Alternative D	
New Dual Runways	12.3
New Dual Taxiways	8.5
New Single Taxiways	5.5
New Interconnecting Taxiways	1.1
Holding Bay	1.0
Excavation for Slip Expansion	1.0
SW Echo Parking Expansion	1.6
L-Shaped Echo Parking Expansion	7.7
GA Terminal and Auto Parking	1.1
South Ramp	0.1
Pave Finger Roads/Taxilanes	0.3
New Roads	12.5
New Trail	10.7
New Perimeter Fence & Gates	1.0
New Restrooms	2.1
RVZ Clearing	7.1
RPZ Clearing	7.2
Property Acquisition	0.6
Easement Acquisition	0.6
Pilot Planning Buildings	0.4

Note: Costs were estimated in March, 2005

4.8.2 Status of Aircraft Parking

The four Lake Hood alternatives do not include Echo Parking Phase II, which is a committed project programmed for construction in FY 2006. The design of Echo Parking Phase II has not been finalized.

The Airport cannot mandate that private leaseholders retain or increase aircraft parking. Leasehold aircraft parking capacity has changed since the GA Plan began. For example, the tiedown area that was leased to AvAlaska/Village Aviation, south of Charlie Parking, is no longer being used for aircraft parking. In addition, an air taxi operation has been replaced with hangars for individual aircraft owners at the south end of the Commercial Finger.

4.8.3 Spenard Beach Ownership and Use

The Airport (State) owns Spenard Beach and the Municipality of Anchorage (MOA) has a maintenance agreement with the Airport that has expired but is in "holdover" status. The City of Anchorage received the land in a transfer from the Alaska Department of Natural Resources (ADNR) in a plat dated June 7, 1973. Superior Court records a condemnation of the property from the City to the State of Alaska Division of Aviation on June 19, 1974, record number 74-023770.

4.8.4 Status of Field Maintenance Complex

The complex of airport maintenance buildings near Lake Hood was not replaced by the new maintenance building recently constructed on the west side of Postmark Drive. The facilities are part of what is needed to house snow removal and other equipment, personnel, shops, and storage area for ANC and for the Lake Hood complex. Future expansions of airfield pavements/surfaces, Airport-owned buildings, public roads, and storm drainage systems will increase the Airport maintenance workload and result in the need for more personnel, equipment, and shop/storage space. There have been no commitments made to remove the Lake Hood complex as part of any environmental permitting or assessment process.

4.8.5 Conformity of the Lake Hood Alternatives to the Ted Stevens Anchorage International Airport Master Plan

Alternatives A, B, and C conform to the most recent ANC master plan. Alternative D conflicts with the ANC master plan because it includes a new runway where the ANC master plan designates cargo-related expansion and a new road, Logistics Drive. There has been interest expressed recently in leasing some of the land on the east side of Postmark Drive for aviation-related development. On the Future Land Use Plan, Figure 1-11 of this GA Plan, the area is designated "Aviation Related Commercial." However, the Future Land Use Plan can be modified if the GA Plan documents a compelling need for modification.

4.8.6 Access Control

The proposal to fence off portions of Lake Hood so that only aviation users would have access is arguably the most controversial aspect of the alternatives. Objections have come from the public who want access for recreational purposes, from aviation businesses who do not want to discourage or shuttle customers, and from some individual aircraft owners. However, other airport users support access control for safety reasons (operating aircraft around pedestrians and vehicles) and to protect their aircraft from theft and vandalism.

Controlling access to areas where aircraft operate is recommended at busy GA airports for both security and safety reasons. However, Lake Hood is a unique attraction for the public and its layout presents unique challenges to access control.

The Transportation Security Administration (TSA) guidelines from IP A-001 for general aviation airports are not “one size fits all.” TSA’s publication IP A-001 was developed in close coordination with a Working Group representing the entire spectrum of the general aviation industry. The document contains recommendations, not mandates, for general aviation airport security. For a general aviation airport with the location and activity characteristics of Lake Hood, TSA has 15 specific recommendations, documented in Chapter Three, which include access controls, personnel and vehicle ID systems, transient pilot sign in/out procedures, positive passenger/cargo/baggage ID, and a community watch program.

Regarding the safety aspects of access control, FAA Advisory Circular 150/5210-20 states, “Airport operators should keep vehicular and pedestrian activity on the airside of the airport to a minimum. Vehicles on the airside...should be limited to those...necessary to support the operation of aircraft services, cargo and passenger services, emergency services, and maintenance of the airport...Methods for controlling access to the airside will vary depending on the type and location of the airport...Airports may erect a fence or provide for other natural or physical barriers around the entire airport in addition to providing control measures at each access gate...Physical barriers might include natural objects, such as earthen berms, large boulders, tree trunks, and manmade culverts.” The Advisory Circular recommends that methods for minimizing vehicular and pedestrian access to the airside should be evaluated in terms of the size, complexity, and scope of operations of the airport. Compliance with the Advisory Circular is recommended, but not mandatory at Lake Hood, because it is not a Part-139 certificated airport (scheduled passenger service in larger aircraft).

The Airport met with TSA and FAA officials about access control at Lake Hood. TSA’s representatives stated that their regulatory responsibility extends only to the commercial service areas of Ted Stevens Anchorage International Airport. The FAA’s representatives expressed concern about Vehicle/Pedestrian Deviations¹ (VPDs) at Runway 13-31, but did not insist that the runway or any specific part of the Lake Hood complex be secured with perimeter fencing, as long as the Airport works to reduce VPDs.

4.8.7 Rotated Runway Analysis

One comment expressed during a TAC meeting concerned a new way to resolve the nonstandard RPZ at the north end of Runway 13-31. It was suggested that the runway be realigned so that that the RPZ would not extend off the airport property. Rotating the runway counterclockwise 8 degrees and moving it 250 feet to the northwest would keep both the north and south RPZs on airport property. Findings of the rotated runway analysis follow:

¹ Vehicle/Pedestrian Deviation is a runway incursion that occurs where a vehicle or individual enters a runway without air traffic control approval that leads to a collision hazard.

- Wind coverage would decrease--97.14% compared to 97.91% for existing Runway 13-31. However, wind coverage would still be adequate, since the FAA's threshold for adequate crosswind coverage is 95%.
- It would cost more than leaving the runway where it is and acquiring the off-airport land in the north RPZ. The cost of acquiring the residences in the north RPZ is estimated to be \$5.6 million. The estimated cost of the rotated runway is \$7.9 million.²
- It would fill wetlands northwest of the runway.
- The runway would move away from the Lake Hood Strip Parking so that the parallel taxiway object free area would be clear of parked aircraft.
- The runway could be extended northward in the future without requiring removal of additional residences.

4.8.8 Additional Relocated Runway Analysis

Many comments were directed at the relocation of the land-based runway farther west, as shown in Alternative D.

The Lake Hood Pilots Association made the following comments about the relocated runway:

- It would reduce congestion and potential conflict between wheeled and float-equipped aircraft near Gull Island.
- It would eliminate: the need for floatplanes departing west for the Tudor Overpass route to cross the departure end of Runway 31 at low altitude in a climbing turn; the need for planes landing on Runway 31 to make a tight descending right turn to stay north of Gull Island; and landing wheeled planes descending to low elevations over Spenard Lake.
- Wheeled planes and floatplanes would be better separated. Floatplanes departing west and then heading north could turn before conflicting with runway departures to the north. Arrivals from the north would be separated in a similar manner.
- Placing the runway farther from neighborhoods would reduce noise impacts and eliminate the need to buy houses on Wendys Way that are now in the RPZ.

Air Traffic Controllers' comments included the following:

- Relocating the runway has a potential to place aircraft operating in Class D airspace close to Class C airspace.
- Placing the GA runway closer to Runway 14-32 would increase the potential for TCAS advisory alarms in air carrier aircraft and for wake turbulence effects on small aircraft.

² Rotated runway costs include runway/runway safety area, parallel taxiway/taxiway safety area, medium intensity runway/taxiway edge lighting, and realignment of Lake Hood Strip Parking tiedowns to parallel the runway. It does not include the necessary cost for noise mitigation for those residences that would not be acquired with the rotated runway option.

- Runway and lake traffic could not flow independently as they can now. Westward departures from the lake would conflict with runway departures. Air traffic controllers would be required to treat the runway and lake as one landing and departure area. To effect the required separation, the aircraft would have to be in line, which would cause the pilots to fly much larger patterns and reduce the efficiency of the operation. Changing routes to give the runway and waterlanes their own traffic patterns would increase complexity for controllers, increasing the conflict points from one to several.
- Visibility from the control tower to the runway would be blocked by the post office. Also, it would be harder for a controller to judge distance because line of sight to the flight path would be more parallel than perpendicular.
- With the runway located farther north than it is now, pilots departing to the north would be crossing Knik Arm at lower altitude than now, which is a safety concern. Aircraft that request climbing 360 degree turns to get to a higher altitude before crossing the water would decrease the efficiency of air traffic flow in peak periods.
- The touch-and-go pattern would have to change from the west side to the east side of the runway, which would bring local operations and noise closer to the neighborhoods.

The TAC suggested additional analysis of this runway location was needed. To accomplish this, a wind analysis was completed and the University of Alaska Technology Division prepared a simulation of the new runway that focused on whether or not the new runway location would create conflicting air traffic patterns with the waterlanes. Wind analysis found that wind coverage would improve slightly, from 97.91% for existing Runway 13-31 to 98.58% for the proposed runway alignment, 14-32. Results of the simulation are pending.

4.8.9 Discarded Proposals

As the Airport completed its evaluation and grew closer to deciding on a preferred alternative for the future development of Lake Hood, several ideas presented in the alternatives and proposed by reviewers were eliminated from further consideration. Table 4.8 presents the discarded ideas and the reasons they are not included in the Draft Preferred Alternative.

Table 4.8
Discarded Proposals

Feature	Reasons for Exclusion from Preferred Alternative
Closure of roads to the public and significant amount of perimeter fencing with electronic gate use limited to airport users	Opposition by public and some aircraft users.

Airport-sponsored GA terminal	Not required unless airport perimeter is controlled. Terminal could still be built and operated by private or local government entity.
Aviation use of Spenard Beach and Lions Club Picnic Area	Public opposition to loss of recreational use.
Paved runway	Most small GA users prefer gravel. Desire not to encourage larger, higher performance aircraft that can already use ANC airfield.
Rotated runway to move RPZ away from houses on Wendys Way	Cost of runway rotation higher than acquisition of residences.
South runway extension (350') and declared distances to bring RPZ into compliance without removing houses	Displaced thresholds hard to use on a gravel runway. Declared distances not recommended by FAA if another alternative works. South extension would bring runway/waterlane traffic closer together and lower wheeled aircraft traffic over neighborhood.
North runway extension (600')	Runway 13-31 is long enough for 75% of small aircraft with fewer than 10 seats. ANC is available for aircraft/circumstances when more runway length is needed.
Runway located as in Alternative D	Reduces capacity for aircraft operations due to airspace conflicts. High cost. Not enough reasons to change current land use designation from Aviation-Related Commercial. Would fill wetlands and require easement/fence in Earthquake Park (parkland impact issue).
Redesign north ramp and add slips	Problems at north ramp related to transient aircraft and have been solved by moving transient slips to another area.
Add float slips east of DOT office building	Safety concerns with taxiing aircraft around center of E-W waterlane.
Floatplane Dock	High maintenance cost for Airport. The private sector could propose to build a floating dock that extends into Spenard Lake as long as it does not unduly restrict aircraft movement.
Airport-sponsored hangars and lease lot improvements	The Airport will continue its policy of leaving hangar development to the private sector and its policy of leaving site preparation (soil improvement, utility infrastructure) the responsibility of lease holder.
Designate lease land up to the boundary with Spenard Community	Neighborhood opposition.
Plumbed restrooms	High cost of extending utilities.
Additional/expanded pilot planning buildings	Capital, operating, and maintenance costs.
Use of Field Maintenance Facilities for GA	Needed for field maintenance.
Trail along east perimeter of LHD	Public opposition based on concerns about safety, security, and trapping moose.
Restore swimming at Spenard Beach	Swimming allowed when MOA provides lifeguard. No change in current policy with MOA.

Do not fill wetlands or cut trees	Such actions will be minimized to the extent possible given aviation needs.
Remove fencing north of Echo	Will be evaluated along with other moose fencing to balance aviation and moose safety.
Permanently designate natural open space buffers	Need to keep flexibility for unknown future aviation demand.
Install sound barriers	The Airport will continue to implement FAA-supported noise compatibility program. Noise barriers can be included in future projects if warranted.
Airport-provided site preparation in South Airpark	The Airport will continue its policy of leaving hangar development to the private sector and its policy of leaving site preparation (soil improvement, utility infrastructure) the responsibility of lease holder.
Campground	Safety and security concerns and availability of nearby hotels for transient pilots.
New through road on east side of runway	Desire not to encourage vehicular traffic through the airport.

4.9 The Draft Preferred Alternative for Lake Hood

The Airport has decided upon a Draft Preferred Alternative (Figure 4.7) that will be presented to the TAC and the public in January 2006. The purpose of the TAC and public meetings will be to review the draft preferred alternative. TAC members will also have an opportunity to provide input into the prioritization of improvement projects.

After the TAC and public meeting, the Airport will finalize the preferred alternative and begin the last phase of the GA Plan. The Airport Layout Plan (ALP) and Capital Improvement Program (CIP) for Lake Hood will be developed as implementation plans for the preferred alternative. The ALP is a set of drawings that shows both existing and

Insert Figure 4.7

future facilities. Depiction of a proposed facility on the FAA-approved ALP makes it eligible for an Airport Improvement Program (AIP) grant, subject to funding availability and environmental documentation. For the CIP the improvement projects that appear on Figure 4.7 will be defined more clearly with updated cost estimates. CIP projects will be phased according to need and funding availability and categorized as near-term (0 to 5 years), intermediate-term (6 to 10 years), or long-term (11 to 20 years).

The Draft Preferred Alternative contains elements from Alternatives A, B, C, and D, as well as some new features. It includes improvements for safety, security, and people amenities, and plans a moderate increase in aircraft parking and lease land. Major projects include:

- Bank stabilization for the lakes
- Acquisition of the homes on Wendys Way that are located in the north RPZ of Runway 13-31
- Paved, full-length parallel taxiways on both sides of Runway 13-31
- Expansion of Echo Parking
- New roads and pathways to enhance safety/security and provide access to new development areas

While the Draft Preferred Alternative does not include access control as proposed in Alternatives B, C, or D, it does recommend study and implementation of improvements for fencing, marking, signage, public/pilot education, and rule enforcement to ensure the continued safe and secure co-existence of operating aircraft, public enjoyment of Lake Hood, and wildlife.

The Draft Preferred Alternative proposes to keep costs down by seeking FAA approval of nonstandard waterlane runway protection zone (RPZ) and runway visibility zone (RVZ) conditions instead of removing buildings, using restrooms with pit toilets instead of water and sewer service, continuing policies to leave the development of hangars and other buildings to private enterprise, and designating mostly upland areas instead of wetlands for lease and aircraft parking.

Table 4.9 summarizes the improvements and actions that comprise the draft preferred alternative. More detailed description of the draft preferred alternative follows the table.

Table 4.9
Draft Preferred Alternative Projects

Projects	Remarks
Lake Improvements	
New Transient Floatplane Spaces	5 west of & 4 east of Spenard Beach
South Ramp	
Non-standard Waterlane RVZ & RPZs	Seek FAA approval for RVZ & NW, NE, SE approach RPZs
Bank Stabilization	
Runway & Taxiway Improvements	
Parallel Taxiway Completion	Pave south end & seek FAA approval for nonstandard OFA
East Parallel Taxiway	
Taxilane Pavement	Pave taxilanes (Hood Strip Parking & Fingers) if users want
Taxilane Study / Implementation	Clear objects & improve marking / signage
Apron Improvements	
Echo Parking Expansion (92 tiedowns)	Includes Phase II (programmed for FY 2006) plus more
Rehabilitate Alpha & Bravo Parking Pavement	
Pave Delta & Strip Parking	If users want
Road & Path Improvements	
Aircraft Drive Relocation around Echo	Part of Echo Parking Phase II Project.
Lakeshore Drive Improvement	Right angle near runway for safety and better land utilization
New Road East of 13-31	For access to new lease land
Close Through Road Between Echo & 13-31	When alternative access road completed
New Pathways	Portion at Lions Club Picnic Area completed in 2005
Pave Unpaved Roads	
Security & Fencing	
Misc. Additional Fencing	Near Civil Air Patrol, Runway 13-31, etc., determined with user input
Evaluate & Improve Moose Fencing	With Airport, biologist, & neighbor input
Land Acquisition	
Acquire Houses in RPZ	Acquire 1.3 acres and 7 buildings in north RPZ for Runway 13-31
Acquire 1.5 acres of Lakeshore Drive	From Municipality of Anchorage
Acquire East Spenard Lake Shoreline	As land is voluntarily available for sale
Lease Land Designation	
Designate Special Lease Lot	Large revenue-generating use, good public access, no taxi access
Designate Land East of Runway 13-31 for GA Lease	
Designate Land East of Echo for GA Lease	Depends upon Lakeshore Drive Relocation
Land Use Designation	
Reserve Land for Possible Future ATCT	If ANC tower relocated west of airfield
Keep Recreational Use of Spenard Beach & Lions Club Picnic Area	
Change Former AvAlaska/Village Aviation Land Use to Airport Support from GA	
Other Improvements	
Restrooms	11 to be located with user input
Increase Pilot Education on Noise Impacts (not shown)	

4.9.1 Draft Preferred Alternative Airside

Taxiway Victor would continue to link Lake Hood to the ANC airfield. Airfield facilities would continue to be designed for and to serve visual operations by Airport Reference Code A-I aircraft of 12,500 pounds maximum takeoff weight.

FAA approval of nonstandard³ waterlane conditions would be sought. The nonstandard conditions include the length of two of the three waterlanes, structures in the RVZ, and occupied buildings in three approach RPZs.

A new public ramp at the south end of Lake Hood would be built, eliminating two to four existing float slips. The Airport proposes to wait until the slips are vacated through attrition before building the ramp.

The approach RPZ for Runway 13 would be brought into compliance with the FAA standard by acquiring the off-airport land that falls within the RPZ. Seven residential buildings located on Wendys Way would be acquired and the residents relocated according to the Uniform Relocation Act.

The south end of Runway 13-31's parallel taxiway would be paved, marked, and edge-lighted. The taxiway OFA would not be cleared of aircraft parking, but FAA approval of the condition would be sought. A paved parallel taxiway would be constructed on the northeast side of the runway to serve the new lease area designated on that side of the runway.

A taxiway/taxilane study would be conducted to determine detailed taxiway and taxilane needs. Probable recommendations of the study are that taxiways should be given letter designations according to FAA guidance, taxiways and taxilanes should be marked and provided directional signs, and taxilane OFA improvements should be made. The shared road/taxilane surfaces do not provide the 79-foot OFA required for an Airplane Design Group I taxilane, particularly at the fingers. The Airport would seek FAA approval of a modification of the standard, remove structures from the OFA, and/or set wingspan limits for aircraft based on the finger, according to the clearance available and the wingspans of aircraft based on each finger. Gravel-surfaced road/taxilane surfaces should be paved so that they could be marked clearly, however, the Airport would consult with aircraft users to determine pavement priorities and taxilanes that should remain unpaved due to user preference.

³ Nonstandard conditions are those that do not comply with FAA Advisory Circulars. When the Airport accepts grants from the FAA's Airport Improvement Program, it assures it will comply with the Advisory Circulars. The FAA approves modifications to standards if they are justified by unusual local conditions. A request to the FAA for a modification to airport design standards must contain a description of the proposed modification, a discussion of viable alternatives for accommodating the unusual conditions, and assurance that modification will provide an acceptable level of safety.

4.9.2 Draft Preferred Alternative Landside

Aircraft parking built and managed by the Airport would increase by nine shoreline floatplane slips and 92 wheeled tiedowns, as shown in Table 4.10. The total number of aircraft parking spaces managed by the Airport would increase from 732 to 833. The additional wheeled aircraft tiedowns would be at an expansion of Echo Parking. The float slip expansion has actually already occurred, in the summer of 2005, with the establishment of five spaces on the west side and four on the east side of Spenard Beach. Additional float slips may result from the bank stabilization project. Currently, most slips are 50 feet wide, but there are places where they are wider and could be narrowed. In some places it may be feasible to narrow slips more for airplanes with short wingspans.

Table 4.10

Airport-Managed General Aviation Aircraft Parking

Aircraft Parking Area	No. of Aircraft Spaces			
	Existing		Future Total	
	Wheeled	Float	Wheeled	Float
Alpha	92		92	
Bravo	55		55	
Charlie	30		30	
Delta	10		10	
Echo	90		182	
Lake Hood Strip	106		106	
Float Slips		349		358*
Total	383	349	475	358*

*Building a new south ramp would eliminate two to four slips, but the bank stabilization project would optimize slip sizes so that the lost slips would likely be replaced and a few additional slips may be obtained.

Currently, an estimated 303⁴ aircraft parking and storage spaces—slips, tiedowns, and hangars—are lessee-managed. Adding to this number the total future Airport-managed spaces results in a capacity for 1,136 aircraft, excluding any additional spaces provided by tenants in the future. Without an increase in lessee-managed spaces, Lake Hood would be short 129 spaces to meet the projected 20-year demand for 1,265 spaces.⁵ This number does not include 205 spaces that represent those on wait lists for slips and tiedowns.⁴ The Draft Preferred Alternative designates 19.2 acres for lease that could accommodate 154 more aircraft, using the planning factor of eight aircraft per acre. However, some of this additional lease land is likely to be leased for new/larger general aviation businesses.

⁴ 340 spaces according to Table 3.7, less 45 tiedowns at the former AvAlaska/Village Aviation leasehold plus 8 hangar spaces at the former Ketchum Air Service site.

The Draft Preferred Alternative includes paving of Delta Parking and Lake Hood Strip Parking aprons and rehabilitation of the Alpha and Bravo Parking pavements.

Chapter Three (Table 3.9) projected the need for 19 acres for a fixed base operator, business expansions, new businesses, fueling, and an aviation museum in 20 years. The Draft Preferred Alternative designates new land for lease in the future, including 19.2 acres of lease land specifically for GA businesses, hangars, or tiedown aprons and 6.3 acres for a Special Lease Lot. However, the 3.8 acres that were leased to AvAlaska/Village Aviation when this GA Plan began would be changed from GA use to Airport Support Land Use. The net gain in lease lot acreage in Lake Hood's Draft Preferred Alternative would be 21.7 acres.

The three new areas for designated for lease are as follows:

- Land (3.6 acres) along Lakeshore Drive east of Echo Parking would be available for subdivision into lots of similar size to those southwest of this site. The land has separate taxiway and road access along the north and south sides, but lot depth is limited to 250 feet.
- Undeveloped land northeast of Runway 13-31 would provide 15.6 acres for development, but would depend on the construction of the parallel taxiway northeast of the runway and the construction of an access road to be viable.
- The 6.3-acre undeveloped site east of the ADOT&PF office building would be designated as a special lease lot, one that would accommodate an aviation compatible use that needs at least 4 acres, does not need taxiway access, needs easy access to the public, and is revenue-generating for the Airport.

A task force would be formed to help define where additional fencing (near the Office of Aircraft Services complex and Civil Air Patrol hangar, for example), signage, or marking is warranted. Task force members would represent airport users and neighbors and would consult a biologist regarding the affect of fencing on wildlife. The effectiveness of existing fencing would also be evaluated.

Two major projects that would benefit security and safety are included in the Draft Preferred Alternative:

- Vehicular traffic on Aircraft Drive from Northern Lights would be routed around the expanded Echo Parking, making travel through the airport less direct and thus less desirable.

⁵ Source is Table 3.7 in Chapter Three.

- The pathway loop around the lakes would be completed so that pedestrians would be less likely to use the taxi/road surfaces.

In addition to the rerouting of Aircraft Drive around Echo Parking, two other significant road improvements are planned:

- A road would be built to provide access to the land designated for lease northeast of Runway 13-31.
- Lakeshore Drive north of Lake Hood would be realigned to provide more desirable lease lots in the area. The planned ninety-degree turn would require a stop sign that would slow traffic and simplify how aircraft, vehicle, and pedestrian traffic interact in this area.

The land west of the ADOT&PF office building would continue to be designated an FAA reserve. It would be reserved for possible construction of an air traffic control tower, which would be needed for Lake Hood if the ANC tower is relocated to the west side of the ANC airfield in the future.

Figure 4-7 shows the location of 11 permanent restrooms, five more than the number of portable latrines available now, distributed around the Lake Hood complex. While they would be pit toilets and not have water and sewer service, the restrooms would include separate male and female facilities and space for pay telephones.

Spenard Beach and the Lions Club Picnic Area would remain available for public recreation.

Two parcels of land acquisition appear on Figure 4.7:

- 1.3 acres of residential property north of Runway 13-31, within the RPZ, would be acquired as described previously.
- 1.5 acres of Lakeshore Drive west of Spenard Beach, which is now owned by the MOA. This land is surrounded by Airport property on three sides. Acquisition would facilitate the Airport's ability to make and maintain safety and security improvements along the road, such as a pathway.

In addition, the Airport would purchase land on the east shoreline of Spenard Lake over time, as it becomes available for sale.

Included in the Draft Preferred Alternative would be a continued commitment to pilot education and other measures for mitigating aircraft noise exposure.

Subject: TAC Meeting January 17, 2006 11:30 am

Date: Thu, 05 Jan 2006 17:05:39 -0900

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Dear TAC Members,


Attached for you to review is the Word file for the Draft Preferred Alternative Section of Chapter 4 of the GA Master Plan. I will send a separate e:mail with the map to see if that makes it easier for you to download. I will send hardcopy of all in the morning.

We will meet on January 17, 2006 at 11:30 am to 1:00 pm at the UAA Aviation Technology Building on Merrill Field. I do not have a specific room number yet and will be sending out another e:mail as soon as we've been assigned a room.

This meeting is solely to discuss the Draft Preferred Alternative and will be followed that evening with a Public Meeting (5:30 - 7:30 at the DOT&PF Main Conference Room , 4111 Aviation Drive). I have not established a deadline for comments on the Draft Preferred, but think the comment period should be rather lengthy to allow as much interaction as possible.

Please do not hesitate to call if you have any questions (907) 466-2544. Thanks to you all for your continued participation on this master plan.

Diana Rigg, AICP
Planning Manager

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