

Turnagain Community Council
c/o Breck Tostevin, President
3340 Knik Ave., Anchorage, Alaska 99517

September 8, 2010

sent via e-mail: wolfgang.junge@alaska.gov

Mr. Wolfgang Junge, P.E., Project Manager
Mr. Brian Elliott, Environmental Manager
Alaska Department of Transportation & Public Facilities
Preliminary Design & Environmental
P.O. Box 196900
Anchorage, AK 99519-6900

**Re: Ted Stevens Anchorage International Airport (ANC) Lake Hood Air Strip Runway
Protection Zone Property Acquisition Environmental Assessment (EA)
(Project No. 52336)**

Dear Mr. Junge and Mr. Elliot:

Thank you for extending the Turnagain Community Council (TCC) comment deadline to September 8, 2010, on the draft Environmental Assessment. This allowed us to have a meaningful discussion at our September 2 community council meeting. The following comments are reflective of the TCC Board recommendations and council member input:

TCC CORRECTIONS/CLARIFICATIONS:

Page 5 – 4.3 Hazardous Materials, Pollution Prevention and Solid Waste

Property is not bordered by Spenard Lake to the west. Lake Hood and Hood Creek are to the south and Turnagain Bog wetlands are to the west, south and southeast; Jones Lake is east of the cul-de-sac subdivision. Groundwater flows generally to the north and east from these waterways, according to the State of Alaska Department of Transportation & Public Facilities (DOT&PF) Anchorage International Airport Hydrology Assessment Study, January 2000, Figure 6.

page 5 – 4.4 Compatibility Land Zone

Subject property is not currently zoned for airport use; it is zoned residential, as stated in the Lake Hood Strip Wendy's Way Property Acquisition Relocation Study - April 2010, 10.0 Noise, in Appendix A of the draft EA.

page 6 – 6.0 Coordination

Turnagain Community Council is not a local government; TCC is a citizen-based, volunteer community group sanctioned by the Municipality of Anchorage Charter.

Appendix A - Lake Hood Wendy's Way Property Acquisition Relocation Study - April 2010

7.0 Floodplains

According to the Anchorage Coastal Resource Atlas, December 1980, map, it appears these six

parcels are not in the 100-Year Flood Plain, but are directly to the west of property with this designation.

11.0 Wetlands

There are gaps in this section that need to be identified in the final EA with regard to the MOA Anchorage Wetlands Atlas. As stated above, the closest wetland is Turnagain Bog, which is generally to the west, south and southeast of the subject property.

14.0 Secondary (Induced) Impacts

This project would not significantly reduce the potential for future incompatible land use due to future development on the subject property; the subject property is already fully developed with residential duplexes and current zoning would not allow for any future, higher-density development on these lots.

TCC COMMENTS:

Acquisition: TCC encourages DOT&PF to work with the affected property owners to the greatest extent possible to avoid eminent domain and condemnation proceedings.

Zoning: The EA states the lots will be designated "Vacant" in the Airport Master Plan, but TCC requests that the acquired property be designated "Runway Protection Zone/Buffer" in that plan because 1) this would make it clear the Lake Hood Strip Runway Protection Zone falls into this area; 2) it falls into the 65 DNL contour; and 3) the land is adjacent to the remaining residential area.

For consistency sake, TCC also recommends that the subject property be designated as Open Space/Buffer/Runway Protection Zone in the West Anchorage District Plan Land Use Map, even though DOT stated at our TCC meeting that there is no plan to go through a Municipal process to replat or rezone these lots. It would be inaccurate to show the subject property as residential on the MOA Land Use Map once DOT&PF acquires the property.

Training: TCC supports the use of acquired property by the Anchorage Police Department and/or the Anchorage Fire Department for training purposes before the structures are demolished as long as burning is not part of the training - only nonflammable training occurs because 1) any use of fire in the training would likely cause temporary air pollution and negatively impact air quality in the neighborhood; 2) there would be potential for trees in the immediate area to suffer damage from flames; and 3) TCC supports as much material as possible be salvaged for reuse (see below).

Salvage Materials: TCC encourages DOT&PF to stipulate in its demolition contract that reusable materials, such as fixtures, windows, building materials, etc. be salvaged to the greatest extent possible before demolition occurs, to reduce the amount of material disposed of in the land fill.

Existing Trees: TCC endorses DOT&PF's statement at our September 2 meeting that no existing trees will be removed from the subject property. TCC requests that DOT&PF includes in its demolition contract that caution be used during demolition to avoid damage to the tree root systems, bark and limbs, to the greatest extent possible.

Rehabilitation: TCC requests that only native species are planted in the filled/graded areas once the structures are removed and that the land gradually be allowed to turn into a naturally-vegetated area to match land directly adjacent to the south. This action is preferred, rather than planting the area with grass, which would have to be mowed/maintained or it will make the cul-de-sac look neglected. Whatever vegetation is planted, TCC requests long-term maintenance of the area (i.e., water anything that is planted until it is established).

Future Use: TCC opposes the building of any new structures, airplane parking or equipment storage on this Runway Protection Zone-designated land, once acquired by DOT&PF. We also oppose any extension of the Lake Hood Strip and accompanying safety areas north of its current position.

Trails: TCC does not support building any trails at the end of the cul-de-sac. In the Anchorage Bike Plan, the shoulder area of Aircraft Drive is designated as a multi-use path, so there is no need for a path to be built at the end of Wendy's Way into wetlands or heading toward the gravel airstrip. It would be undesirable for trail traffic to go through the neighborhood to connect up with a trail into airport property.

Fencing: There was considerable discussion at TCC's meeting regarding fencing of the subject property, once acquired by DOT&PF. Pros and cons of the three options 1) leave the fence in its current location; 2) relocate the fencing to reflect the new airport boundaries after purchase of the lots; or 3) remove the fencing south of the properties are below:

| | PRO | CON |
|---|--|--|
| LEAVE FENCE IN CURRENT LOCATION | <ul style="list-style-type: none"> • would provide visual boundary to impede future development to the north • no cost to remove or relocate fence | <ul style="list-style-type: none"> • allow public access to vacated lots via Wendy's Way, which could result in illegal camping, vagrancy, and dumping of trash |
| RELOCATE FENCE TO EDGE OF LOTS ACQUIRED BY THE AIRPORT TO REFLECT NEW AIRPORT BOUNDARY | <ul style="list-style-type: none"> • would not allow public access to vacated lots via Wendy's Way, which would prevent illegal camping, vagrancy, and dumping of trash | <ul style="list-style-type: none"> • cost to relocate fence • depending on relocation placement, could interfere with pedestrian flow and devalue remaining properties <input type="checkbox"/> Fence should not be located within the pavement area of the cul-de-sac, since it would disrupt the remaining neighborhood. <input type="checkbox"/> Use of wood slates in new fence could disrupt views from remaining homes |
| REMOVE FENCE AND NOT RELOCATE | <ul style="list-style-type: none"> • visually aesthetic • no cost to replace fencing | <ul style="list-style-type: none"> • allow public access to entire cul-de-sac area from the south |

| | | |
|--|--|---|
| | | <input type="checkbox"/> Would allow unrestricted access to other airport property and potentially raise safety issues <input type="checkbox"/> May raise FAA concerns |
|--|--|---|

TCC appreciates the opportunity to comment on this property acquisition project. Please contact me if you have any questions or comments regarding our input.

Sincerely,



Breck Tostevin
President, Turnagain Community Council President

CC: Thede Tobish, Senior Planner, Municipality of Anchorage