

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION AGENDA**

Vern Halter, Mayor

PLANNING COMMISSION

Mary Anderson, District 1
Thomas Healy, District 2
John Klapperich, Chair, District 3
Colleen Vague, District 4
William Kendig, District 5
Tomas Adams, District 6
Vern Rauchenstein, District 7



John Moosey, Borough Manager

**PLANNING & LAND USE
DEPARTMENT**

Eileen Probasco, Director of Planning &
Land Use
Lauren Driscoll, Planning Services Chief
Alex Strawn, Development Services
Manager
VACANT, Planning Officer
Mary Brodigan, Planning Clerk

*Assembly Chambers of the
Dorothy Swanda Jones Building
350 E. Dahlia Avenue, Palmer*

**March 7, 2016
REGULAR MEETING
6:00 p.m.**

I. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM

II. APPROVAL OF AGENDA

III. PLEDGE OF ALLEGIANCE

IV. CONSENT AGENDA

Items on the consent agenda are considered to be routine and non-controversial by the Commission and will be approved by one motion. There will be no separate discussion of these items unless a Commission Member so requests, in which case the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.

A. MINUTES

1. December 21, 2015, regular meeting minutes
2. January 4, 2016, regular meeting minutes
3. January 18, 2016, regular meeting minutes
4. February 1, 2016, regular meeting minutes

B. INTRODUCTION FOR PUBLIC HEARING: QUASI-JUDICIAL MATTERS

C. INTRODUCTION FOR PUBLIC HEARING: LEGISLATIVE MATTERS

1. **Resolution 16-09**, a resolution recommending the Assembly adopt the 2016 Port MacKenzie Master Plan. Referred to the Planning Commission by the Assembly on February 2, 2016, and due back by May 3, 2016. Public Hearing: March 21, 2016. (Staff: Eileen Probasco)

2. **Resolution 16-08**, a resolution recommending Assembly approval of an Interim Materials District (IMD) in accordance with MSB 17.28 – Interim Materials District, for the extraction of 750,000 cubic yards of earth material from a 25-acre site within a 40-acre parcel, located within Township 17 North, Range 04 West, Section 25, Tax Parcel B19 (17N04W25B019) Seward Meridian. Public Hearing; March 21, 2016. (*Staff: Mark Whisenhunt, Applicant: Happy Heairet*)
3. **Resolution 16-13**, a resolution recommending the Assembly adopt MSB 8.41, Marijuana Related Facility License Referrals. Referred to the Planning Commission by the Assembly on February 16, 2016, and due back by May 16, 2016. Public Hearing: March 21, 2016. (*Staff: Alex Strawn*)

V. COMMITTEE REPORTS

VI. AGENCY/STAFF REPORTS

VII. LAND USE CLASSIFICATIONS

- A. **Resolution 16-10**, a resolution recommending Assembly approval to classify lands and approve said lands for inclusion in the 2016 Competitive Sealed Bid Land Sale (MSB007129). (*Staff: Nancy Cameron*)

VIII. AUDIENCE PARTICIPATION (*three minutes per person, for items not scheduled for public hearing*)

IX. PUBLIC HEARING: QUASI-JUDICIAL MATTERS (*Public Hearings shall not begin before 6:15 p.m.*)

Commission members may not receive or engage in ex-parte contact with the applicant, other parties interested in the application, or members of the public concerning the application or issues presented in the application.

The Planning Commission members may submit questions to the Planning Commission Clerk concerning the following matters or request for more information from the applicant at the time of the introduction. All questions and requests submitted by the Commission shall be in writing and copies will be provided to the applicant and made available to all interested parties and the public upon request. Answers to questions and additional material requests will be addressed in the staff report for the public hearing.

X. PUBLIC HEARING: LEGISLATIVE MATTERS

- A. **Resolution 16-07**, A resolution recommending Assembly approval of an Interim Materials District (IMD), known as Alsop East; located on Tract A, Point MacKenzie Phase I Subdivision; within Township 15 North, Range 4 West, Section 27, Seward Meridian. (*Staff: Susan Lee, Applicant: MSB Land Management*)

XI. CORRESPONDENCE & INFORMATION

- A. Email from Tina Crawford, Wasilla City Planner, dated January 18, 2016, regarding minimum setbacks for marijuana retail and cultivation facilities.

XII. UNFINISHED BUSINESS

XIII. NEW BUSINESS

XIV. COMMISSION BUSINESS

- A. Upcoming Planning Commission Agenda Items (*Staff: Alex Strawn*)

XV. DIRECTOR AND COMMISSIONER COMMENTS

XVI. ADJOURNMENT (Mandatory Midnight)

In order to be eligible to file an appeal from a decision of the Planning Commission, a person must be designated an interested party. See MSB 15.39.010 for definition of "Interested Party." The procedures governing appeals to the Board of Adjustment & Appeals are contained in MSB 15.39.010-250, which is available on the Borough Internet home page, <http://www.matsugov.us>, in the Borough Clerk's office, or at various libraries within the Borough.

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**INTRODUCTION FOR PUBLIC HEARING
LEGISLATIVE**

Resolution No. 16-09

2016
Port MacKenzie Master Plan Update

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INTRODUCTION FOR PUBLIC HEARING

DOCUMENT TRACKING REPORT

DOCUMENT: An Ordinance Amending MSB 15.24.030, Adopting The Port Master Plan 2016 Update.

DATE	STATUS
2/2/16	Referred to P.C. for 90 days = 5/3/16

SUBJECT: SUBJECT: AN ORDINANCE ADOPTING THE PORT MACKENZIE MASTER PLAN, UPDATE 2016.

AGENDA OF: February 2, 2016

ASSEMBLY ACTION:

MANAGER RECOMMENDATION: Introduce and set for public hearing.

APPROVED BY JOHN MOOSEY, BOROUGH MANAGER: _____

Route To:	Department/Individual	Initials	Remarks
	Originator: Marc VanDongen	<i>MD</i>	
	Planning and Land Use Director		
	Community Development Director		
	Finance Director	<i>JG</i>	for TC.
	Borough Attorney	<i>AS</i>	Review patches
	Borough Clerk	<i>Jam</i>	1/25/16

ATTACHMENT(S): Fiscal Note: YES ___ NO X
 Ordinance Serial No. 16-012 (2 pp) ✓
 Port Master Plan - 2016 Update (62 pp) ✓
 Port Commission Meeting Minutes, December 21, 2015 (3 pp) ✓

SUMMARY STATEMENT:

The Port MacKenzie Master Plan was adopted by the Assembly in January 1998. Since then, a barge dock, deep-draft dock and a bulk material conveyor have been constructed, the barge dock has been expanded, Don Young Road (aka the Port Access Road) and the Point MacKenzie Road have been paved, a rail loop is under construction, and businesses have leased land within the Port District. Consequently, the Borough has updated the Port MacKenzie Master Plan to reflect port improvements as well as current and future Port uses.

DESCRIPTION

The intent of the update is to provide a flexible guide for present use, short-term infrastructure needs, and near, intermediate and long-term use of the Port. While we are fully aware that it is impossible to predict the future, the master plan anticipates the future and provides for the Port to maximize the use of the land and current facilities, promote sensible and desired growth, and facilitate presentation and marketing of the Port's potential. The Master Plan Update also takes into account considerations related to the rail extension development and use plan.

The update includes the vision and mission of Port MacKenzie, and chapters on port operations, land use, transportation, facilities and utilities, and recommendations.

Port MacKenzie Layout Drawings, included in Appendix A of the update, were developed to provide guidance on the future location and type of Port development. A future land use map was prepared to lay the foundation for changes to MSB 17.23, Point MacKenzie Port Special Use District. The Master Plan Update and the Port District Zoning are the primary tools for the Borough to ensure the Port is developed to its fullest potential.

This update of the Port MacKenzie Master Plan was prepared by Mill Creek Engineering and the Borough Planning Department with input from the Borough Port Commission, Port Director, Economic Development Director, planning staff, landowners, potential Port users, neighbors, and various stake holders. A mechanical and mining engineer specializing in bulk material handling projects, including port facilities, mining, power generation, cement and various industrial mineral, petroleum and chemical plants, provided input to the plan and assisted with interviewing Port Commissioners, Borough staff, and potential future Port users. An engineer specializing in railway design assisted with development of the various spurs off of the main rail extension to provide adequate rail service to many of the lease lots in the district.

The Port Commission reviewed and discussed this master plan update at three regular meetings and unanimously approved the recommendation to the Assembly to adopt the Port MacKenzie Master Plan 2016 Update.

The next Port Master Plan Update should occur after the rail extension is completed.

This Master Plan update and recommendations are designed in part to facilitate the development of the Port as a successful business with significant benefits to the Borough and the State of Alaska.

RECOMMENDATION OF ADMINISTRATION:

Staff recommends the Assembly approve the ordinance adopting the Port MacKenzie Master Plan, 2016 Update.

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**MATANUSKA-SUSITNA BOROUGH
PORT COMMISSION****REGULAR MEETING
December 21, 2015****I. CALL TO ORDER**

The regular meeting of the Matanuska-Susitna Borough Port Commission was held December 21, 2015 at the DSJ Building, Lower Level Conference Room, Palmer, Alaska. Commissioner Bell called the meeting to order at 3:05.

II. ROLL CALL

Port Commissioners present were:

Mr. Greg Bell, Chairman
Mr. Christopher Gates, Vice Chairman
Ms. Helga Larson
Mr. Steven Borell
Ms. Claudia Roberts

Port Commissioners absent or excused were:

Mr. Noel Woods
Mr. Paul DuClos

Staff in attendance were:

Mr. Marc Van Dongen, Port Director
Ms. Therese Dolan, Port Secretary

III. QUORUM DETERMINATION

Chairman Bell determined there was a quorum present.

IV. PLEDGE OF ALLEGIANCE

The pledge of allegiance was led by Chairman Bell.

V. AUDIENCE INTRODUCTION

Assemblymen Dan Mayfield and Randall Kowalke, James Wilson, Borough Internal Auditor, and Mr. Eugene Habermen were introduced.

VI. APPROVAL OF AGENDA

The agenda was approved by general consent

VII. APPROVAL OF MINUTES

A. November 16, 2015 Regular Meeting

The Chairman inquired if there were any changes to the minutes. There were none and the minutes were approved without objection.

VIII. GUEST SPEAKER(S) None.**IX. STAFF REPORTS**

A. Borough Manager - Mr. Wilson spoke on behalf of the Borough Manager.

Status of the Ferry:

- Mr. Wilson attended a meeting in Ketchikan regarding repairs to the MV Susitna. A senior surveyor from the insurance company has recommended full dismantling of the engines and shipping them to Kent, Washington where they were

manufactured for a complete rebuild. Instead of the initial cost estimate of \$1.3M the new estimate is between \$3 - \$4 million. We are awaiting word from the insurance company to determine if they will pay for it.

B. Port Director - Mr. Marc Van Dongen

Status of Dock Repairs:

- Work on the project will shut down over the holiday. Depending on ice and weather conditions it may not start back up until April. Pulling the wye under current conditions would be extremely difficult and could result in more damage.
- Assemblymen Kowalke and Mayfield expressed concern that they be kept apprised of any further costs in repair as the assembly must determine how to proceed with covering those costs. Mr. Van Dongen indicated that we have received one invoice to date which was for the initial \$250K. He expects another invoice in the next week which will give him a better idea what costs are remaining to finish pulling and replacing piles. He is optimistic that we will have enough funds to cover it, but it is all subject to weather and further damage.

GANTT Chart: Mr. Van Dongen reviewed updates from last month. Newest project is the Barge Dock repairs which is the priority. In the spring we will finish up the widening of Lu Young Lane. DOT will be adding another lift of asphalt to the last mile and a quarter of the road so there will be 5 inches of pavement instead of the existing 3 inches.

X. UNFINISHED BUSINESS

- A. Port MacKenzie Master Plan Update:** Mr. Borell suggested several minor changes and a paragraph be included in the introduction or preface of the document, addressing commodity forecasting. Mr. Gates made a motion to adopt Mr. Borell's suggested changes. Ms. Helga Larson seconded the motion and the motion carried unanimously. The changes will be submitted to the Borough Land and Resource Management Office for inclusion in the Master Plan Update.
- B. Port Commission Election of Officers:** Mr. Borell and Mr. Gates were put forward as nominees for the position of Chairperson. They each spoke briefly to their qualifications. A vote was held and Mr. Borell was elected as the Port Commission Chair for 2016. Mr. Gates was elected Vice Chair.

XI. NEW BUSINESS

- A. Mr. Steve Borell made a motion to pass the three resolutions listed below. It was seconded by Mr. Chris Gates and the motion carried.**
- Resolution Serial numbers 15-004, A resolution of the Matanuska-Susitna Borough Port Commission in appreciation for the services of Mr. Greg Bell.
 - Resolution Serial numbers 15-005, A resolution of the Matanuska-Susitna Borough Port Commission in appreciation for the services of Mr. Paul DuClos.

- Resolution Serial numbers 15-006, A resolution of the Matanuska-Susitna Borough Port Commission in appreciation for the services of and Mr. Jordan May.
- B. Joint Assembly/Port Commission on Port Development Issues
- Mr. Van Dongen stated that he will seek clarification from Mayor Halter but it is his understanding that the mayor would like an exchange of Port Commission members and Assembly members. This exchange may also include the Port of Anchorage's Port Commission. Not sure if these will be separate committee meetings or attending the current meetings of each organization. It was decided that clarification from the Mayor is required before moving forward.
- C. Helga Larson made a motion to extend the meeting by 15 minutes. The motion carried.
- D. Regular Port Commission Meeting date, time and location.
- The Port Commission's objective was to find a standard meeting location that was accessible to the public. After reviewing possible locations and times Ms. Larson made a motion that we continue to meet the third Monday of the month at 3:00 in the lower level conference room of the Borough DSJ building. Mr. Borell seconded and the motion carried.

XII. COMMITTEE REPORTS

None.

XIII. AUDIENCE PARTICIPATION *(three minutes per person)*

Mr. Habermen expressed his concerns that the public was given no notice regarding port repairs instead it was attached to legislation for the ferry. Again, Mr Haberman expressed his displeasure at the use of the lower level conference room for Port Commission meetings.

XIV. CHAIRPERSON'S COMMENTS

None.

XV. AJOURNMENT

The Chairperson adjourned the meeting at 5:15.



Steven Borell, Chairman

Submitted:



Therese Dolan, Administrative Secretary

Minutes approved: 18 Jan 16

Matanuska-Susitna Borough
Regular Port Commission Meeting Minutes

December 21, 2015

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**Port MacKenzie Master Plan
Update 2016**

By

Matanuska-Susitna Borough

Im16-023
OR16-012

NOTICE

This plan and the information contained herein does not constitute, nor shall it be construed as, a waiver of any right, title or interest, including sovereign interest, in any lands owned by or under the jurisdiction of the Matanuska-Susitna Borough or any grantee in trust of Borough lands.

The maps included in the report are for illustrative purposes only and are not intended to accurately depict ownership boundaries.

It is important to recognize that the estimates referenced and utilized in this Update are based on studies and data from experts in various disciplines and are based on the information available at the specific date. It is not possible or feasible to include estimates of the port through-put or business activity that coincide exactly with the completion of this Update. The uncertainties surrounding potential gas lines, mineral commodities, a bridge across Knik Arm, completion of the railroad, and other business developments are all subject to change. The key issue in this Update is the Vision statement found in Section 1.4. Projections of through-put and business activity will change constantly but the key is that the actions of the Port and Borough follow and conform to the Vision as defined in Section 1.4.

ACKNOWLEDGEMENTS

The Borough owes a debt of gratitude to the Port Commissioners, professionals, and interested parties for their insight, dedication and helpful comments on this update of the Port MacKenzie Master Plan. In particular, the Borough would like to acknowledge the following people for their contributions of time, energy, and support toward the success of this update:

- The Borough Port Commission
 - Greg Bell
 - Christopher Gates
 - Steven Borell
 - Noel Woods
 - Helga Larson
 - Claudia Roberts
- Marc Van Dongen, Director, Port MacKenzie
- Patrick Kelly, University of Alaska Land Management
- Rick Hoggan, P.E., Millcreek Engineering

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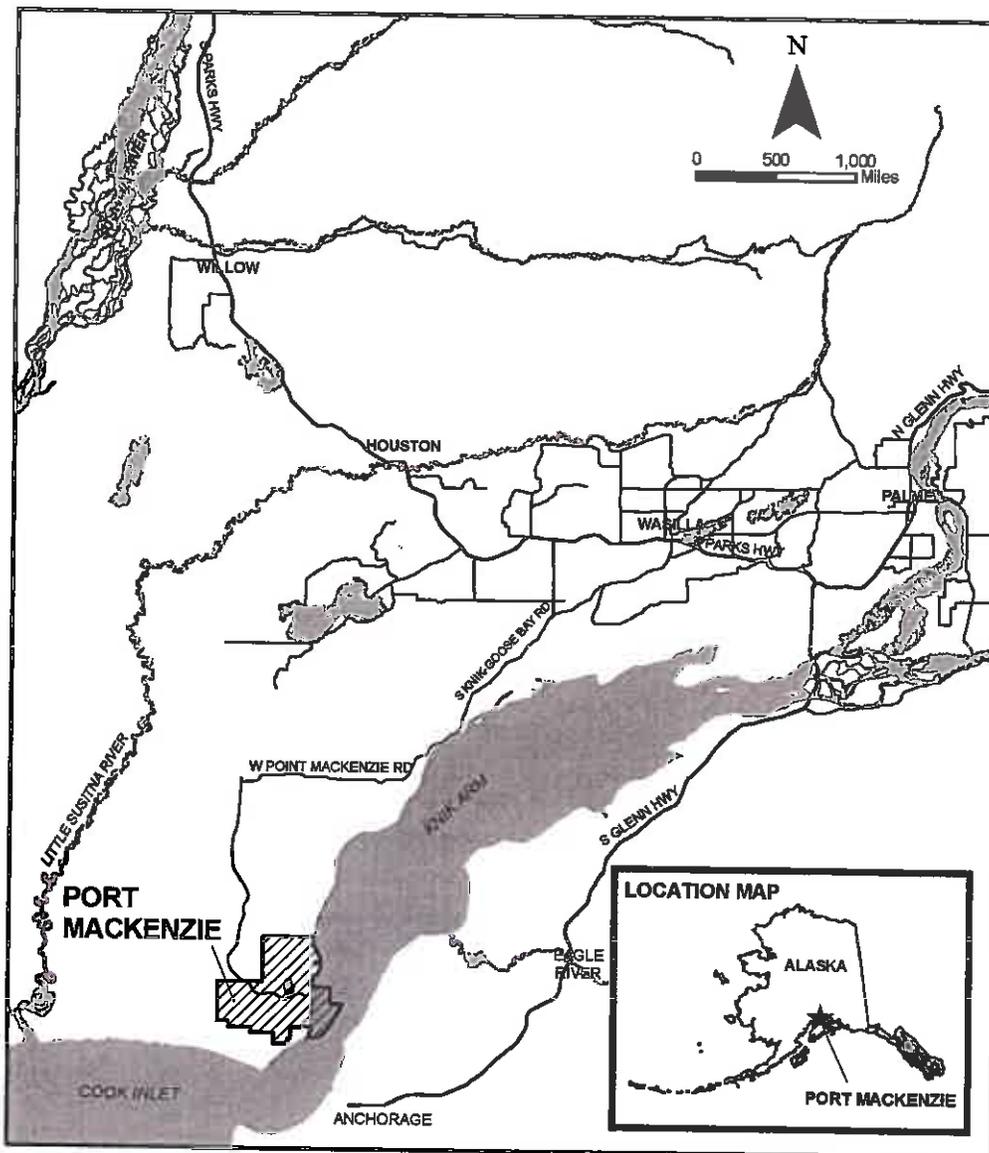
- Appendix A: Port MacKenzie Layout Drawings
- Appendix B: Previous Studies and Reports
- Appendix C: History of Port MacKenzie
- Appendix D: Port MacKenzie Emergency Services 20-year Plan
- Appendix E: Port MacKenzie Driveway Standards

1. Introduction

1.1 Overview

Port MacKenzie is located in South Central Alaska at the head of Cook Inlet along the Knik Arm across from the Municipality of Anchorage (see Figure 1 below).¹ The Port is located in and owned and operated by the Matanuska-Susitna Borough. The other key landowner in the Port District is the University of Alaska.

Figure 1. Port MacKenzie Location



Port MacKenzie is ideally suited for handling bulk materials, serving the local communities and providing critical tidewater access to the interior of Alaska. Port MacKenzie can easily facilitate

¹ Latitude: 61° 16' 6" N Longitude: 149° 54' 52" W

substantial growth in Alaskan export capacity to complement existing port operations that may be limited by local land, capacity or public restrictions.

The Port District includes large upland areas of currently undeveloped land in close proximity to the existing deep-draft dock and barge dock. As such, bulk materials can be offloaded, stored, reclaimed and shipped via rail, truck, pipeline, barge and ship without prohibitive constraints or growth limitations.

The Borough is constructing a rail link to connect the Port to the Alaska Railroad System. When complete, the rail line will provide the gateway tidewater access to Interior Alaska via the existing rail corridor. The Port will provide the ability to efficiently move materials between ship, rail, truck and barge as needed. An existing bulk material handling conveyor, ship loader and deep water mooring system provide the ability to load any size ship with wood chips, coal, limestone, mineral concentrates and other commodities. This master plan includes utility corridors with additional conveyor, piping, rail and truck access between the docks and upland areas. This plan accommodates mineral, petrochemical, forest products, fabrication, power generation and manufacturing industries in a productive and economic manner.

The Matanuska-Susitna Borough (Borough) has prepared this master plan as an update to the 2011 Port MacKenzie Master Plan. The plan updates land use designations for future land development and use. It also provides guidelines for future port improvements and development to meet cargo demand, community acceptance and environmental compatibility that will complement other modes of local, state and international transportation through 2035.

1.2 Land Area

The Port District is comprised of approximately 8,940 acres of uplands and 1,238 acres of tidelands. The uplands include 7,621 acres of land, and 1,319 acres of waterbodies and wetlands (see Figure 2). The other landowner in the Port District is the University of Alaska which owns about 830 acres of land within the District.

Public Access to the Shoreline

The Borough has been granted approximately 1.9 square miles of tidelands with a shoreline frontage approaching 2.2 linear miles. This master plan makes provision for physical and visual access to the shoreline in a manner that is consistent with the activities being conducted on the land and water areas involved, and the proprietary interests of the private land owners, lessees and public rights and needs. Restricted access to the shoreline within the Port District is necessary for security and public safety factors.

1.3 Port MacKenzie Master Plan Update

An overall master planning study of Port facilities was completed in 2011. This document provides updates to that framework to guide the orderly growth and development of the Port over the next 20 years.

This plan contains three primary sections: a land use section, a transportation section and a facilities/utilities section.

This document is intended to provide the layout for the physical development and use of the land, waterbodies and wetlands, tidelands and submerged lands within the Port District.

The usefulness of this plan relates directly to its status as an official statement of public policy adopted by the Matanuska-Susitna Borough Assembly. It serves a number of useful purposes which include use by the Port Commission as a reference indicating needed policy changes and as a guide for policy decisions; by the Port staff as a basis for land use decisions, capital improvements programming and for rendering services; by other governmental agencies as necessary information leading to coordinated efforts; and to individuals as an accurate source of information regarding public land use opportunities for private use and investment, and as a basis for protecting existing development.

1.4 Vision

VISION

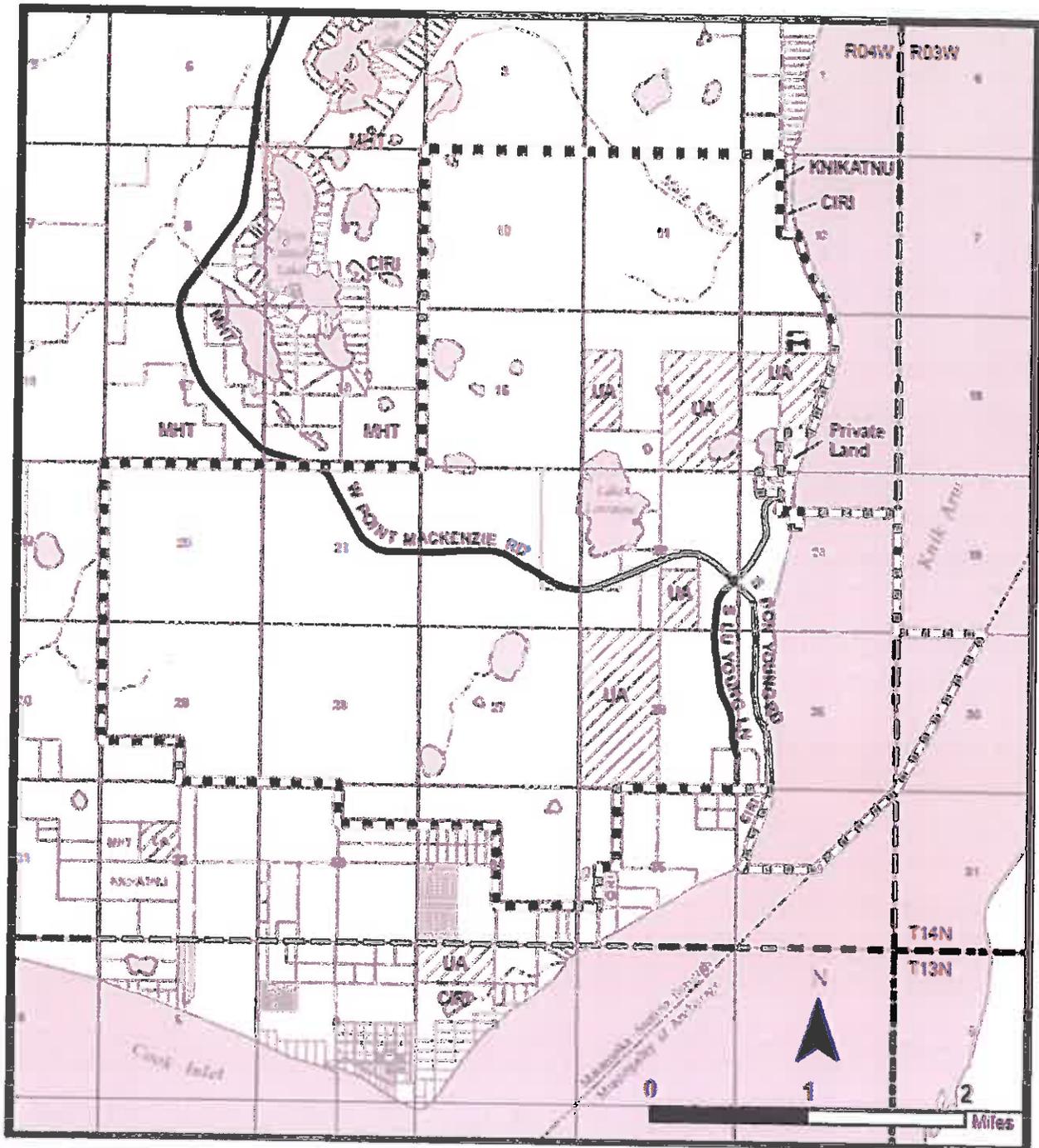
To develop and maintain waterfront assets in a manner that generates long-term economic benefits for the residents of the Borough, without permanently depleting the usefulness of these assets. Port MacKenzie is envisioned to be an economic engine for resource development throughout Alaska.

This Master Plan is structured to implement this vision in a timely and organized manner and polices and regulations must be developed to ensure that the integrity of the strategic vision is never compromised.

Port MacKenzie will clearly define its development and investment objectives, publish policies and guidelines for activities and investments that are to be permitted in the Port District and entertain only those proposals that are consistent with its development objectives, guidelines, Master Plan and vision:

- Create new employment opportunities;
- Stimulate economic development in the Port District, Borough and State through capital investment for industrial facilities by private enterprises; and
- Establish a transportation link for exporting natural resources from the State of Alaska.

Figure 2. Port District



1.5 Port Commission

The Port Commission serves as an advisory body to the assembly and the manager on Port development matters and provides advisory input to the Port District's operational and administrative staff. The Port Commission was involved in the update process through their consideration of draft components of the update to the plan.

1.6 Planning Efforts

This Port MacKenzie Master Plan Update was developed as a stand-alone master plan superseding the Point MacKenzie Port Master Plan, as amended (2011). This Master Plan is a living document and should be updated again following significant Port development or significant changes to the economy.

This plan was prepared with input from the Borough Port Commission, Port Director, Economic Development Director, planning staff, land owners, potential users, neighbors and various stake holders. The intent of this Plan is to provide a flexible guide for present use, short-term infrastructure needs, and near, intermediate and long-term future use of the Port. While fully aware that it is impossible to predict the future, the Master Plan must anticipate the future and provide a plan that will best prepare the Port to maximize the use of the land and current facilities, promote sensible and desired growth and facilitate presentation and marketing of the Port's potential. Due to the amount of activity that is happening within the Port District and the many different forms of inquiry and information, a Port Development Team was established. The team includes borough staff from the departments involved with Port development. The team is tasked with reviewing applications for leases and other forms of use in the Port District.

Input for the update was solicited from current and potential future users of the Port, along with the landowners within and adjacent to the Port, in an effort to identify anticipated future development of the Port and associated industrial complex as well as the siting constraints for each development. Previous studies and reports on the Port were reviewed for background information (listed in Appendix B).

A consultant was engaged to assist with updating the infrastructure layout and future operations to ensure functionality, efficiency, compatibility and safety. A mechanical and mining engineer specializing in bulk material handling projects including Port facilities, mining, power generation, cement and various industrial mineral, petroleum and chemical plants provided input to the plan and assisted with interviewing Port Commissioners, Borough staff and potential future Port users. The layout drawings are primarily based on the engineer's experience and knowledge, Port Commission review and previous studies. The layout drawings have been further refined through ongoing discussions with future port industries.

The Port Master Plan Update was developed in three phases. The first phase, known as the observations phase, included the collection of data and the assembly of outreach meetings to gather input from external and internal Port constituents. The second phase involved the review and documentation of the information gathered in phase one to identify siting and infrastructure constraints for existing and future uses. Based on this review, and the input and data collected in

the observations phase, recommended updates to the master plan were developed and presented to the Port Commission for feedback. In the final phase of the process, that feedback was incorporated into a draft of the final Master Plan Update which was then presented for public review, planning commission review and assembly approval.

Industry sectors projected to have the greatest growth potential, and which Port MacKenzie could attract by virtue of its geographical location and facilities, were short listed as the most likely to locate at Port MacKenzie.

The nature and growth potential of current business activities at Port MacKenzie were confirmed through discussions with current tenants of the Port, Borough staff, the Port Commission and Administration. In addition, potential business leads provided by the Borough were investigated through personal and telephone interviews.

Cargo projections are based on the most recent studies, information provided by current and potential Port MacKenzie tenants and from expected future project and construction activity in the region.

1.7 Mission and Goals

MISSION

To develop a world class Alaskan deep-water port capable of safely and efficiently transporting people and commodities.

GOALS

- 1) *To complete utilities (natural gas, wastewater treatment) to service the Port.*
- 2) *To complete docks (barge dock expansion, deep-draft dock expansion).*
- 3) *To complete road improvements (Lake Lorraine Loop, Burma Road, Knik Arm Bridge).*
- 4) *To complete a rail line from the existing Alaska Railroad to the Port.*
- 5) *To construct rail, truck and vessel loading/unloading facilities at the Port.*
- 6) *To construct petroleum product storage and processing facilities including a connection to Anchorage via pipeline.*
- 7) *To promote the creation of a natural gas liquids (NGL) processing facility, petrochemical facility, refinery, power plant, LNG plant, or other value-added gas processing facility at Port MacKenzie.*
- 8) *As Port development continues, ensure the public trust and maintain the system of transparency, accountability, public participation, and collaboration.*

1.8 Key Development Needs For Port MacKenzie

The following are some of the major needs of the Port for successful operations:

Road connection to Parks Highway

Upgrading Point MacKenzie Road and Burma Road to controlled access, four-lane arterials as well as construction of a Big Lake bypass will provide the level of service necessary for the commercial and industrial activities of the Port.

Rail connection to Alaska Railroad

A connection to the railbelt is the essential component to facilitate natural resource exports. The Port is about 32 miles from the railbelt. The efficiency of transporting bulk commodities to tidewater over a rail extension will lead to new natural resource extraction activities.

Natural gas supply

Distribution and high pressure transmission natural gas pipelines must be extended to the Port District for domestic and industrial use. Natural gas has been extended to Alsop Road, nine miles to the north to service the Goose Creek Correctional Center and surrounding area.

Deep-draft dock expansion, adding a second trestle

A second trestle connecting the barge dock to the deep-draft dock will increase the efficiency of loading and unloading vessels. Eventually, the deep-draft dock will need to be expanded to accommodate two vessels.

2. Port Operations

2.1 Security

The Port Physical Security Plan was recently updated and approved by the Coast Guard. The next update to the security plan will be required in 2015. Port security inquiries should be forwarded to the Port Director.

2.2 Fire Protection and Emergency Services

The Borough's 20-year plan for Port Emergency Services is in Appendix D.

Fire protection within the Port District is currently a responsibility of the existing lessees. Fire protection consists of a fire hydrant at the barge dock connected to two 20,000-gallon water tanks located up the bluff. The Port District is not within a designated fire service area. The closest fire service area to the Port is the Wasilla-Lakes Fire Service Area No. 130 with Fire Station 6-4 at Mile 3.2 Point MacKenzie Road about 18 miles away.

The Central Mat-Su Fire Department (CMSFD) will provide fire and rescue. to protect the critical infrastructure of the Mat-Su Borough. The Port is currently within the response area of Emergency Services District 1 for EMS and rescue responses. A realistic response time, as long as responders

are not assigned to a major incident, would be 40 to 50 minutes for a chief officer and 45 to 60 minutes for fire apparatus, a rescue or an ambulance. A Borough-owned 32-foot airboat was acquired to assist with water rescue operations; however, a boat house is required in order to stage it near the barge dock. For management and timeliness, an Emergency Services District covering the Port District should be established with costs shared by tenants.

In the near term, lessees should install adequate fire suppression systems to control the fire hazards associated with their operations (i.e., natural resource storage with adequate water delivery systems). Structures should have sprinkler systems and fire hose connections at a minimum.

In the mid-term, a 20-acre parcel north of Point MacKenzie Road, illustrated on the layout drawings in Appendix A, should be developed to include a three-bay fire station that will house an aerial rig, a hazardous materials response vehicle, a heavy rescue vehicle and three command vehicles. This facility should be collocated with a five to ten bed emergency medical clinic, an Alaska State Troopers substation, general administrative offices and a FAA-certified helipad.

2.3 Cargo Operations

Port MacKenzie is currently developing the berths and infrastructure for handling commercial cargo for export. The Port presently has three tenants:

- Alutiiq Manufacturing Contractors (AMC) constructs modular buildings and transports these buildings to the North Slope and rural communities in Alaska, both by road and across Port MacKenzie's docks. AMC is expected to continue to manufacture and ship buildings for the next five years and its growth beyond five years is anticipated to be consistent with the rate of growth of the projected economic and construction activity in Alaska (Kane, 2010).
- NPI leases land primarily for bulk commodity export operations at the Port, exporting wood chips and saw logs to Asia.
- Central Alaska Energy is a bulk fuel transport company with plans to construct a tank farm, pipeline and truck load out facility as illustrated in the Port Layout Drawings in Appendix A.

In 2008, the Port exported 451,000 tons of construction-quality gravel for the Port of Anchorage expansion project. Additional material is available for export to projects at the Ted Stevens Anchorage International Airport and for the Knik Arm Bridge causeways.

Importation of cement began in 2009 with two vessels each carrying 17,000 short tons. The cement was bagged and warehoused. About 3,700 pounds of rebar were also imported on vessels. Additional vessels brought more cement in 2011.

Scrap metal export also began in 2009. The last shipment of scrap metal (2012) included about 8,000 tons that was sent directly to South Korea.

Coal export began in 2010 with a test run of a Super Panamax vessel, loaded with 76,000 metric tons of coal in Seward. The vessel docked at Port MacKenzie to be topped off with coal trucked down from Healy.

Approximately 16-miles of concrete-coated pipe was staged on the barge dock in 2014 awaiting trans-shipment in 2015. The pipe was moved to a new underwater natural gas pipeline in Upper Cook Inlet.

There has been a significant increase in the number of local and national business entities expressing interest in establishing various business operations in the Port District but not necessarily using the Port's docks. These proposals include a bulk fuel storage facility, a timber curing facility, a power generation and solid waste disposal plant, natural gas liquefaction plants, a sewage treatment plant, peat processing and ore reprocessing facilities.

2.4 Future Cargo Operations

Future cargo operations at the Port were evaluated based on a two-phase economic analysis completed by Dr. Paul Metz, a registered professional geologist (Metz, 2007a&b) as well as information provided by local entrepreneurs, the Port Director, and other Borough staff.

Port MacKenzie is being developed as a bulk commodities export and import center. The type of bulk natural resources and other cargo expected to be part of the future operations include coal, petroleum products, oil and gas field modules, natural gas pipeline construction, forest products, limestone products and other minerals.

Completion of the rail extension linking Port MacKenzie to the Railbelt will result in a dramatic increase in bulk commodity exports. The following potential commodities are listed in order of priority for Port development based on if the commodity is anticipated in the next five years and the duration the commodity is expected to be handled at the Port:

2.4.1 Coal

Port MacKenzie is well-positioned to provide rail transport and Port facilities for the export of coal from the Usibelli Coal Mine in Healy. The Usibelli Coal Mine is the only active coal mine and current source of coal for export from Alaska. The exports from the mine have fluctuated significantly in recent years, with a peak market of approximately one million tons to approximately 400,000 tons, with an intermediate term annual average of 750,000 tons (Denton, 2010). Currently, up to one million tons of coal is exported through the Port of Seward using a coal loading facility owned by the Alaska Railroad Corporation and operated by Usibelli Coal Mines, Inc. The Usibelli Mine at Healy alone has over 250 million short tons of proven coal reserves. In addition, the Chulitna Basin in the Upper Susitna Valley contains several billion tons of coal that are also provided access to tidewater by the rail extension. Usibelli Coal Mine, Inc. is currently exploring alternatives to mine coal at Wishbone Hill near Sutton and ship it out of Port MacKenzie. If successful, this venture may ship up to 500,000 tons of coal per year out of Port MacKenzie.

The market for the sub-bituminous and low sulfur coals from Alaska is primarily for the power generation industries in South America and Asia (Brown, 2010). In addition, the construction of a coal fired power plant at the Port could lead to the need for an additional million tons per year of coal. Due to transportation savings associated with the rail extension and Port MacKenzie, it is expected that it will be economic to export a significantly greater amount.

During the first five years, after completion of the rail extension, it is possible that an additional one million tons of coal could be transported annually over the rail extension and exported through Port MacKenzie. Due to the design of this relatively high speed freight rail extension, and the inherent transportation cost savings, the amount of coal transported over the extension during the second five years could be up to four million tons (Metz, 2007a).

2.4.2 Petroleum Products

The development of petroleum storage facilities at Port MacKenzie to accommodate both the export and import of petroleum products will add additional transportation and storage capacity to the Cook Inlet area, as well as facilitate the transfer of fuels to and from Southwest, Interior and Northern Alaska.

There is a growing demand for low sulfur diesel fuel in Interior and Southwest Alaska as a function of mineral and energy development. This demand is associated with federally mandated low sulfur fuel specifications that went into effect in 2009. The new regulations require off-road equipment (i.e. mining operations) to only use low sulfur fuel. Alaskan refineries do not produce low sulfur diesel fuel. Low sulfur fuel will need to be imported. It is expected that the rail extension will be used to transport low sulfur diesel fuel to meet Interior and North Slope demands. Fuel suppliers have discussed the possibilities of establishing tank farms at Port MacKenzie and then shipping the fuel north by rail and truck.

It is estimated that at least 60,000 tons of low sulfur diesel fuel will be transported north from Port MacKenzie to Interior Alaska and a similar amount to Southwest Alaska, for a total of 120,000 tons of low sulfur fuel each year. This will begin during the first five years of operations and will continue to grow as more and more diesel fuel is sent north. In addition, fuel suppliers are considering setting up tank farms at Port MacKenzie and annually transporting 80,000 to 90,000 tons of fuel via the rail extension to North Slope markets.

2.4.3 Oil and Gas Field Modules

Several corporations have discussed using Port MacKenzie to build oil and gas industry modules, specifically sea-lift modules. These corporations include oil companies and oilfield service industries. For example, one oilfield service company expects to supply about 24 8,000-ton gas compression modules for the gas pipeline project over a period of 5 years commencing around 2020. According to the company, these modules will be manufactured at several locations around the world as no single location has the resources to build all of them. The company would like to complete assembly and ship about six of these modules out of Port MacKenzie over a period of three to four years.

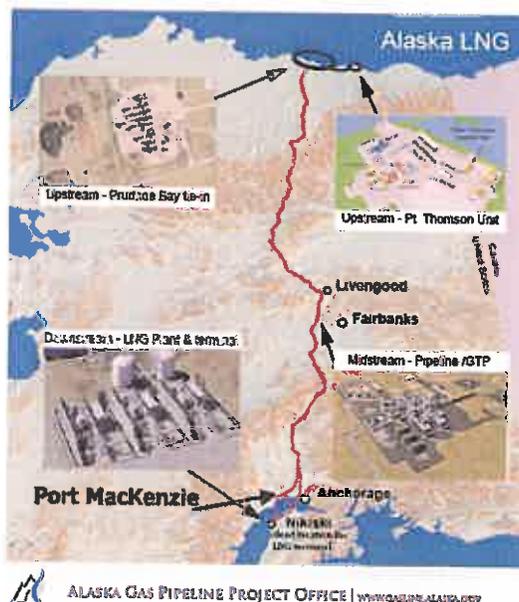
2.4.4 Forest Product Exports

Forest product exports have been a major business activity at Port MacKenzie. The primary product has been wood chips for Japanese, Korean and Taiwanese markets. This low unit value commodity is very sensitive to the cost of transportation from the standing forest to the Port facility. Transport has been by truck with economic haulage distances limited to the Susitna Valley region. Large timber resources occur on State of Alaska lands, Alaska Mental Health Trust lands and Native Corporate lands in the Tanana Basin (see Fairbanks Economic Development Corporation (FEDC) Prospectus, March 2007). These Tanana Basin resources will become economic for export through Port MacKenzie by rail once the rail extension is complete. Total available resources for harvest in the Susitna Valley and Tanana Basin exceed 1.6 billion board feet with an estimated sustainable yield of 30 million board feet per year. It is estimated that a minimum of 60,000 tons per year of forest products could be exported during the first five years following rail extension completion (Metz, 2007b).

2.4.5 Natural Gas Pipeline Logistics

The natural gas pipeline project under consideration is a 800-mile pipeline from the North Slope along the Parks Highway to the Cook Inlet (see Figure 3). It will be necessary to transport pipe, compressor station construction materials, compressor components, construction equipment, fuel, construction camps and camp supplies from tidewater to inland locations. The most cost effective way to transport these construction materials to the construction areas is by rail, as far as possible, and then by truck the rest of the way. In March 2007, Northern Economics completed a comparative study that assessed the ability of Southcentral ports to transport pipe for a natural gas line project (Burden, 2007). Assuming the Port MacKenzie rail extension is complete, the study concluded that Port MacKenzie would be the most cost effective port for transporting pipeline materials. Accordingly, Port MacKenzie and the rail extension would be used to transport pipeline sections and materials north.

Figure 3. Alaska Natural Gas Pipeline



The proposed natural gas pipeline is predicated on 35 trillion cubic feet (TCF) of proven conventional natural gas on the Alaska North Slope. Estimated conventional resources of natural gas in the region exceed 200 TCF. Unconventional natural gas resources are estimated to be several times greater (Metz, 2007b).

A study determined that 122,760 forty-foot long segments of pipe (joints), weighing 12.3 tons per joint, would need to be transported through Port MacKenzie during a two-year period. In addition, appropriate support materials, structures, fuel and supplies would also be transported on this route.

2.4.6 Value-Added Natural Gas Processing

There has been discussion of a gas liquefaction plant at port MacKenzie once a natural gas transmission pipeline to the Port has been built. This would provide an anchor industry for the Port. Natural gas would be exported from the Port to foreign markets as well as used in Alaska.

It is also possible that petrochemical facilities could be built at Port MacKenzie. The products from a world-class petrochemical complex could include methanol, ethylene, polyethylene, ethylbenzene, ethylene glycol, Styrofoam, alpha olefins, ethylene dichloride, ammonia, urea and caustic soda.

Meeting the energy requirements for petrochemical production would necessitate a large power generation plant. Production rates of a liquefaction plant or a petrochemical plant would depend on the volume of natural gas transported via pipeline. A proposed 4.5 billion cubic feet per day pipeline would result in about 13 million tons of petrochemical products requiring 450 export vessels a year. (Metz, et. al., 2004).

2.4.7 Limestone Products

The Globe Creek limestone deposit, located approximately 38 miles north of Fairbanks, is the largest known high-quality limestone deposit in Alaska and contains an estimated 1.6 billion tons of high-purity limestone.

Limestone contains the essential materials for the production of lime (calcium oxide) and Portland cement (hydrated calcium and aluminum silicates). The economy of scale of lime production is as small as 100 tons per day, while the economy of scale of Portland cement is at least 10 times larger. Neither of these products is produced in Alaska, thus local needs are met with imports from either the contiguous states or other countries. Current markets for lime in Alaska include: metal mining, water and wastewater treatment and oil well completions.

Lime transported by rail from north of Fairbanks could be more economical to barge from Port MacKenzie to Southwest and Northwest Alaska than lime currently imported from British Columbia. It is possible that lime will be produced in kilns 10 miles north of Fairbanks and transported through Port MacKenzie during the first five years of rail operations.

It is expected that eventually cement will also be manufactured at the limestone site and exported through Port MacKenzie. The export of cement would involve the transport of much larger tonnages. Limestone products are used to help maintain water quality for waters associated with mining operations. Limestone products will be exported across the rail extension through Port MacKenzie for use in Southwest Alaska, in villages and cities, and major mining operations such as Pebble, Red Dog or Donlin (Metz, 2007a). Though the current market for Portland cement in Alaska is small compared to the minimum economic sized operation, Alaskan produced cement would primarily be for export.

2.4.8 Other Minerals

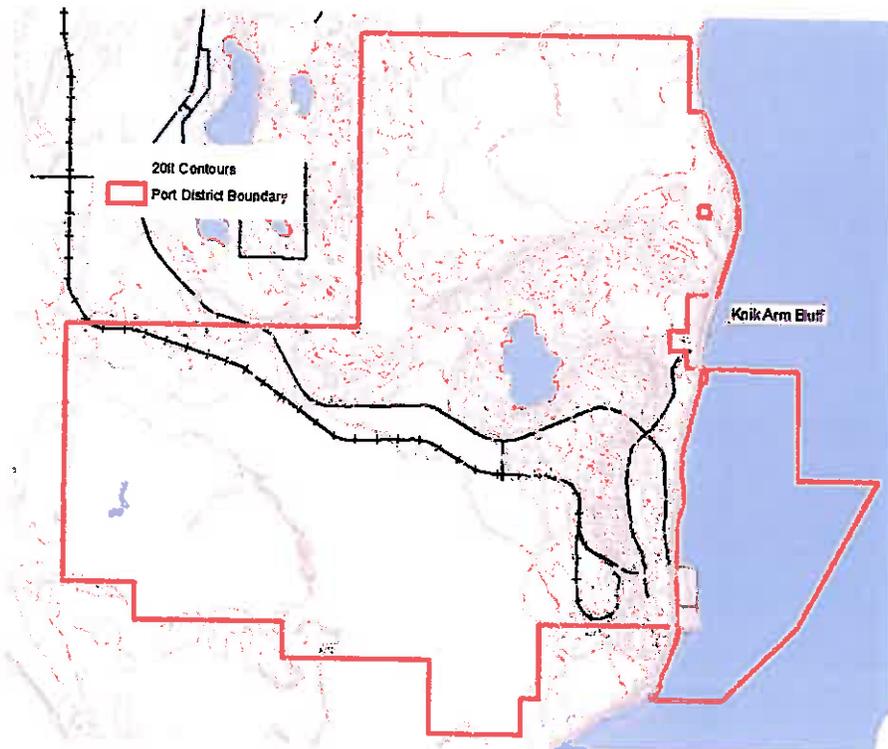
The rail corridor from Port MacKenzie to the Fairbanks area transects several mining districts and metal-rich geologic provinces (Metz, 2007a). Mineral deposits and mineral occurrences are found as clusters of mineralization referred to as mining districts. These mineralized clusters include copper, molybdenum, antimony and lead that are generally transported as mineral concentrates rather than as intermediately refined metals such as dore bars of gold. Metallic mineral concentrates that will likely be transported by rail through Port MacKenzie include antimony, copper, lead, molybdenum, silver, tin, tungsten and zinc. The 2007 Economic Analysis of Rail Link (Metz), includes estimates of the freight associated with the future mines. The annual expected rail freight load ranges from 9 to 21 million tons. Thus, it is expected that mineral concentrates will eventually be the largest commodity export.

3. Land Use

3.1 Existing Conditions

Port MacKenzie is divided by the east-west trending Point MacKenzie Road. This division has generally been used to separate heavy industrial uses to the south from the commercial and light industrial uses that will locate north of the road.

The Knik Arm Bluff runs north-south along the waterfront with average bluff elevations over 100 feet above mean sea level as illustrated in Figure 4 below. West of the bluff is a ridge that runs north-northwest. Lu Young Lane is on the east side of the ridge at the top of the bluff. Rail service will be available south of Point MacKenzie Road west of the ridge and docks. Land at the top of the bluff, closest to the docks, is reserved for marine/rail industrial uses including bulk material processing, storage and transfer. Given the proximity to tidewater and the loading conveyor, the disposal of waste soils/materials within the area of the pond or anywhere within the valuable area between Lu Young Lane and Don Young Road is prohibited. An organic material storage area west of Lake Lorraine has been designated disposal of organics and waste soils. If an embankment is constructed in this area, fill must be composed of compacted mineral soils. To maximize future use of the area, any existing organics should be removed prior to placing compacted fill. If it is desired to leave the organics in place, an engineering analysis of subsurface soils should be performed to determine the likely effect on the future uses of the embankment. Marine/rail-related industries require sites within close proximity to waterbodies due to functional dependencies on the industrial activity for direct access or for linkages to waterborne products or processes. A major ridge system occurs north, east and west of Lake Lorraine.

Figure 4. Port Topography

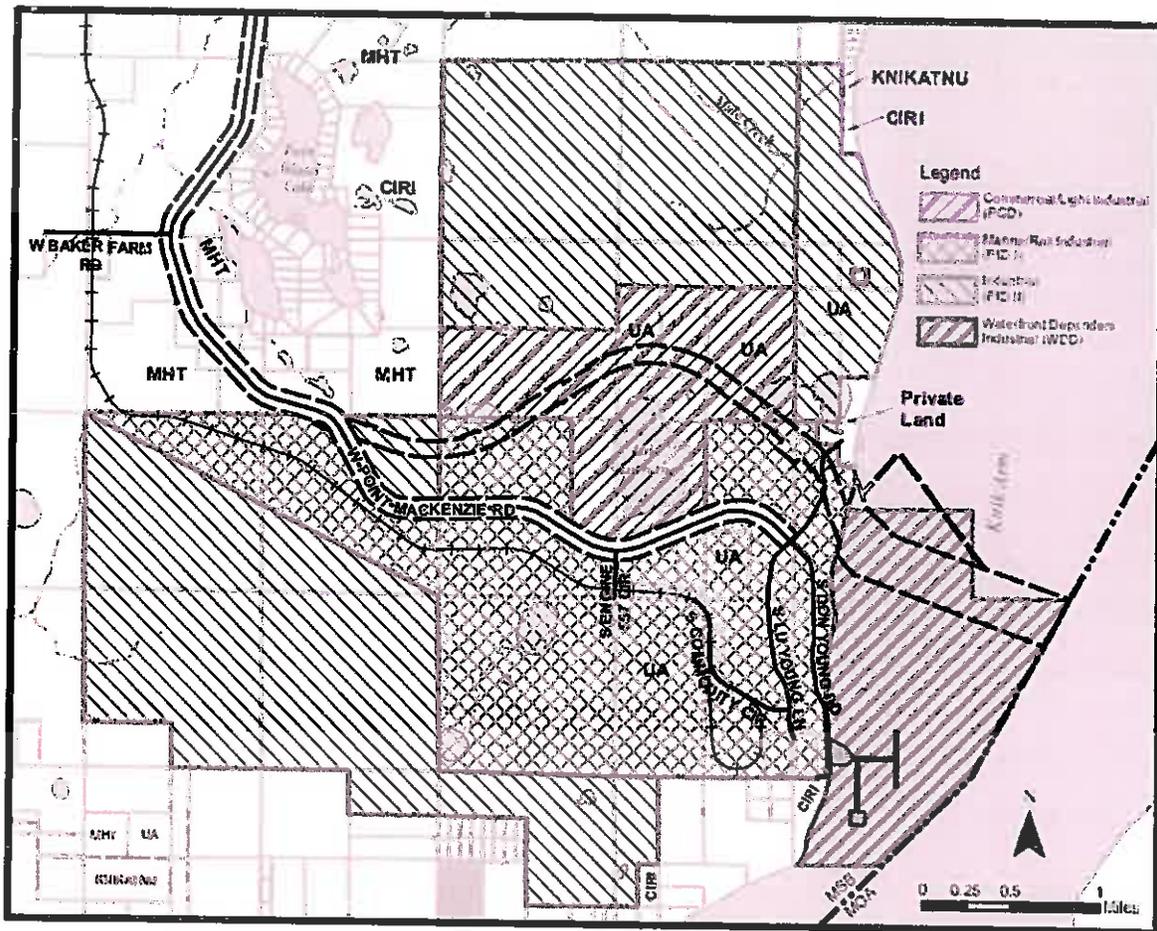
The Port District is comprised of four zoning districts per MSB 17.23:

- Waterfront Dependent District (WDD);
- Port Industrial District-I (PID-I);
- Port Industrial District-II (PID-II); and the
- Port Commercial District (PCD).

The districts are illustrated on Figure 5. The Port District encompasses land use districts (zoning) some of which are further divided into subunits. The locations of the different land use districts within the Port District are described below.

WDD occupies the southeast corner of the Port District and includes tidelands and the docks. PID-I includes the uplands closest to the docks, the land along rail and two areas north of Point MacKenzie Road reserved for future heavy industrial uses. PID-II lies back from the existing roads and the railway and includes land identified for industrial activities not directly dependent on the rail or docks that still benefit from the proximity to tidewater and the railroad. PCD occurs around Lake Lorraine and includes land north and east of the lake. Existing and future land uses within each land use district are described below.

Figure 5. Future Land Use Districts



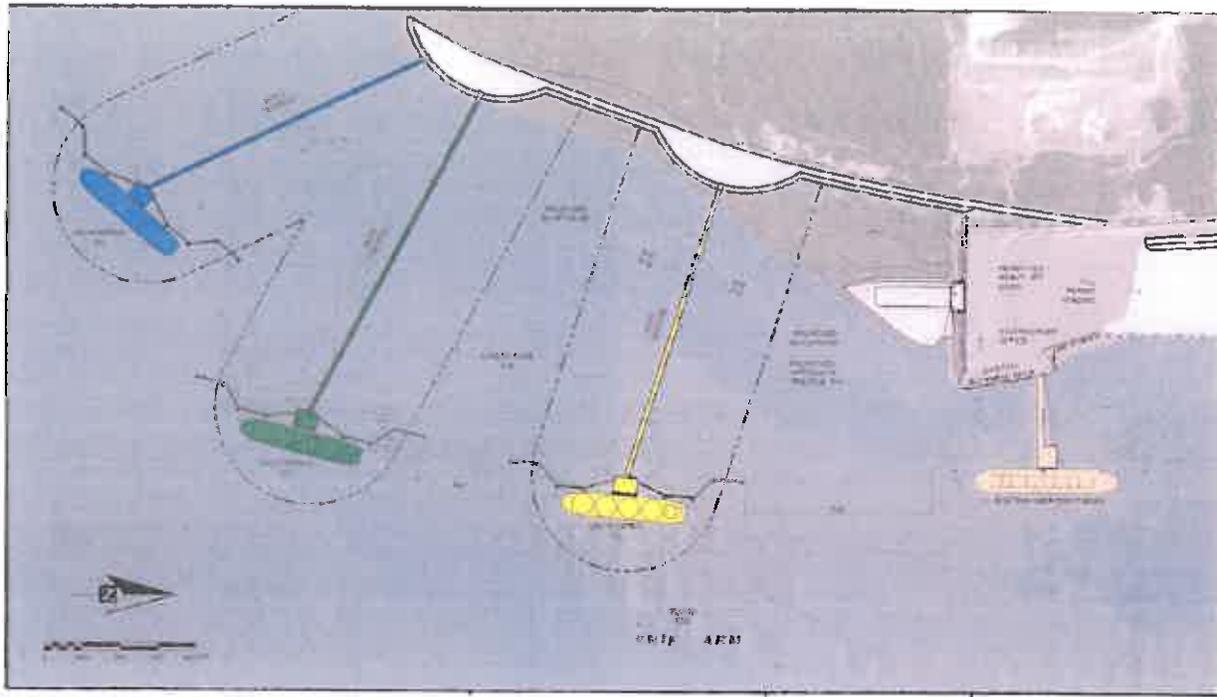
3.2 Waterfront Dependent District (WDD)

The Waterfront Dependent District includes 1,239 acres of tidelands and submerged lands owned by the Borough.

The plan for this area is to locate those waterfront uses that are necessary to operate a commercial/industrial port. Land activities in this area shall be directly related to a water activity and require navigable channels and specialized facilities at the land-water interface.

Land Use

This district includes the 16-acre open-cell barge dock with a 500-foot bulkhead barge dock and a 1,200-foot trestle pier deep-draft dock extending offshore (see Figure 4 below). The barge dock is available for temporary uses such as staging of material during import or export or final assembly of modules. The deep-draft dock can accommodate both Panamax and cape-sized vessels. Due to the limited space available this asset must be managed carefully to maximize its water-dependent utility. A transportation route from the deep-draft dock across the barge dock to Lu Young Lane must be reserved for truck traffic transporting freight on and off vessels.

Figure 6b. Dock Expansion South

The figure above illustrates the plan for trestle docks built to the south of the existing docks at -60 MLLW to accommodate the demand for LNG export.

3.3 Port Industrial District - I (PID-I)

The Port Industrial District – I is a largely undeveloped rail and marine industrial area of great importance to the region’s economic base. This Port Master Plan Update seeks to preserve and protect this unique coastal resource by limiting uses to strictly marine/rail-oriented industrial. This plan continues the existing marine/rail-oriented industrial uses and supports the development of available vacant land with similar uses in order to provide a homogenous industrial climate with an assured, reasonable long-term growth potential.

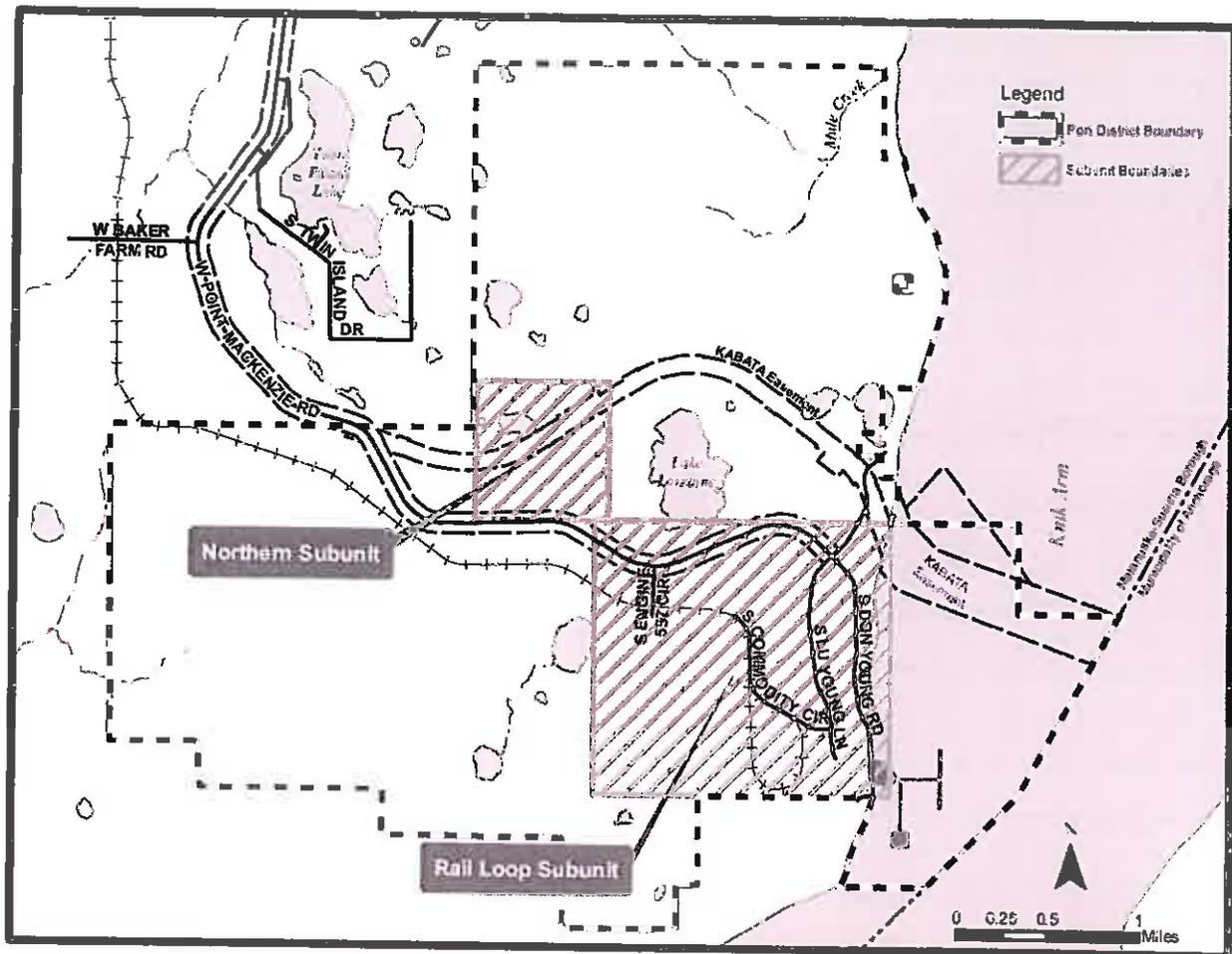
The Port Industrial District – I is reserved for industrial uses that require close proximity to the marine terminal and railroad.

Port Industrial District – I Planning District Subunits

The Port Industrial District – I consists of 3,047 acres of land. The plan for this area is to retain and continue marine/rail-related industrial uses. To facilitate description of the existing and future uses, portions of this planning district have been divided into the following subunits illustrated on Figure 7:

- Rail Loop Subunit; and the
- Northern Subunit.

Figure 7. PID-I Subunits



3.3.1 Rail Loop Subunit

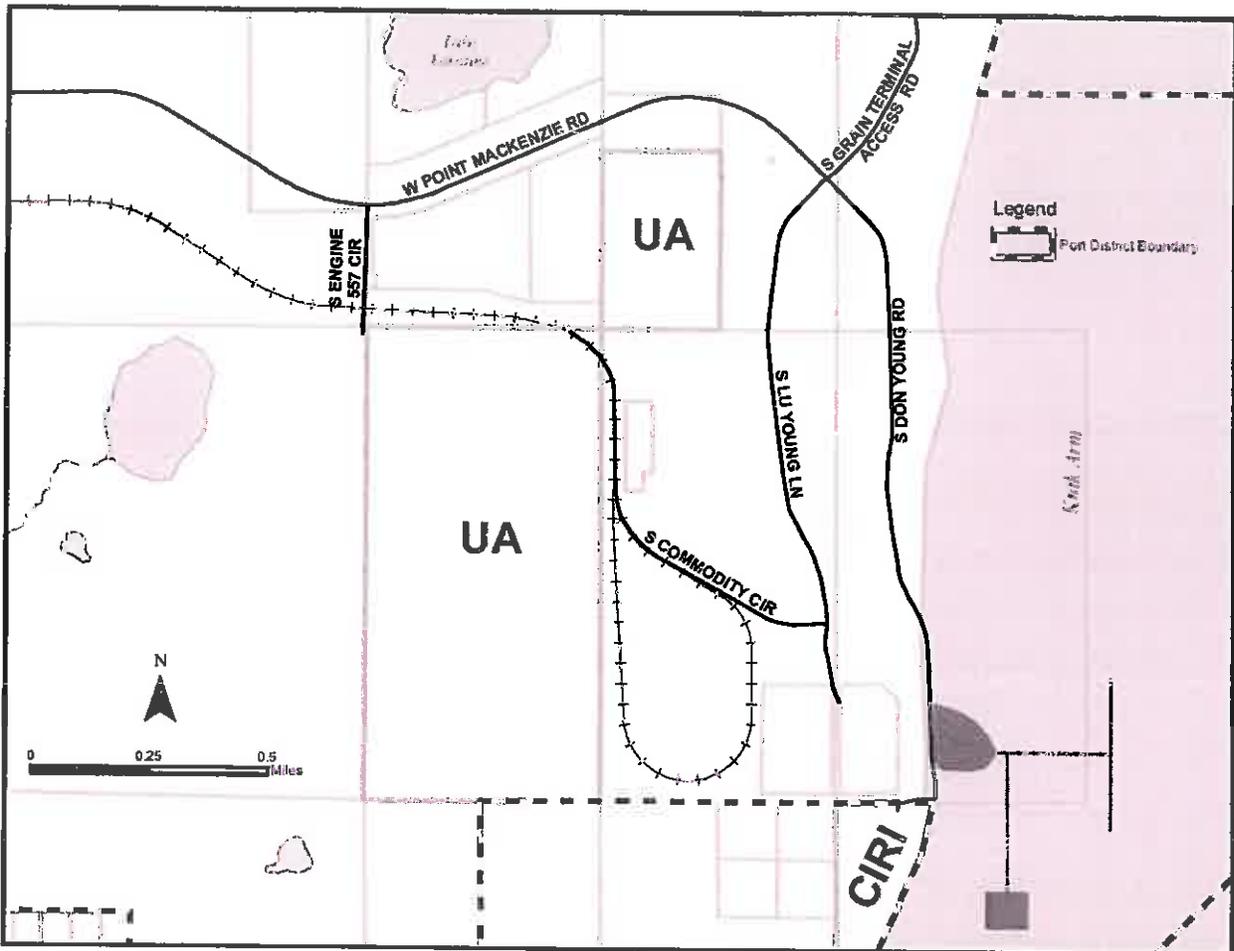
This subunit is comprised of 1,573 acres around a future rail loop and will contain the various industries that relate to the rail loop and marine terminal (see Figure 8).

A 30-acre area has been cleared at the end of S. Lu Young Lane, uphill from the dock. The area includes two 20,000-square foot storage warehouses, a paved, five-acre bulk material storage and loading area, and a 60-inch wide, 3,000-foot long privately owned conveyor system. The elevated conveyor system extends from the bulk material stockpile area down to the docks.

A seven-acre pad has been constructed at the northwestern corner of Lu Young Lane and Commodity Circle.

A modular facility construction plant is located on a sixteen-acre cleared area, south of Point MacKenzie Road across from Lake Lorraine. Approximately 30 acres west of the modular construction plant has been cleared and used as a sand and gravel source.

Figure 8. PID-I: Rail Loop Subunit



The rail loop is being constructed to handle 110-car unit trains hauling bulk materials. A 110-car train will fit between the loop turnout and the unloader and a second such train between the unloader and the turnout. A loaded train will be able to enter the loop while an empty train prepares to leave. The interior of the rail loop contains about 78 acres reserved for bulk material handling. Expanded rail facilities are anticipated to serve bulk fuel storage, value added gas processing and storage, and other future industrial uses in the area. Bulk commodities will be off loaded and stored within and adjacent to the rail loop. Multiple car unloaders are anticipated to accommodate a variety of commodities.

The Port MacKenzie Layout Drawings in Appendix A illustrate the anticipated future layout of land uses, utilities and the surface transportation network.

Cargo operations in this subunit are expected to continue and expand with additional area used for staging exports and providing for imported commodity storage. Water linked uses should be located in this subunit along the material handling corridor or road system. Expected uses are noted below:

Coal

An area suitable for the projected volume of coal delivered via truck has been identified adjacent to the rail loop nearest the marine terminal. A similar area within the rail loop has been identified for the projected volume of coal to arrive by train. The size and location of both areas were developed based on discussions with several representatives from Usibelli Coal (Denton, 2010) and the recommendations of an engineer specializing in bulk material movement (Hoggan, 2010).

Expansion of the conveyor corridor to service the interior of the rail loop as well as the area identified for truck coal will include additional conveyor belts.

Mineral Concentrates and Other Bulk Commodities

Multiple commodities can be off-loaded from trains and stored inside the rail loop. Area within the rail loop has also been identified as future stockpiling areas for coal, wood chips, limestone products, construction aggregate or other bulk commodities yet to be identified. Land immediately northeast of the rail loop has been identified for additional bulk package/material storage to serve the existing and anticipated mines in Interior Alaska (see Appendix A). This area can also be used for expanded petrochemical product handling and storage, truck coal, cement, gravel or other products that are associated with truck or rail.

Petroleum Products

Tank farm area has been identified for bulk petroleum product storage immediately north of the rail loop.² Locations for pipeline, valve yards, truck, rail and vessel loading racks are illustrated on the Port MacKenzie Layout Drawings in Appendix A. It is anticipated that both deep-draft vessels and barges will be loaded and unloaded with petroleum products and the location is close enough to meet this need. The proximity of the tank farm to the rail loop also allows for the loading or unloading of a unit train with petroleum products. A development plan for the area identified for future tank farms is necessary to maximize efficient land use due to topographic constraints.

Two areas are identified for future value-added natural gas processing facilities. One is north and east of the tank farm area. This area is suitable for a natural gas processing and liquefaction plant and would require about 60 acres.

A large petrochemical complex, which could process the natural gas into a host of industrial chemicals, would require about 100 acres. This area has been identified at the western edge of this planning subunit.

Pipeline Logistics

Several lease areas have been identified as suitable for import and processing of the pipe and associated materials required to construct a natural gas pipeline. The lease area labeled fabrication on the Port MacKenzie Layout Drawings in Appendix A is tentatively identified as the

² Tank farm location was based on interviews with potential future port users as well as an evaluation of the Port of Anchorage operations.

location for pipeline logistical support. Prior to pipeline construction use, the fabrication area could be used for initial sea-lift module fabrication before final assembly on the barge dock.

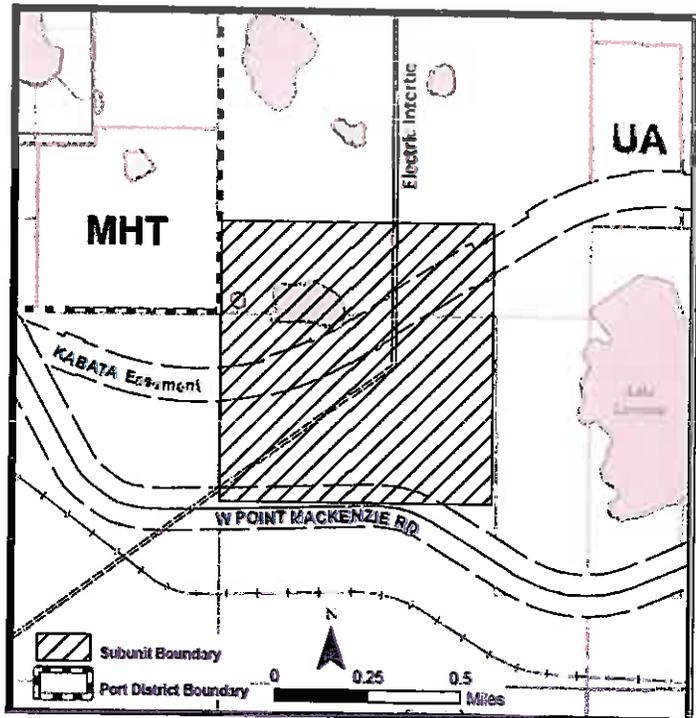
Transportation and Logistical Support

The area adjacent to the eastern boundary of the potential pipeline logistics site has been identified as suitable for transportation and logistical support.

A parking lot south of Point MacKenzie Road is currently used for winter access to Figure Eight Lake as well as private property south of the Port District. The parking lot is being relocated south of the railroad to reduce potential conflicts with the marine/rail-industrial uses of the Port.

3.3.2 Northern Subunit

This subunit is comprised of 356 acres and is bisected by high-tension power transmission lines (inset to the right). The only development has been construction of an organic material storage area about one third of a mile west of Lake Lorraine and one third of a mile north of Point MacKenzie Road. The southern portion of the subunit (~100 acres) north of Point MacKenzie Road and south of the Knik Arm Bridge easement has been identified as suitable for a power generation plant. Other heavy and light industrial uses that do not require direct access to docks should locate here. A rail spur may be developed into this area. The easement for the Knik Arm Bridge passes through the northern half of this subunit. The remainder of this subunit is suitable for other industrial processes.



3.4 Port Industrial District - II (PID-II)

The Port Industrial District – II consists of 4,836 acres of land in three separate areas. About 2,280 acres occur along the northern boundary of the Port District. About 2,390 acres encompass the southwest corner of the Port District. About 140 acres of this district contain the intersection of Point MacKenzie Road and the Knik Arm Bridge Road. The plan for these areas is to locate commercial and industrial uses that do not require close proximity to the docks or railroad such as general manufacturing. An area within this district has been identified as suitable for a large petrochemical storage and processing facility, directly west of the rail loop. Transient commodity storage is anticipated to occur south of Point MacKenzie Road just inside the Port District Boundary. A quarter-mile noise and lighting buffer along the inside of the northern and northwestern boundaries of the Port is also included in this land use district.

3.5 Port Commercial District (PCD)

The Port Commercial District includes about 1,021 acres around Lake Lorraine, extending to the northeast. The plan for this area is to locate commercial and light industrial uses not reliant on the marine terminal or railroad, incineration or transient storage. The boundaries of this district are shown on Figure 5. Land in this district is primarily undeveloped. A loop road is planned around Lake Lorraine to service the commercial district. Land use within the loop will be restricted those uses commonly found in a business/industrial park. Commercial and light industrial uses are allowed within this district.

Commercial Offices

Commercial office uses are tentatively planned for the land surrounding Lake Lorraine. Lake Lorraine is an ideal area for employee open space to be incorporated with offices. Corporate and general lease office space will serve as a picturesque setting for Port related businesses. The construction of the Knik Arm Bridge will further enhance the value of the Port Commercial District. Though this is set aside for Port-related commercial business and office uses, it is openly acknowledged that it is in close proximity to heavy industrial activities and that off-site effects of the industrial activities such as noise are an accepted component of the area. A 200-foot, no development buffer zone around the circumference of the entire lake ensures that the water's edge will be maintained in its natural state. A non-invasive pedestrian pathway and a series of pocket-parks should be designed and constructed around the lake.

Foreign Trade Zone

A tax free industrial and manufacturing area is identified northeast of Lake Lorraine to provide a secure area that businesses can bring materials into the 'Free Port,' provide assembly and value added services, and then export the finished items through the Port without incurring value added taxes. The Point MacKenzie Freeport Center would provide manufacturing, warehousing, and distributing facilities to serve the Pacific Rim. As a separately controlled security area, the Freeport Center will meet all necessary customs and quarantine requirements.

4. Transportation

4.1 Introduction

This chapter addresses the existing and future transportation facilities and traffic to integrate the transportation needs of the Port District into a regional context.

The Port, as an intermodal facility, requires unimpeded access to the surface transportation system beyond the Port District. Port traffic is largely industrial with a subset of public traffic utilizing the Cook Inlet Ferry System or accessing nearby private property.

4.1.1 Existing Conditions

West Point MacKenzie Road, as a major arterial, is the primary access road for the Port entering the Port District from the west and heading east for about three miles. The route becomes Don Young Road at a three-way intersection and continues 1.5 miles to the docks.

South Lu Young Lane, a minor collector, provides access to lease lots on the land above the docks. The roadway is about one mile long and heads south from the three-way intersection terminating at the east-west to the south of the NPI lease area. This roadway is currently used by industrial truck traffic to transport bulk materials to a 22-acre bulk material storage area.

South Grain Terminal Access Road, a minor collector, extends about three-quarters of a mile northeast from the three-way intersection ending just outside the Port District at the Knik Dock, a privately owned parcel.

The **Bi-Modal Bulk Facility (BMBF)** was renamed **John Riggs Memorial Way** in 2014. This road is a minor collector, located approximately one mile northwest of the docks. This facility includes a one-mile long roadway and an adjacent bulk material storage pad of approximately 82 acres inside the area designated for the future rail loop.

4.2 Transportation Trends

Significant growth and development are anticipated over the next ten years in the Point MacKenzie community. About 2,026 people are currently estimated to live in the community (2014³). Opening of the Goose Creek Correctional Center and construction of the rail connection between the Port to the Alaska Railroad is continuing to create and sustain jobs leading to a local population boom. A conservative annual population growth rate used in the MSB density and build-out study for the Point MacKenzie community is four percent.

The primary mode of travel in Point MacKenzie is by road. In the next five to ten years, bus and share-a-ride van pools will be used for transit services to and from the Port and area businesses.

Traffic count data was available for two points along Point MacKenzie Road: one at the beginning of Point MacKenzie Road at the intersection with Knik Goose Bay Road, the other at the intersection with Ayrshire Road at Mile 7.4. Table 4.1 lists the annual average daily trips for Point MacKenzie Road. The significant decreases in traffic volume are related to completion of development projects at the Port and Correctional Center.

Table 4.1. Traffic Count Data

Pt MacKenzie Road AADT				
Location	2010	2011	2012	DVMT
Mile 0	1157	904	656	4864

³ Alaska Department of Labor Population Estimate

Mile 7.4 Ayrshire Road	220	232	235	3242
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ADOT&PF 2010-12 Traffic Volume Report

Increasing local population, increasing industrial traffic, and operation of the correctional center are increasing the number of vehicles using Point MacKenzie Road. Insufficient data exists to project traffic growth rates on Point MacKenzie Road.

Anticipating significant and steady increases in traffic along Lu Young, the initial subsurface explorations, laboratory testing and geotechnical engineering studies were conducted in support of the required Lu Young Lane improvements. A study was conducted to evaluate the subsurface conditions along the existing road and to provide geotechnical engineering recommendations for the required widening and structural section improvements to meet the Port road standards (Shannon and Wilson, 2014).

Additional data is required to determine the average daily traffic count for the Port District.

4.3 Multi-Modal Opportunities

The Port MacKenzie transportation network is designed to incorporate multiple modes of travel and freight/bulk material transportation. Upgrades to existing conditions, an understanding of regional transportation trends, and infrastructure requirements of future industrial activities assist in facilitating multi-modal transportation opportunities. The transportation system is designed to be multi-modal, containing roads, rail, marine, and pipeline/conveyor transportation elements.

The Bi-Modal Bulk Facility (BMBF), renamed John Riggs Memorial Way in 2015, is critical in providing multi-modal transportation opportunities to aid the development of Port MacKenzie as a major exporter of bulk commodities. The BMBF includes 82 acres of bulk material storage. Aggregate storage pads will be serviced primarily by truck during the initial stages of operation. The facility has one mile of roadway that provides connectivity to South Lu Young Lane.

As a world-class export facility, shipping operations are more dependent on rail as the principal bulk materials delivery method. The element of the Port MacKenzie transportation system that stitches together multi-modal opportunities are the intermodal transfer connections. These intermodal transfer connections consist of internal roadways, rail lines, pipelines and conveyor systems for bulk commodities and liquid products, a barge dock, and a deep-draft dock to import and export materials from Port MacKenzie. A fully developed multi-modal port will serve as a key transportation asset for the State of Alaska and positions the Port District to attract significant new private investment and employment opportunities.

4.4 Rail Service

The forthcoming Port MacKenzie Rail Extension connects the Port District to the Alaska Railroad Corporation mainline system. With about 32 miles of new rail, the rail extension will terminate in

a loop enclosing approximately 78 acres for storage of bulk commodities, such as coal, limestone, aggregates, and other minerals resulting in greatly increased industrial activity.

The loop was designed to accommodate storage of multiple bulk commodities. At least two bulk material car unloaders will be needed: one for coal and one for limestone and other minerals. A location for a bulk fuel loading and unloading system has been identified adjacent to the tank farm located along the rail loop. This facility will provide piping, pumps, and discharge equipment to fill rolling stock tank cars for fuel delivery. The location is designed to supply a 110-car train with bulk fuel without having to split the train load.

Parcels ideal for industrial manufacturing and fabrication operations which are not dependant on proximity to tidelands will be serviced by a combination of rail and roadway elements. As the Port develops, various rail spurs will be constructed as offshoots of the rail extension project. These spurs are anticipated to service industries largely dependent on rail as a primary mode of transporting material and products. Areas identified as fabrication, modular fabrication, bulk aggregate storage, tank farm, and gas-derived products can be served with multiple rail spur extensions. A second rail loop is shown on the long-term layout. The long-term rail configuration includes a larger, second rail loop to the north of the initial teardrop loop. Future rail configuration may be a combination of both spurs and a second loop.

4.5 Truck Service

In the near term, trucking will serve as the primary method for moving bulk commodities and other materials in and out of the Port District. The Port offers various routes to facilitate efficient transport. Heavy industrial vehicle trips are distributed depending on the type of material being transported and the delivery schedules of such materials. Shipments scheduled to be directly loaded on a barge or staged on the barge dock access the docks by traveling on Don Young Lane. An additional 22 acres has been identified as suitable for coal storage transported by trucks that are accessed by South Lu Young Lane. This route will offer direct access to bulk commodity storage areas where material will be stored and delivered to ships by conveyor.

4.6 Traffic Circulation

Efficient and safe traffic circulation is predicated on an understanding of the trips generated from overall Port activities. The Bi-Modal Bulk Facility serves as an initial conduit for distributing bulk commodity truck traffic from other industrial material shipments accessing the docks.

While some industrial traffic will continue to utilize Point MacKenzie Road as a means to access the docks, industrial traffic will be controlled to mitigate conflict between private vehicles and heavy industrial traffic. Traffic signals at the ferry queuing area and ferry terminal will be installed when necessary.

This Master Plan recognizes the existing section line easements that occur in the Port District as legal access to privately owned land in and around the district. Any vacations of section line easement will require provision of adequate alternate access and Borough support.

As land around Lake Lorraine develops as a commercial district, traffic generated from various professional, commercial and office-related land uses will also be distributed prior to entering the industrial districts. A road network is designed to surround Lake Lorraine which will be accessed from Point MacKenzie Road. This second-tier road network will provide on-site circulation to individual lease lots within the Port District.

The Knik Arm Crossing easement is designated for a roadway that conveniently and efficiently bypasses the commercial and industrial districts of the Port. Although heavy industrial, light commercial and recreational traffic will access Point MacKenzie Road, trips generated from the Kink Arm Bridge will be redirected prior to entering both the commercial and industrial boundaries of the Port (Frazier, 2010).

4.7 On-Site Circulation

On-site circulation focuses on the design of access connections serving site development and the relationship between site circulation and access to the abutting roadway. Roadway functions, access hierarchy and the principles of safe and efficient access should be considered to promote well-organized transportation development of the Port District. Level of Service (LOS) classifications for the road network will determine the right-of-way required to design a circulation system capable of establishing safe and efficient on-site circulation patterns. Guidelines should be drafted to include driveway operations for various commercial and industrial activities, including ingress/egress maneuverability and speed, throat length and driveway geometrics.

Proper on-site circulation design is achieved when three major elements – access location and design, site circulation and parking, building footprint and location – are integrated into the overall development plan. Site circulation directly affects the safety, traffic operations and the assigned LOS function of the street system. Good site circulation is necessary to protect the integrity of the public streets. Driveways should allow for sufficient stacking distances to meet the needs of tenant operators. Lessees shall provide adequate on-site parking and adequate space for loading and unloading at all times.

4.8 Future Transportation Improvements

Future transportation improvements will be necessary to facilitate efficient and safe multi-modal surface transportation of vehicles, people, and commodities. The Borough will pursue geometric roadway improvements such as widening for anticipated roadway and utility expansion, potentially adding roundabouts or signals to high volume intersections, acceleration and deceleration lanes, and/or adding turning lanes. These improvements will be required to mitigate the traffic impacts from homogenizing industrial, commercial, and recreational traffic usage and maintain required LOS grades for Port MacKenzie roadways. Roadway LOS is a measure of roadway congestion ranging from LOS A (least congested) to LOS F (most congested). The LOS grading structure is a qualitative assessment heavily based on rate of speed and travel distances. LOS is one of the most common terms used to describe how "good" or how "bad" traffic is projected to be along a particular roadway in a defined geographical area. LOS serves as a benchmark to determine whether transportation improvements for Port MacKenzie will comply with existing LOS grades.

Industrial and commercial driveway standards were adopted by the Port Commission

Future transportation improvements should also consider Volume to Capacity (V/C) ratio in conjunction with LOS grades to develop an appropriate and proficient surface transportation system. The V/C ratio is a measure of traffic demand on a facility (expressed as volume) compared to its traffic-carrying capacity. Traffic volumes of a particular roadway are generally expressed as average daily traffic (ADT) or vehicle per hour (VPH) for a specific street segment. Potential choke points due to future rail service, transportation of modular products via heavy trucks, and peak ferry traffic may indicate that a roadway facility is operating at or near capacity. Port traffic moving at an acceptable rate of speed will perform at suitable LOS grades. However, segments of the transportation system may indicate the facility is operating at or near capacity despite acceptable LOS grades. In-road traffic counting loops should be installed to provide long-term data for use in determining need for future improvements.

5. Facilities/Utilities

5.1 Introduction

This chapter addresses the existing and future facility and utility needs for development of Port MacKenzie. Utilities, as a group, include emergency/fire suppression, potable water, wastewater, storm water systems, electrical service, pipelines, conveyors, and natural gas. The availability of such utilities and facilities will encourage the development of Port MacKenzie for large-scaled industrial, manufacturing and commercial uses. Utility layout is shown in the Port MacKenzie Layout Drawings in Appendix A. All utilities should be buried when crossing public roads and railways to allow for unfettered movement of tall freight.

An important consideration for future utility and facility requirements is the estimation of potential industrial, manufacturing and commercial activity. Utility and facility needs can be estimated by the overall utility usage of certain land uses and the distribution and intensity of these uses.

5.2 Terminal Building

A 7,000-square foot terminal building was constructed in 2006 at the southeast end of the barge dock. The terminal building includes office space, storage, and restroom areas.

5.3 Security Posts

Two security posts have been installed. One is at the end of Don Young Road at the beginning of the barge dock. The other is at the intersection of Point MacKenzie Road and Lu Young Lane. The general public will be directed by signage to a security post at the beginning of Don Young Road. The Security Gate will control traffic proceeding along Don Young Road to and from the dock. Locations for future security posts are illustrated on the Port layout drawings in Appendix A.

5.4 Deep-Draft Dock

Port MacKenzie contains a fully integrated and operational deep-water marine port with a 1,200-foot deep-draft dock. The deep-draft dock, with -60 feet Mean Low Water (MLLW), is capable of handling the world's largest vessels. The deep-draft dock is equipped with a conveyor system capable of loading bulk commodities at up to 2,000 tons/hour. An additional trestle will allow for more rapid transport of cargo on and off vessels. The design will also allow for roll-on/roll-off containers. Future development of the deep-draft dock must accommodate fuel and cement loading and unloading.

5.5 Barge Dock

The 14.7-acre open-cell barge dock has a 500-foot bulkhead barge dock with a depth to MLLW of -20 feet. Improvement of the barge dock with a bulkhead landing on the south side should occur to assist with loading large modules. Space for loading and unloading racks for liquid petroleum and liquefied natural gas should be established in the near term.

5.6 Conveyors

A 3,000-foot long, 5-foot wide, privately owned elevated conveyor system extends from the 22-acre bulk material stockpile area down to the deep-draft dock. Expansion of the conveyor corridor to service the interior of the rail loop as well as the area identified for truck coal will require additional conveyor belts. This expansion will allow bulk commodities to be loaded at a higher volume per hour. The existing conveyor was designed to accommodate a second conveyor on the same support structures. Additional conveyors are anticipated to be necessary to service the expanded deep-draft dock.

5.7 Pipelines

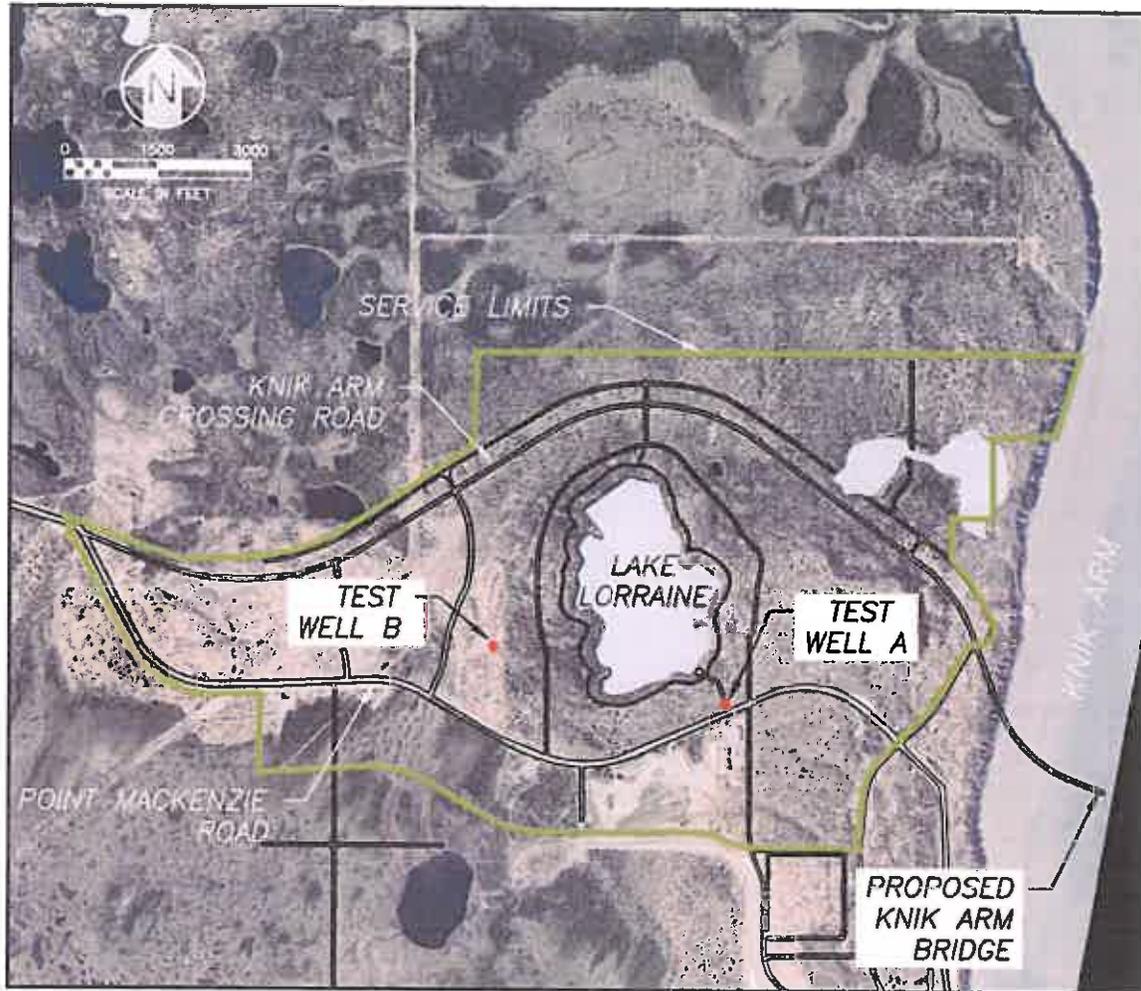
Pipelines are a necessary component of Port infrastructure. Pipelines will be constructed on the east and south sides of the tank farm to facilitate the loading and unloading of bulk fuel shipments onto both rail tankers and tanker trucks. The pipeline corridor is illustrated in the port layout drawings in Appendix A. A portion of the pipeline corridor has been surveyed and monumented from the southern end of the tank farm to the waterside of the barge dock. Multiple pipelines will be constructed to permit the loading and unloading of not only bulk liquid products but also bulk cement, liquefied natural gas, and other liquid petroleum products. Additional pipeline corridor must be engineered and surveyed from the tank farm to the Knik Arm Crossing.

5.8 Potable Water

In the near term, incremental development of industrial land uses will require the construction of on-site well systems for potable water. As the Port develops into a world class export facility, placement of storage tanks, treatment facilities, pumping stations and piping need to be carefully considered in the overall facility and utility evaluation. The demand for potable water will be evaluated based on the composition of commercial and industrial land uses compared to the consumption of each type of use. Placement of potable water systems will be evaluated based on industrial density, soil composition and the topographical features of the Port District. A six-inch well was constructed and tested to determine the availability and suitability of water within the

Port Commercial District. The locations of the two test wells drilled as part of the water and wastewater evaluation are shown on Figure 9 as well as the service area limits.

Figure 9. Water Well Locations



5.9 Wastewater Management

Development of industrial land uses will utilize on-site septic facilities for wastewater management. Continuous development of industrial and commercial uses will require the construction of large-scale treatment facilities to efficiently manage wastewater. Location of treatment plants, pumping stations and possibly irrigation land (to meet federally mandated tertiary treatment standards) must be identified and planned to meet local demand.

An area has been designated to be served by piped sewer and water service to achieve maximum development density. Because of the uncertainty and flow limitations with large subsurface discharges, this Master Plan includes a Waste Water Treatment Plant (WWTP) that will surface discharge into the Knik Arm. The future WWTP must be capable of treating the expected flow at full build-out. A WWTP is typically sized to treat the design flow rate for a 20 to 30-year planning horizon, plus additional space to at least double the plant size should forecasts underestimate

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growth. The shaded region in Figure 10 identifies an approximate 70-acre area that is suitable for a future WWTP. The preferred WWTF location within the available area is also shown. This location is ideal because it is inside of the Port's secure perimeter and is situated lower than the surrounding areas.

Figure 10. Wastewater Treatment Plant Location



5.10 Storm Water Management

Storm water is the surface runoff that results from rain and snowmelt that flows over land or impervious surfaces. Development at Port MacKenzie will alter the land's natural retention and absorption capabilities. An increase in industrial and commercial activity will introduce a host of pollutants (i.e., sediment, oil, grease, metals, salt, pathogens and/or other toxins). These pollutants can accumulate on impervious surfaces such as rooftops, roads, storage areas, and parking lots which can be picked up by storm water runoff as it moves across these surfaces. Uncontrolled storm water discharges from Port activities can negatively affect water quality, elevate pollutant concentrations and change natural hydrologic patterns.

The state's approved program is called the Alaska Pollutant Discharge Elimination System (APDES) Program. The APDES storm water permit requirements are based largely on a

pollution-prevention approach. The most effective storm water management techniques emphasize preventing rain and snowmelt from coming into contact with pollutants and preventing discharges directly to nearby receiving waters. APDES storm water permits require operators of permitted activities or systems to use best management practices (BMPs) designed to effectively protect water quality for their particular site conditions and activity. BMPs include ditches, curbs, gutters, man-made channels, storm drains, storm sewers and similar means of collecting or conveying runoff that do not connect with a wastewater collection system or treatment plant. Development of the Port District shall utilize BMPs for the facilitation of storm water management systems.

Two efforts have occurred documenting various storm water challenges at Port MacKenzie (USKH, 2012 and PND, 2013). Both studies include similar recommendations. In general, a Drainage Plan should be prepared to address the long-range development at the Port to provide a phased approach for installation of storm drainage collection, conveyance, treatment and disposal infrastructure to support development of industry and ongoing Port operations. An alternative is to develop an Area-Wide Drainage Plan for approval from the Alaska Department of Environmental Conservation (ADEC) in addition to an Area-Wide Storm Water Pollution Prevention Plan (SWPPP). The Drainage Plan should display drainage basins and where they will drain in addition to the proper treatment of the discharge while the Area-Wide SWPPP will set minimum standards for temporary and permanent erosion and sediment control within the Port District. Future developers in the Port District will need to conform to the Area-Wide plans, and developers would be able to utilize the SWPPP and amend their individual project into the document.

Allowing lessees to individually determine how best to manage on-site storm water runoff is unlikely to result in an overall coordinated, efficient and functional storm water management system at Port MacKenzie. Some near-term storm water management issues were identified in these reports and should be addressed in the next five years. The highest priority is engineering and constructing a storm water management system for the Knik Arm Bluff along Don Young Road and above the barge dock.

Finally, the groundwater movement within the Port District is not well understood but has clearly contributed to erosion of the bluff, cut slopes, roadway saturation, winter icing and generally increased the cost of constructing and maintaining facilities in this area. Additional site investigations and studies should be conducted to determine the location, extent, and nature of the groundwater near the bluff face and within Elmendorf Moraine where it will have the greatest effect on future development and operation of the Port.

5.11 Electric

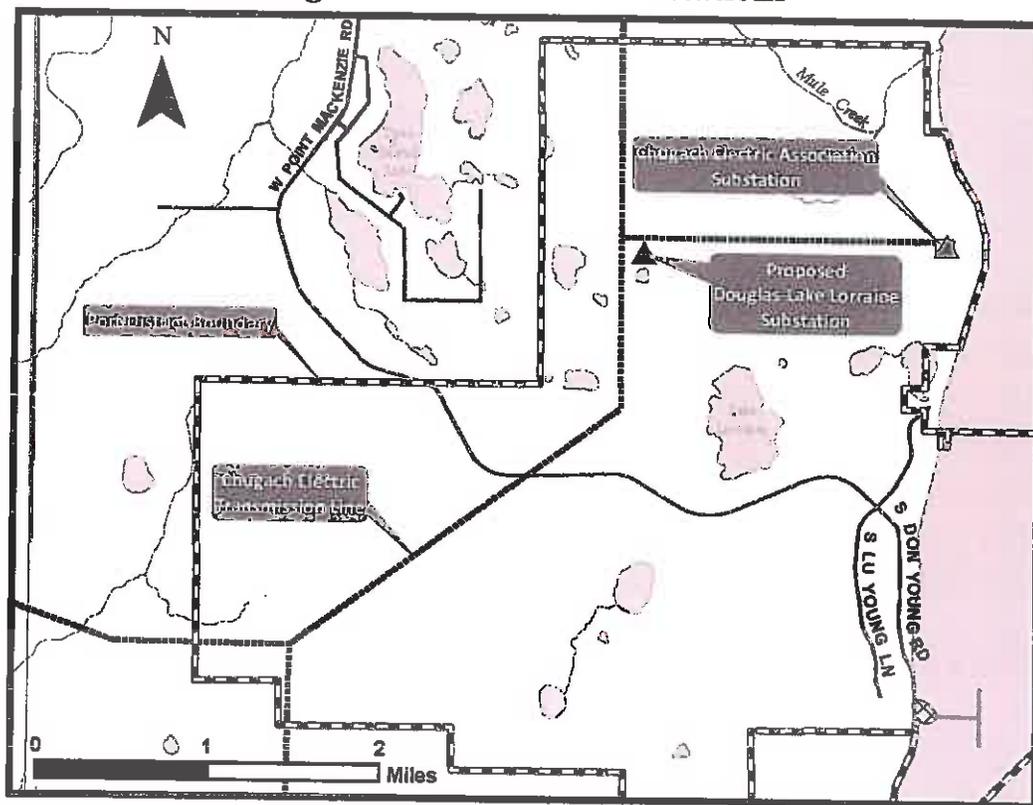
Two high-voltage electric transmission lines (230 kilovolt) enter the Port District from the southwest heading northeast. The lines turn north after crossing Point MacKenzie Road and branch once to the east where a buried transmission line crosses the Knik Arm to Elmendorf Air Force Base.

Three-phase electric power is available along Point MacKenzie Road to the barge dock. The lines are buried the last 2.3 miles. Matanuska Electric Association currently supplies electric power to the Port District via a substation and multiple 13.8 kV overhead lines. Although this power output is sufficient for the demands of current operators, incremental development will require additional electrical power loads. Electric service requirements will be determined by the electrical demand of future land uses. The location for future substation development and easement is illustrated in Figure 11.

Lake Lorraine Sub-Station

As development occurs, electric power use will need to maintain capacity to power individual industrial and commercial uses within the Port District. A substation should be pursued as a top priority to encourage the development of industrial and commercial land uses. An ideal location is north of Lake Lorraine, where dense commercial development is encouraged. The area west of Lake Lorraine and north of Point MacKenzie Road has been identified as suitable for a power generation facility.

Figure 11: Electrical Substations



5.12 Natural Gas

Planning for a Port MacKenzie power plant is prudent given the anticipated capacity of industrial, manufacturing and commercial uses. Natural gas delivery will be developed to sustain large-scale industrial and commercial activity at Port MacKenzie. Current plans call for a 10-inch,

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high-pressure gas transmission line to be extended from Mile 39 Beluga pipeline located approximately 14 miles away for near-term natural gas usage. Distribution lines within the Port District will be developed in multiple grid patterns.

5.13 Communications

A telephone-microwave-relay facility was constructed by Matanuska Telephone Association to receive signals from another tower in Eagle River. Telephone lines are also buried within the utility easement. Internet service was upgraded to high speed DSL in 2007. Fiber optic lines were installed later.

6. Recommendations

The following recommendations are the result of issues that arose during the Master Plan development that were not addressed in depth in the plan because of timing or other appropriate reasons. They include suggestions of future assessments, reviews and studies to meet or enhance specific actions to support the business of a successful Port District. The recommendations are not listed in priority order.

6.1 Administrative

- 1) The Master Plan should continue to be a living document with updates after significant Port development activities or every three to five years.
- 2) A Port Management Code should be developed to serve as guidance for items such as:
 - administrative operating procedures
 - leasing procedures and requirements, including timing of environmental audits before, during and after leasing;
 - standards and special permit and lease stipulations unique to the Port
 - tenant responsibilities
- 3) Review of Borough Code 17.23, Point Mackenzie Port Special Use District, 18, the Port and others to offer changes which will make management of the Port District more efficient.
- 4) Create a more informative, interactive web presence both as a marketing tool and as a means for public access to information about the Port.
- 5) Develop a forward-thinking marketing plan for the Port that examines potential positioning strategies best suited for the Port.
- 6) Develop a Port Business Plan that guides future infrastructure maintenance and investment.
- 7) Develop options for leasing practices. Evaluate if competition for leases, rights or franchises will be effective in sustaining competition and maintaining incentives for Port improvements. The evaluation should

include consideration of:

- Availability of private funding for investment in the Port
- Which categories of Port assets should private investors be at risk for providing, maintaining and repairing versus those for which the public sector will be responsible
- On what basis should user fees or subsidies be used to cover the cost of long-lived Port assets?

8) Designate the Port District as a Fire Service District.

6.2 Infrastructure

- 1) Develop a Transportation Plan for the Port District which in part considers and addresses the following:
 - a. Guidelines for driveway operations for various commercial and industrial activities, including ingress/egress maneuverability and speed, throat length and driveway geometrics, etc.
 - b. Increasing the load capacity and width of the roads within the Port
 - c. A Road Corridor Access strategy for Point MacKenzie Road through Burma Road to the Parks Highway
 - d. Relocating the parking lot south of Point MacKenzie Road used to access Figure Eight Lake and private property south of the Port District so it does not conflict with the marine/rail industrial uses of the Port
 - e. Assessing the need and location of permanent access through the Port District to property south of the Port District
 - f. Water flowing along Don Young Road suggests that a perched aquifer surfaces along the bluff above the road; develop a bluff slope stability strategy that recommends appropriate dewatering and water control methods.
 - g. Evaluate and design the basic material handling infrastructure layout common to a majority of the commodities anticipated to be moved between the rail loop and the docks, ensuring the necessary easements are reserved for this essential connection.
- 2) The Port Commission should determine what additional facilities will be necessary to accommodate and support Port tenants and users. Evaluate the need for facilities such as transient housing (motel/hotel/temporary trailer, etc.), office space, commercial space for restaurants, gas stations, office space, ATV sales and maintenance, etc.
- 3) Develop a utilities plan that identifies sources and corridors for water, sewer, power, communication and gas utilities to meet Port and tenant needs. The plan should include designation of the water and wastewater treatment facilities.

6.3 Environmental Studies

- 1) A study on the Hydrology and Hydraulic Environment of Knik Arm included information on the sedimentation effects of the proposed Knik Arm Bridge embankments on sediment deposition, but no details about how far to the south that sedimentation extends (i.e., how it would affect the Port). Additional analysis is necessary to determine the effects of the proposed Knik Arm Bridge on Port operations. Extent and magnitude of sedimentation resulting from the proposed causeways should be a focus of the analysis.
- 2) A hydrologic study of the Port District should be conducted to determine where future potable and industrial water supplies should be developed.
- 3) A regional wetland assessment was conducted in 2006. The assessment did not include a classification of the wetlands. Additional wetland mapping and classification should be completed for the Port District.
- 4) Conduct a noise study as the port develops. Include a description of the buffering necessary to mitigate identified potential negative effects of noise.
- 5) Conduct a baseline wind analysis to determine predominate wind directions and speeds throughout the year. Document ambient air quality.

6.4 Port Land Management

- 1) Additional cultural resource inventory transects must be conducted in advance of Port development. Inventories should be conducted according to the anticipated development schedule illustrated in Appendix A. Cultural resource inventory transects that have been completed, and that need to be completed, are shown in Appendix B.
- 2) Develop a landscaping plan for the Port District that utilizes the benefits of vegetative cover in buffering roadside views, or providing small rest and outdoor lunch areas, etc.
- 3) Develop an erosion control and stabilization plan for the Knik Arm Bluff above the docks and S. Don Young Road.

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Appendix A

Port MacKenzie Layout Drawings

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PORT MACKENZIE MASTER PLAN

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Appendix B

Previous Studies and Reports

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Appendix B – Previous Studies and Reports

- Preliminary Feasibility Report, Point MacKenzie Seaport. Planning Department, MSB. April 1972.
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- Port MacKenzie Industrial Park Water and Sewer Feasibility Study. Hattenburg, Dilley, and Linnel. December, 2014.

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Appendix C

History of Port MacKenzie

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Appendix C - History of Port MacKenzie

Port MacKenzie began in 1983 when a committee was formed to begin planning port development. A port development district and port commission were established in 1988. Construction of the port access road was accomplished in phases from 1990 to 1991. The Point MacKenzie Area which Merits Special Attention Plan (AMSA) was approved by the State in 1993 and adopted by the Borough (Nolfi, 2010).

The Borough applied to the Alaska Department of Natural Resources for title to the tidelands that would lie under and extend from the docks. Title to the land was transferred to the Matanuska - Susitna Borough on August 8, 1996. In 1999 the borough selected additional tide and submerged lands adjacent to tidelands acquired in 1996. These additional tide and submerged lands are necessary for future moorage, berthing areas and dock expansion (Riggs, 2010).

Initial construction of the barge dock took place from 1999 to 2003 and resulted in an eight-acre staging area with 500 feet of bulkhead barge dock at -20 feet mean lower low water.



A plant specializing in building manufactured facilities was constructed on a 15-acre lease in 2000. Modular homes, constructed at the plant, began being shipped on barges to rural Alaska in 2001. The plant was used in 2005 for constructing pump and electrical modules destined for the North Slope (King, 2010). The plant has also constructed bunkers and range

buildings for the military, prefabricated houses that are trucked to the Interior, and a building for the Alyeska ski area.

In 2004, construction of woodchip handling facilities began on the bluff directly above the barge dock.

Three-phase electrical power was extended to the Port in 2003. A design for extension of natural gas service has also been completed.

Construction of a 1,200-foot long deep-draft dock and installation of a 3,000-foot conveyor system took place in 2004. In January of 2005, the first major export vessel was loaded with 84 million pounds of wood chips.



A storage warehouse was constructed from 2007-2008 within the lease area where the conveyor begins. In 2009, the warehouse was used to store imported super sacks of cement. In 2008, about 451,000 tons of sand and gravel were loaded onto barges by the conveyor for use across the Knik Arm in the Port of Anchorage Expansion Project (Van Dongen, 2010).

Approximately 13 miles of the Point MacKenzie Road, which leads to the Port, was improved and paved from 2008 to 2009. The remaining two miles to the docks was paved after the Don Young Road hill reduction project in 2011.

Reports on and studies of the Port MacKenzie area are listed in Appendix B.

Appendix D

Port MacKenzie Emergency Services

20 Year Plan

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Appendix D DEPARTMENT OF EMERGENCY SERVICES**PORT MACKENZIE DISTRICT EMERGENCY SERVICES
20-YEAR PLAN**Overview:

The Port MacKenzie District has initiated the building of its major infrastructure: the deep-water Port Dock and Ferry Terminal are built, there are several industries already conducting business in the District, and the work for the Port road and the railroad extension are underway.

It is envisioned that with the completed rail extension, the Ferry in full-service, a major coal export contract, and the possibility of a natural gas terminus, the Port will grow exponentially in the next 5 to 10 years.

There are currently no local emergency services available in the Port MacKenzie District. The closest fire station is located 18 miles away (Point MacKenzie Public Safety Building - Station 6-4), and the next closest fire and ambulance station will be 28 miles away (once Station 6-3 is completed this Winter).

The Port MacKenzie District is zoned commercial and industrial, and it is anticipated that there will be a variety of "hazardous" activities and material in the District; therefore, "enhanced" levels of emergency services must be planned. With the growing construction activity, and the pending industrial activity in the Port MacKenzie District, it is time to initiate on-site emergency services to the area.

Near-Term Plan:**Fire Protection Plan**

The Wasilla-Lakes Fire Service Area will provide primary structural fire protection, and secondary wildland fire protection services to the Port District until such services can be located in the Port District. Any service provided will be on a fee-for-service basis until such time as a Fire Service Area can be established.

The West Lakes Fire Service Area will provide mutual aid back-up fire protection services to the Port District for both structural and wildland fire protection. Any service provided will be on a fee-for-service basis until such time as a Fire Service Area can be established.

The State of Alaska Division of Forestry will provide primary wildland fire protection services for all wildfires (non-structural) that occur in the Port District.

EMS Plan

Either Central or West Lakes will provide the closest-available-appropriate ambulance unit for any medical care and transportation

DEPARTMENT OF EMERGENCY SERVICES**PORT MACKENZIE DISTRICT EMERGENCY SERVICES
20-YEAR PLAN**

necessary. Because EMS is an areawide function, and there already exists a fee-for-service price schedule, EMS response and services will be the financial responsibility of the person(s) receiving the service.

Rescue Plan

Heavy (Technical) Rescue and HazMat services will be provided by the Central Mat-Su Fire Department. Because Rescue is an areawide function, and there already exists a fee-for-service price schedule, Rescue response and services will be the financial responsibility of the person(s) receiving the service.

Water Rescue Plan

When the M/V Susitna begins its Ferry Service, Water Rescue services will be available to provide rescue services to the ferry vessel should it be necessary (as per the US Coast Guard Certification of the M/V Susitna "Rescue Plan").

Facility

The MSB Land Management Division will classify Borough land for the future building of a combined Fire/EMS/Rescue/Law Enforcement facility that may also include a Medical Clinic. We will apply for State Legislative CIP grant money to build this multi-use facility.

Planning Department and DES Fire Code Officials Joint Review

International Building Codes/National Fire Protection Association Standards applied to all commercial and industrial buildings constructed within the Port District.

All buildings over "X" square feet must have emergency services radio frequency repeaters.

All buildings that will store hazardous and/or highly flammable materials must have a foam system in addition to the automatic fire sprinkler system.

Apply to the State of Alaska Fire Marshall's Office for Fire Code Official deferment for the Port District.

Water Supply

DEPARTMENT OF EMERGENCY SERVICES**PORT MACKENZIE DISTRICT EMERGENCY SERVICES
20-YEAR PLAN**

Add drafting capability to the existing two 20,000-gallon water tanks located at Port MacKenzie for use by our fire personnel when fighting fires in the Port District.

Heavy Machinery Availability

Enter into "Memorandum of Agreement" with Port District businesses to utilize heavy machinery (i.e., front-end loaders, excavators, etc.) when needed for rescue or fire services.

2011 - 2015 Plan:**Port District Infrastructure**

Commercial Power - Install commercial power supply throughout the entire Port District.

Industrial Water Supply System - Install a commercial/industrial caliber water system capable of providing large quantities of water to all areas of the Port District (buried water mains, commercial wells, fire hydrants, etc.). Possibly, tie into the Prison's water system.

Create Fire Service Area

Develop legislation to create a new "Port MacKenzie District" Fire Service Area, and an "Enhanced" EMS and Rescue Service Area.

Create Appropriate Agreements

Develop agreement between MSB Rescue and the M/V Susitna Ferry Craft for rescue services beyond the Mat-Su Borough boundaries.

Develop automatic and mutual aid agreements with other fire service areas (Municipality of Anchorage, Elmendorf AFB, Fort Richardson, Chugiak, Wasilla-Lakes FSA, West Lakes FSA, Houston, Palmer, etc.).

Develop "Fire Brigade" agreement(s) with the cooperating commercial/industrial businesses within the Port District.

Create "Water Supply" agreement with the Goose Creek Correctional Center for access to their water system.

Human Resources

Hire 4 to 6 full-time cross-trained firefighters/EMT/rescue techs to staff the station 24-hours per day, 7-days per week.

DEPARTMENT OF EMERGENCY SERVICES**PORT MACKENZIE DISTRICT EMERGENCY SERVICES
20-YEAR PLAN**

Form industrial fire brigade(s) in cooperation with the commercial businesses in the Port District to augment firefighter/rescue manpower.

Facility

Construct a multi-use Public Safety Facility that will house the Fire Department, Emergency Medical Services, Technical and Heavy Rescue, Law Enforcement agency, and a Medical Clinic.

Apparatus

Purchase one Pumper/Tanker fire apparatus, one Rescue/Engine combo apparatus, one Ambulance vehicle, and one Command vehicle.

Equipment

Purchase a Foam Trailer and sufficient quantities of foam, and all necessary fire, EMS, and rescue equipment.

Communications

Construct a radio tower capable of providing radio coverage to the entire Port District as well as the greater Borough/Anchorage Cook Inlet area, and install both DES radio frequencies and the M/V Susitna's marine antennae and repeaters (and related radio frequencies) on the tower.

Purchase mobile radios for vehicles, portable radios, and notification devices for field personnel.

Training

Provide fire brigade training to those commercial businesses participating in the fire brigade program.

Enhanced training for DES personnel:

- Industrial firefighting training;
- Heavy rescue training;
- Hazardous Materials training; and,
- Continuing education for firefighters, rescue techs, and EMS personnel.

Revenue Sources

DEPARTMENT OF EMERGENCY SERVICES**PORT MACKENZIE DISTRICT EMERGENCY SERVICES
20-YEAR PLAN**

Port MacKenzie Fire Service Area taxation, "Enhanced" EMS and Rescue Service Area taxes, State of Alaska CIP Legislative Grants, Alaska Department of Homeland Security Grants, FEMA Assistance to Firefighter Grants, Department of Justice COPS Grants.

2016 - 2020 Plan:**Human Resources**

Hire an additional 4 to 6 full-time cross-trained firefighters/Paramedics/rescue techs to staff the station 24-hours per day, 7-days per week. Having cross-trained personnel in all three professional disciplines will be more cost-effective than hiring specialty certified personnel.

Continue to form industrial fire brigade(s) in cooperation with the commercial businesses in the Port District to augment firefighter/rescue manpower.

Facility

Assess the need to construct another Public Safety Facility within the Port District.

Apparatus

Purchase Industrial caliber fire apparatus, Hazardous Materials apparatus, another Ambulance vehicle, and another Command vehicle.

If sufficient industrial buildings and petro-chemical storage facilities are operational in the District, an Industrial Aerial Platform will be required, also.

Equipment

Purchase all necessary fire, EMS, and rescue equipment.

Communications

Purchase mobile radios for vehicles, portable radios and notification devices for field personnel.

Training

Provide fire brigade training to those commercial businesses participating in the fire brigade program.

DEPARTMENT OF EMERGENCY SERVICES**PORT MACKENZIE DISTRICT EMERGENCY SERVICES
20-YEAR PLAN****Enhanced training for DES personnel:**

- Industrial firefighting training;
- Operation of Industrial Aerial Platform;
- Heavy rescue training;
- Hazardous Materials training; and,
- Continuing education for firefighters, rescue techs, and EMS personnel.

Mutual Aid Agreements

Renew and revise automatic and mutual aid agreements with other fire service areas (Municipality of Anchorage, Elmendorf AFB, Fort Richardson, Chugiak, West Lakes, Houston, Palmer, etc.).

Revenue Sources

Port MacKenzie Fire Service Area taxation, "Enhanced" EMS and Rescue Service Area taxes, State of Alaska CIP Legislative Grants, Alaska Department of Homeland Security Grants, FEMA Assistance to Firefighter Grants, Department of Justice COPS Grants.

2021 - 2025 Plan:

DEPARTMENT OF EMERGENCY SERVICES

**PORT MACKENZIE DISTRICT EMERGENCY SERVICES
20-YEAR PLAN**

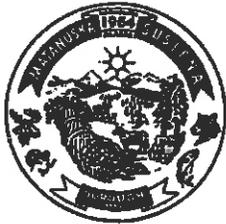
2026 – 2030 Year Plan:

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Appendix E

Port MacKenzie Driveway Standards

Im16-023
OR16-012



Matanuska-Susitna Borough

Permitting Services

350 East Dahlia Avenue
Palmer, Alaska 99645-6488
PHONE (907) 745-9822 FAX (907) 746-7407

Port MacKenzie Driveway Design Standards*

Industrial Standards:

1. Driveways that require large truck** access must have a minimum radius of 20 feet and a maximum radius of 45 feet, with between 24 and 45 feet in width when returned.
2. Driveways shall not drain onto the roadway. Large truck access from the road edge must be at a $\pm 2\%$ grade for the first 30 feet and include a paved apron for 20 feet if the road is paved. Striping shall be consistent with commercial driveway standards.
3. Adjacent Driveways on the same lot will have a separation of more than 40' as measured between the edges of the top surface of the driveways and also along the property line.
(continue with 4. below)

Commercial Standards:

1. Driveways not intended for large truck** access must have a minimum radius of 10 feet and a maximum radius of 35 feet, with between 20 and 35 feet in width when returned.
2. Driveways shall not drain onto the roadway. The driveway from the road edge must be at a $\pm 2\%$ grade for the first 20 feet and include a 10 foot paved apron if the road is paved and outside any designated Port industrial district. Commercial driveways within the Port industrial districts require a 20' paved apron if the road is paved. Striping shall be consistent with commercial driveway standards in both situations.
3. Adjacent Driveways on the same lot will also have a separation of more than 30' as measured between the edges of the top surface of the driveways and also along the property line.
(continue with 4. below)

All Port Driveways:

4. Adjacent Driveways on the same lot will have a minimum separation of 10 feet from the outside edge of the aprons as measured along the road edge.
5. Driveways to corner lots shall be located not less than 40 feet from the point of curvature of the radius return of the property line.
6. Driveways to corner lots or lots that border two roadways shall gain access from the street of lower classification when streets of two different classifications bound a lot. When a frontage roadway becomes available, access(es) will be made from the frontage

roadway and shall be reconstructed and moved from the main roadway by the frontage road project or developer. On property improvements necessary for the reconstruction of the driveway access shall be the responsibility of the permittee.

7. The permittee shall be responsible for all Hydrology Engineering for the driveway improvement. Unless otherwise specified, a minimum 18" diameter corrugated metal pipe culvert shall be used when required. Flared end sections are recommended. If flared end sections are not used, at least one foot of culvert visible at the toe of the side slopes on each side of the driveway is required.
8. The driveway development will provide for street intersection visibility.
 - (1) Fences, walls, hedges, or other plantings or structures erected, planted, or placed within a triangular area formed by intersecting right-of-way lines at a corner shall be designed to provide the minimum corner sight distance as specified in the borough subdivision construction manual as adopted, or revised.
 - (2) Precautions shall be taken so as not to obscure visibility of oncoming cars or passing pedestrians and vehicles backing out of driveways or parking lots onto public rights-of-way.
9. The proposed driveway(s) will be illustrated on a site plan and be submitted with the driveway application. Driveways must be labeled in the site plan according to the type of driveway needed. Please submit the same site plan with the port development permit and the driveway application. Site plan and technical drawing requirements shall be signed and sealed by a professional land surveyor, civil engineer, or architect or landscape architect registered in Alaska as appropriate to the drawing.
10. Proposals for port development shall demonstrate that adequate street capacity will be provided and describe any traffic control measures proposed to mitigate negative traffic effects on public rights-of-way. Proposals must include:
 - (1) a statement describing anticipated vehicular traffic to and from the site including probable types/size of vehicles to be used by the business, and vehicle generation rate based on standard trip generation tables; and may require
 - (2) a traffic impact analysis (TIA) where applicant establishes that proposed development will generate more than 200 average daily traffic trips, or more than 100 truck trips per day.
11. All non-water dependent driveways, vehicle parking areas, loading facilities, and vehicle or equipment storage areas shall be set back a minimum of 75 feet from any water body except:
 - (1) within the PID-I and WDD districts; and
 - (2) that such facilities shall be set back a minimum of 200 feet from the ordinary high water mark of Lake Lorraine.
12. All driveways will require a fire access review and approval for all proposed driveway site plans. Please submit site plan review to Central Matanuska Public Safety. Michelle Wagner can be reached at 373-8830. Driveways will be designed to the minimum standards in the most recently adopted International Fire Code for the State of Alaska

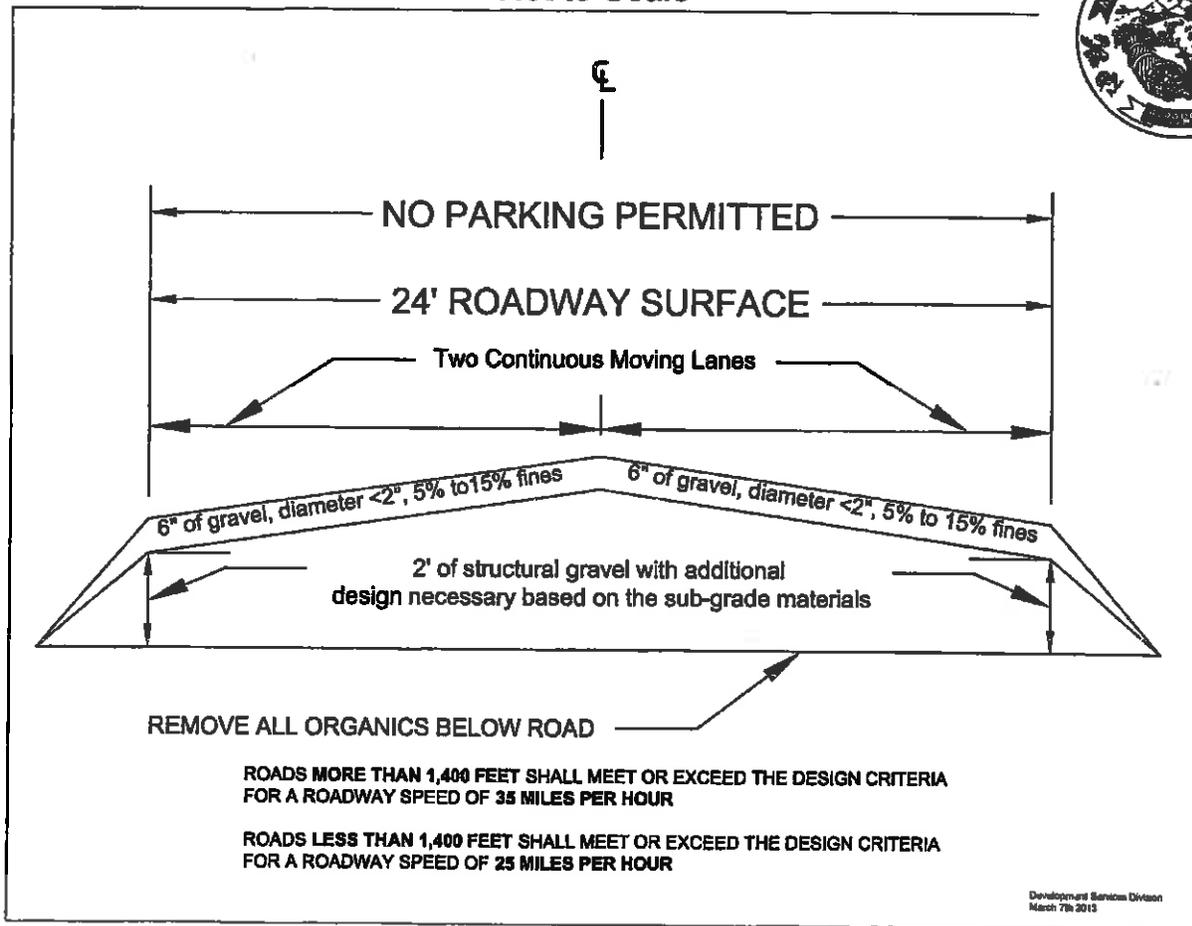
as currently outlined in Administrative Code 13 AAC 50.025.

13. Approval of all driveway permits will be consistent with the Port Master Plan and applicable Matanuska-Susitna Borough Code. Review is required by the Borough to determine if the proposed development is consistent with the Port Master Plan.
14. If required design standards are not specifically mentioned in Borough Code or by Matanuska-Susitna Borough Standards applicable to the Port Mackenzie Districts, the latest versions of "A Policy on Geometric Design of Highways and Streets" and/or "Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT \leq 400)" shall be used for driveway design standards as outlined in the sections applicable to the development and driveway design.

***The Port Driveway Standards are the only Borough Driveway Standards that are allowed within the Port District. The Borough reserves all right's to approve or deny driveways designed to these standards or other standards not specifically mentioned herein.**

****Large Truck means a vehicle weighing more than 10,000 pounds and can be a single unit or more, with trailer(s).**

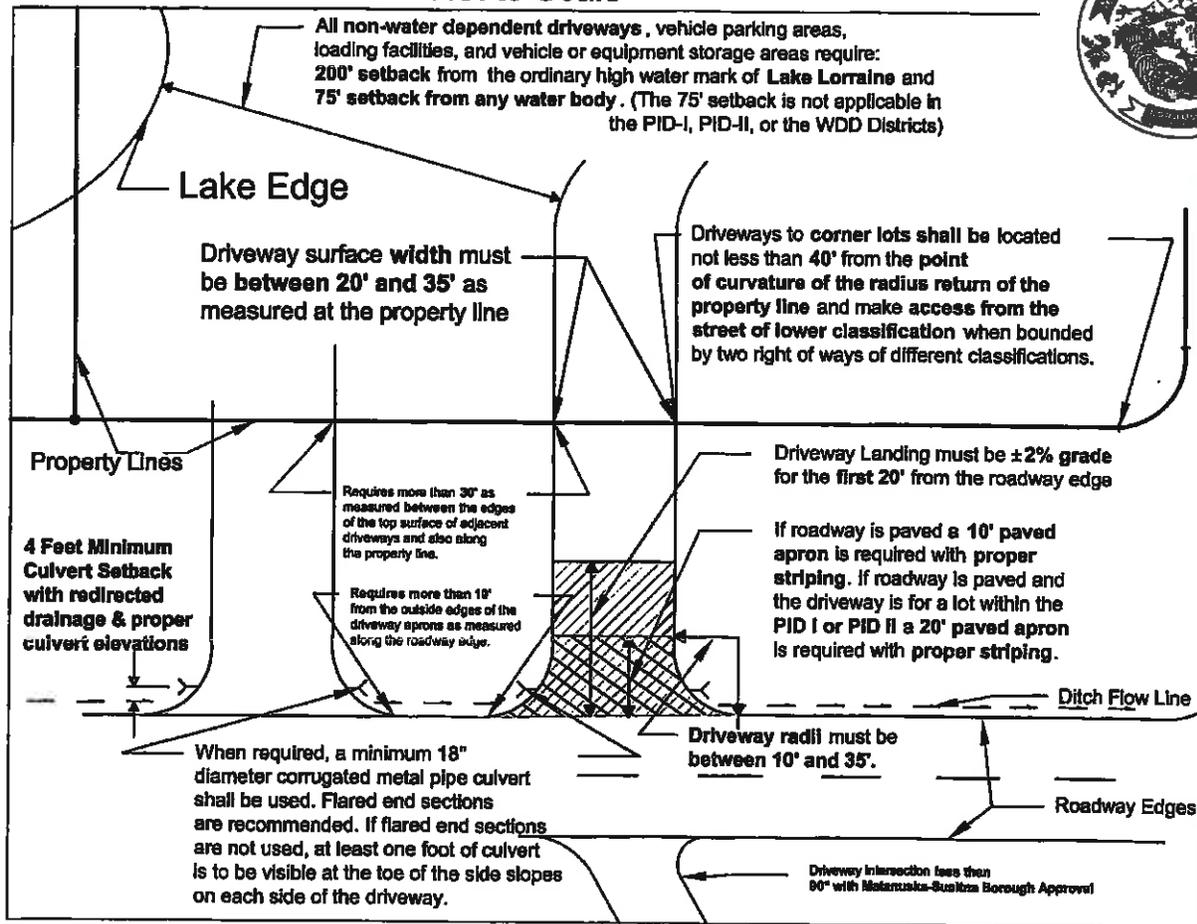
Port MacKenzie Road Design Standards Not to Scale



Im16-023
OR16-012

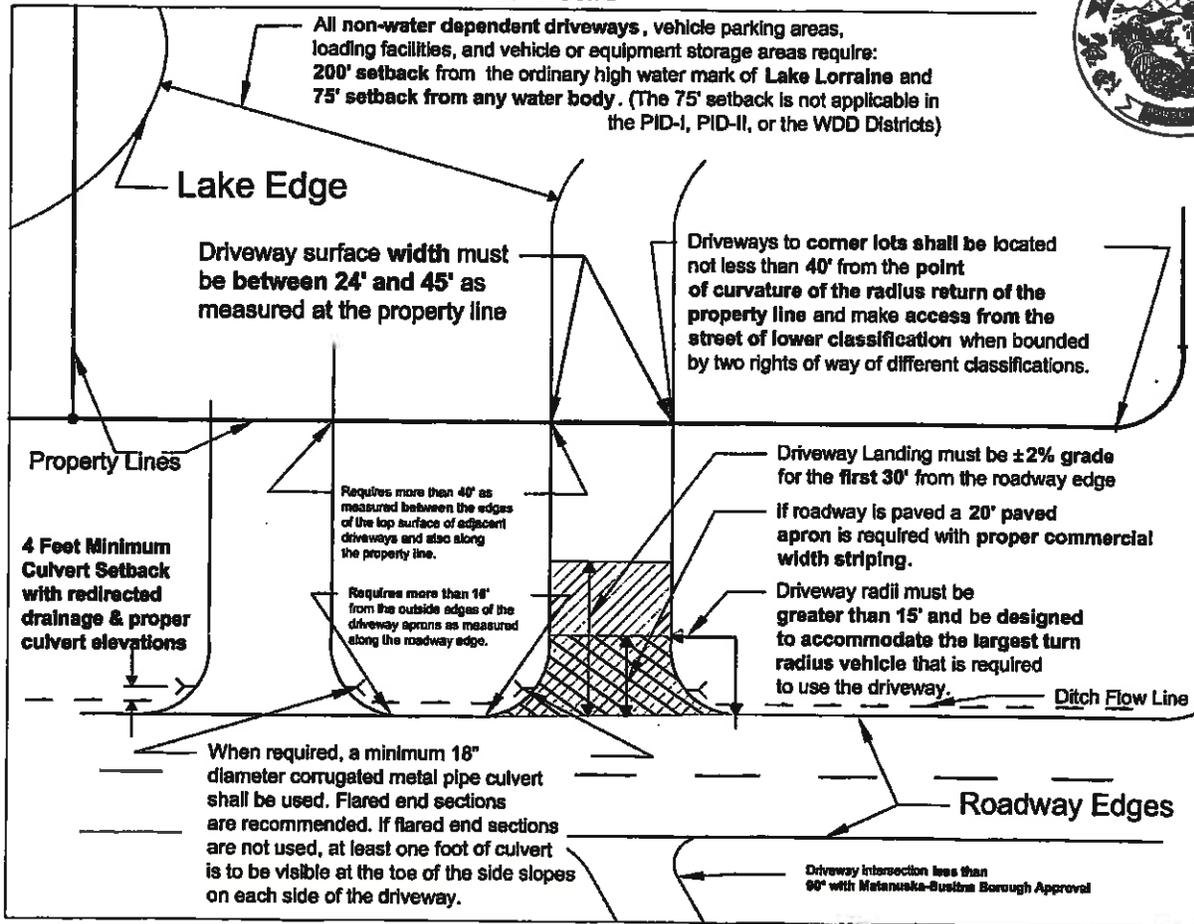
Port MacKenzie Commercial Driveway Design Standards

Not to Scale



IM16-023
BR16-012

Port MacKenzie Industrial Driveway Design Standards Not to Scale



Im16-023
OR16-012

CODE ORDINANCE

Sponsored by: Borough Manager
Introduced:
Public Hearing:
Action:

**MATANUSKA-SUSITNA BOROUGH
ORDINANCE SERIAL NO. 16-012**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING
MSB 15.24.030, ADOPTING THE PORT MASTER PLAN 2016 UPDATE

BE IT ENACTED:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the Borough Code.

Section 2. Amendment of section. MSB 15.24.030 (F) is hereby amended as follows:

(F) Point MacKenzie Port Master Plan, January 1998, amended May 1999, amended February 2011, amended February 2016, has been adopted by the Port Commission and Assembly as part of the overall borough comprehensive plan.

Section 3. Effective date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2016.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

**INTRODUCTION FOR PUBLIC HEARING
LEGISLATIVE**

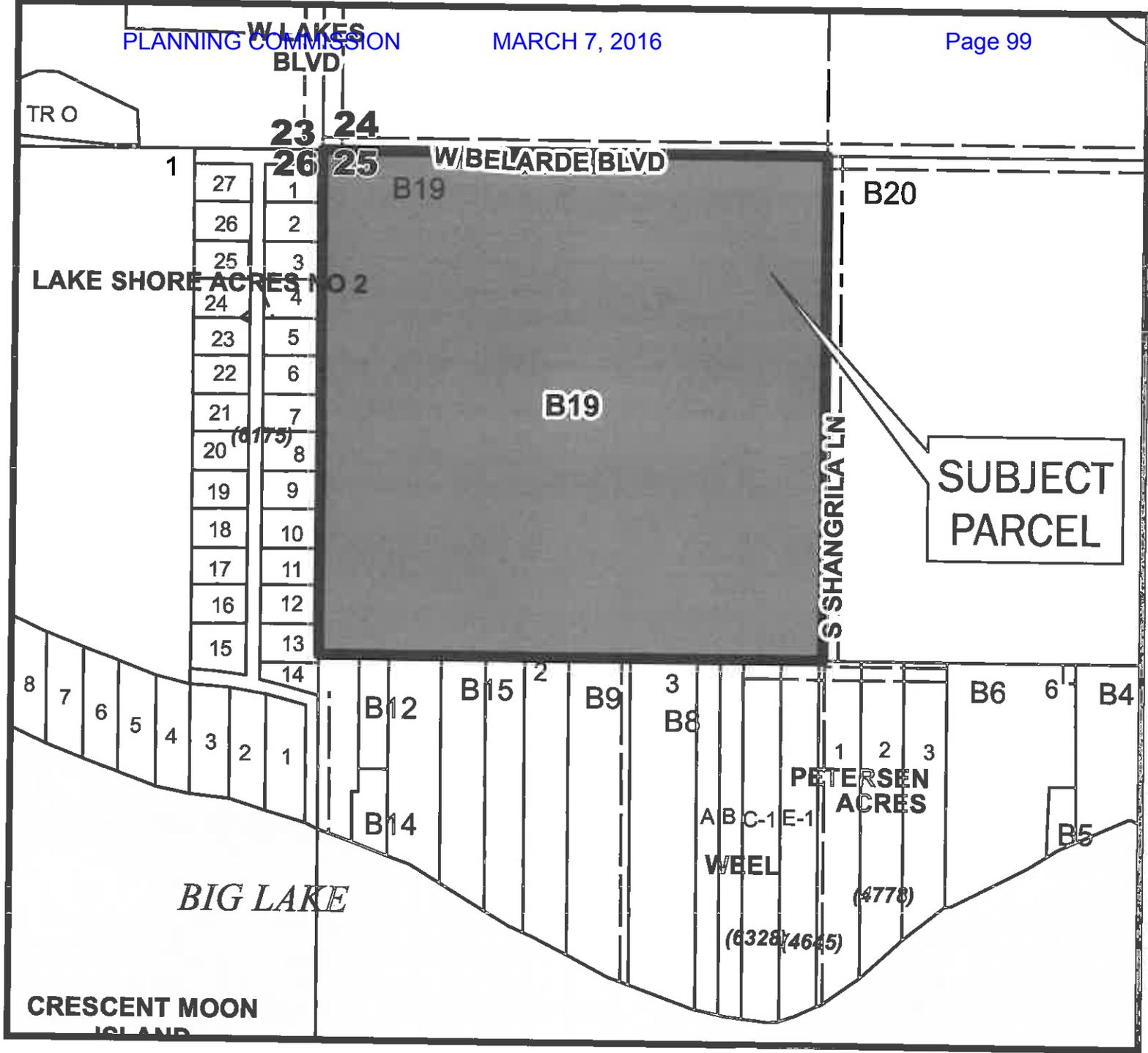
Resolution No. 16-08

Lake Side Sand & Gravel IMD

William & Helen Heairet
19116 W. Belarde Blvd.

(Page 97 - 148)

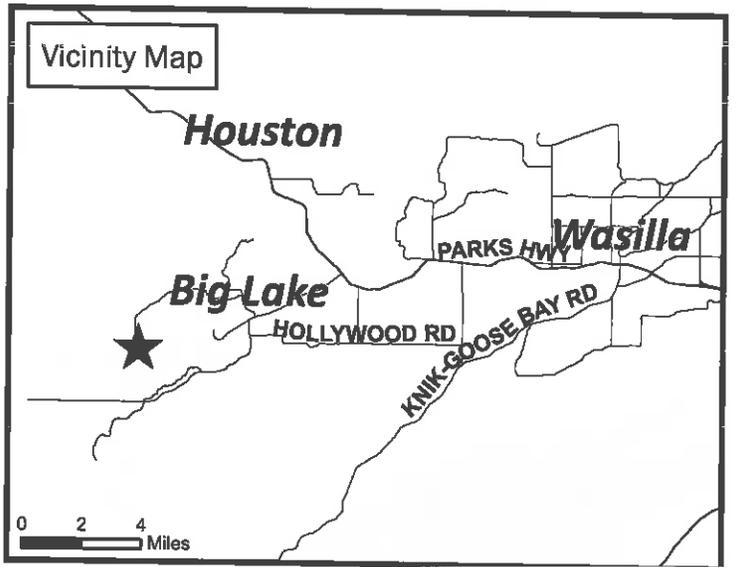
INTRODUCTION FOR PUBLIC HEARING



17N04W25B019



This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-861-7801.



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MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

JUN 30 2016

350 East Dahlia, Palmer, Alaska 99645
(907)861-7822 * fax (907)861-7876
PermitCenter@matsugov.us

RECEIVED APPLICATION Earth Materials Extraction

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

THIS APPLICATION IS FOR MATERIALS EXTRACTION THAT DOES NOT OCCUR WITHIN FOUR FEET OF THE SEASONAL HIGH WATER TABLE. IF YOUR PLAN INCLUDES EXTRACTION WITHIN FOUR FEET OF THE SEASONAL HIGH WATER TABLE YOU MUST COMPLETE THE APPLICATION SPECIFIC TO THAT PURPOSE.

Application fee must be attached, check one:

- \$100 for Administrative Permit
\$500 for Conditional Use Permit > earth materials extraction on sites of 20 acres or less
\$1,000 for Interim Materials District - earth materials extraction on sites greater than 20 acres

Prior to public hearing, the applicant must also pay for costs of advertising and mailing of public notices.

Subject property Township: 17N, Range: 04W, Section: 25, Meridian Seward

MSB Tax Account # 17N04W25B019

SUBDIVISION: BLOCK(S): LOT(S):

STREET ADDRESS: 19116 W. Belarde Blvd.

(US Survey, Aliquot Part, Lat. /Long. etc)

** A legal description must be provided for partial-lot Interim Materials Districts**

Ownership If the applicant is different from the owner, then a Letter of Authorization must be included.

Is authorization attached? Yes No N/A

Name of Property Owner

Name of Agent/ Contact for application

William A. or Helen B. Hearet

Address: P.O. Box 521403

Big Lake, ALASKA 99653

Phone: Hm 892-5024 Fax 892-5024

Wk 232-0398 Cell 232-0398

E-mail hlh@mtaonline.net

Description What type(s) of material is being extracted? GRAVEL

Total acreage area of all parcels on which the activity will occur: 40 ACRES

Total acreage area of earth material extraction activity: 25 ACRES

Total cubic yards extraction per year: LESS THAN 50,000 Cu. Yds per year

Total projected cubic yards to be extracted: APPROX 750,000

What is the estimated final year extraction will occur? 2040

Required information

1. Attach a plan of sufficient detail to demonstrate compliance with the requirements of MSB 17.28.050 and MSB 17.28.060.

Plan of Operation	Attached
Provide seasonal start and end dates	PAGE 2
Provide days of the week operations will take place. <i>Monday thru Friday</i>	
Provide hours of operation. <i>8 AM To 6 PM</i>	
Estimated end date of extraction <i>2040</i>	
Estimated end date of reclamation <i>2042</i>	
Describe all other uses occurring on the site <i>Screening & Crushing</i>	
Describe methods used to prevent problems on adjacent properties, such as lateral support (steep slopes), water quality, drainage, flooding, dust control and maintenance of roads	✓
Provide quantity estimates and topographical information such as cross section drawings depicting depth of excavation, slopes and estimated final grade	✓

2. Submit a site plan. Drawings must be detailed and drawn to scale. Drawings under seal of an engineer or surveyor are recommended but not required.

SITE PLAN REQUIREMENTS	Attached
Identify location of permanent and semi-permanent structures on the site for verification of setback requirements. Include wells and septic systems.	MAP 1
Depict buffer areas, driveways, dedicated public access easements, and noise buffers (such as fences, berms or retained vegetated areas), and drainage control such as ditches, settling ponds etc.	MAP 2
Identify wetlands and waterbodies on site and within one mile	0
Identify existing surrounding land uses within one mile	
Identify surrounding property ownership (i.e. public vs. private) within one mile of exterior boundaries	
Show entire area intended for gravel/material extraction activity and the boundary of the lot(s) containing the operation. Identify areas used for past and future phases of the activity. Identify phases of proposed mining activities including a map showing the area to be mined, a description of the topography and vegetation, approximate time sequence for mining at particular locations, and general anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants, etc.	✓
Road and access plan that includes anticipated routes and traffic volumes. If the level of activity exceeds the minimum levels specified in MSB 17.61.090, traffic standards, a traffic control plan consistent with state regulations may be required	✓
Visual screening measures that include a detailed description of the type of visual screening to be utilized. Visual screening may include, but is not limited to, berms, natural vegetation, solid fences, walls, evergreen hedges or other means as approved by the commission	✓
Noise mitigation measures that include a description of measures to be taken by the applicant to mitigate or lessen noise impacts to surrounding properties. Measures shall include, but not be limited to, hours of operation of noise-producing equipment,	✓

erecting noise barriers (i.e., berms a minimum of 10 feet in height) between noise-producing equipment and adjacent uses, location of noise-producing equipment (i.e., below grade in excavated pit areas), and measures to utilize equipment with noise reduction features		<i>IN PIT</i>
Proposed lighting plan	<i>N/A</i>	
Other (as required by MSB Planning Department)		

3. Submit a reclamation plan including the following:

Reclamation Plan	Attached
Provided timeline for reclamation at particular locations	
Provide copy of reclamation financial assurance filed with the State of Alaska (If exempt, provide qualifying documents for exemption)	

4. Submit documentation of compliance with borough, state and federal laws:

COMPLIANCE WITH BOROUGH, STATE AND FEDERAL LAWS	Applied for (list file #)	Attached (list file #) or N/A
Mining license as required by the Alaska State Department of Revenue, pursuant to A.S.42.65	<i>N/A</i>	
Mining permit as required by the Alaska State Department of Natural Resources (ADNR) if extraction activities are to take place on state land	<i>N/A</i>	
Reclamation plan as required by ADNR, pursuant to A.S. 27.19		
Notice of intent (NOI) for construction general permit or multi-sector general permit and storm water pollution prevention plan, and other associated permits or plans required by the Environmental Protection Agency (EPA) pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements	<i>N/A</i>	
United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act, 33 U.S.C. 1344, if material extraction activity is to take place within wetlands, lakes and streams.	<i>N/A</i>	
Others (list as appropriate)		

5. **OWNER'S STATEMENT:** I am owner of the following property:

MSB Tax parcel(s) ID #(s) 17N, 04W, 25, B019 Second Meridian
and,

I hereby apply for approval of material extraction activity on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.28, MSB 17.30 and with all other applicable borough, state or federal laws, including but not limited to, air quality, water quality, and use and storage of hazardous materials, waste and explosives, per MSB 17.28.040.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to operators on this property, and to the buyer when I sell the land.

I understand that changes from the approved operational plan may require further authorization by the borough planning commission or Assembly. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I understand it is my responsibility to provide the borough code compliance division with up to date reports, notification of proposed changes, and contact information for approved person(s) to whom I sell this property and to whom I assign responsibility for daily operations on the site.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance with permit requirements. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

William A. Heavey Signature: Property Owner *William A. Heavey* Printed Name *Heaven L. Heavey* Date

~~Signature: Agent~~ Printed Name *June 29, 2015* Date

MSB USE ONLY: MSB file # _____
Date complete application received: _____, **Approved**, Yes ___ No ___
Additional conditions: Yes ___ (see attached) No ___ Comments: _____
Planning Commission Action (date): _____ Resolution No.: _____
Assembly Action (date): _____ Ordinance No.: _____
Date permit (circle one) issued or denied: _____

William A. &
Hellen L. Heiret
P.O. Box 521403
Big Lake, Ak 99652

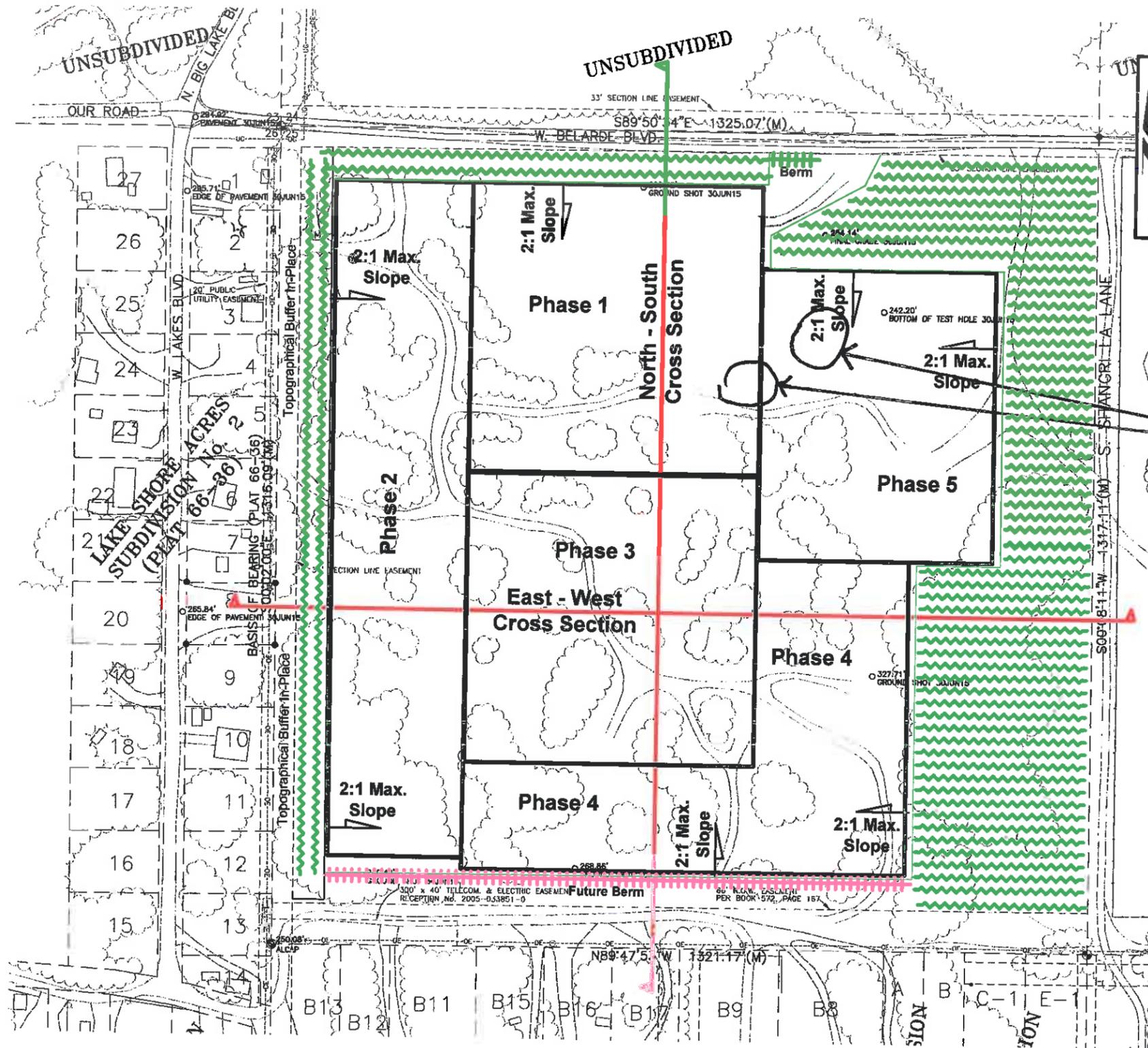
Notes:
1. Topo taken from Borough
LiDAR survey.

Matanuska - Susitna Borough
Development Services

OCT 28 2015

Received

*Approximate test holes
locations*



Legend

10' Berm: ++++++

10' Berm (Future): ++++++

Topographic Buffer in Place: ~~~~~

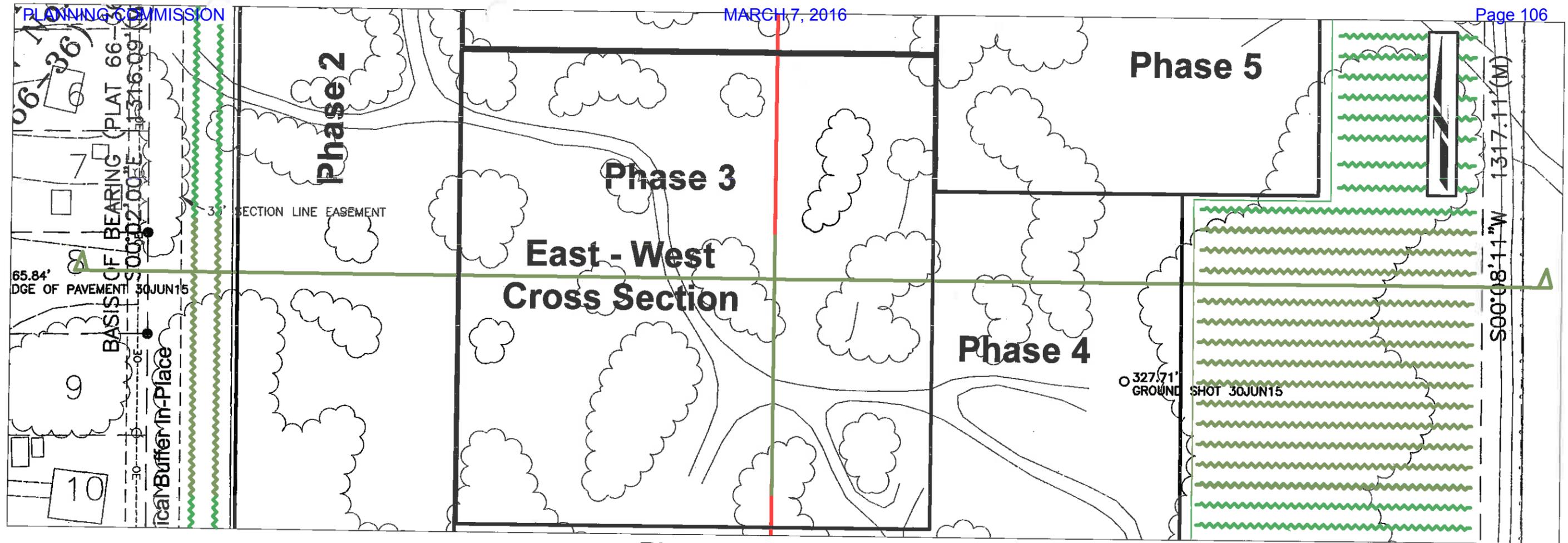
Lot Description:
NW 1/4 NW 1/4 Section 25
T27N R4W Seward Meridian

Plan View
Scale: 1" = 200'

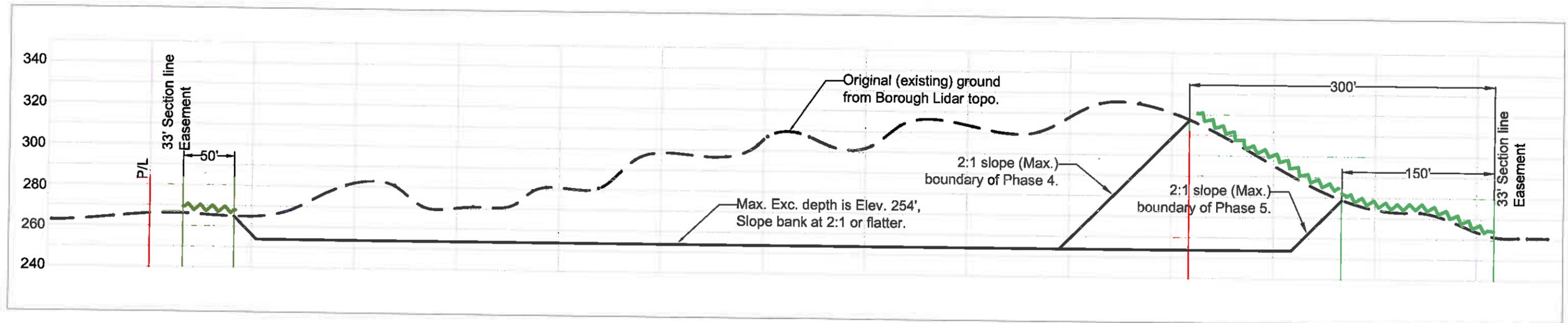
Project: Earth Materials Extraction
Dwg. Title: Site Plan & Extraction Phasing

Rev. 1: 10/21/15

Phase 1 - Year 2015 to 2019	Date	9/21/15	Sheet No.
Phase 2 - Year 2020 to 2024	Drawn		
Phase 3 - Year 2025 to 2029	Chkd		
Phase 4 - Year 2030 to 2035	Scale		
Phase 5 - Year 2036 to 2040			



Plan View: Scale: 1" = 100'



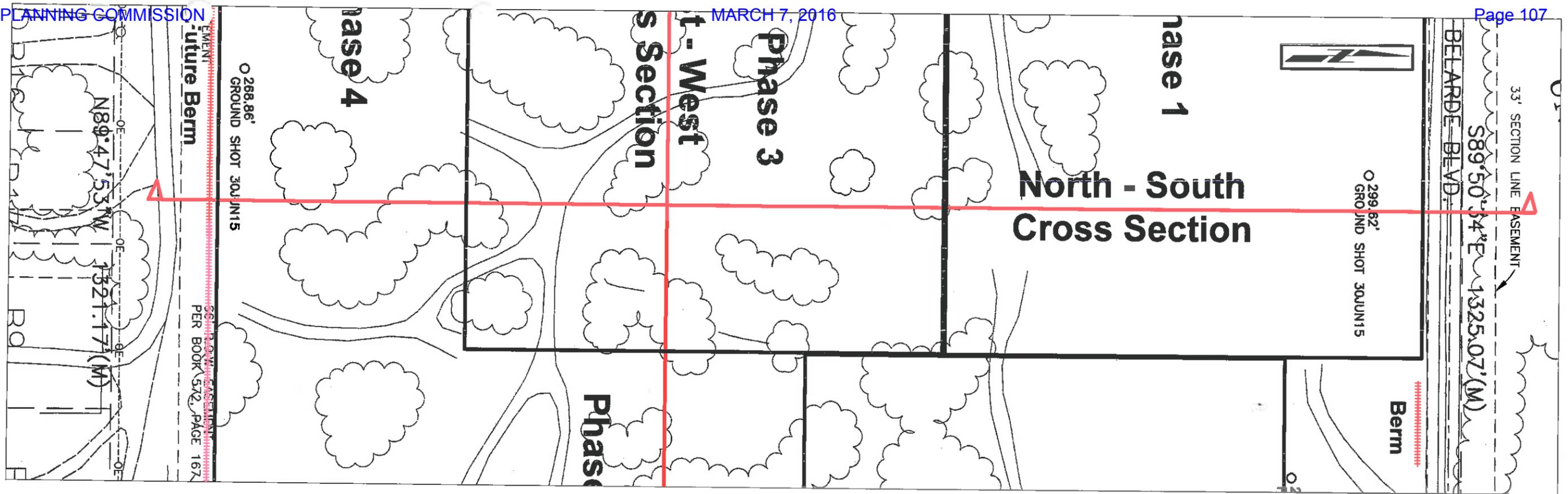
East/West Section - Looking North

Hor. scale: 1" = 100'

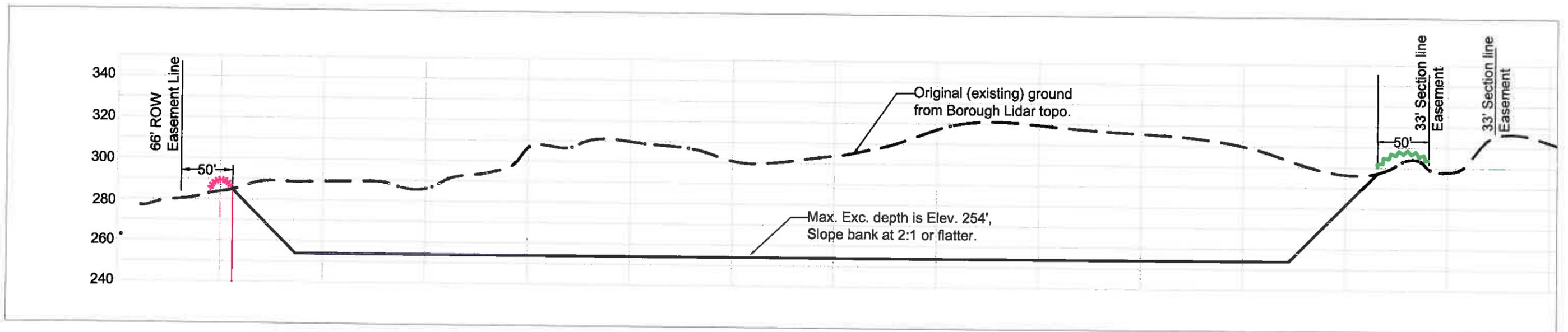
Vert. Scale: 1" = 50'

Rev.: 10/20/15

Drawing Date: 9/21/15



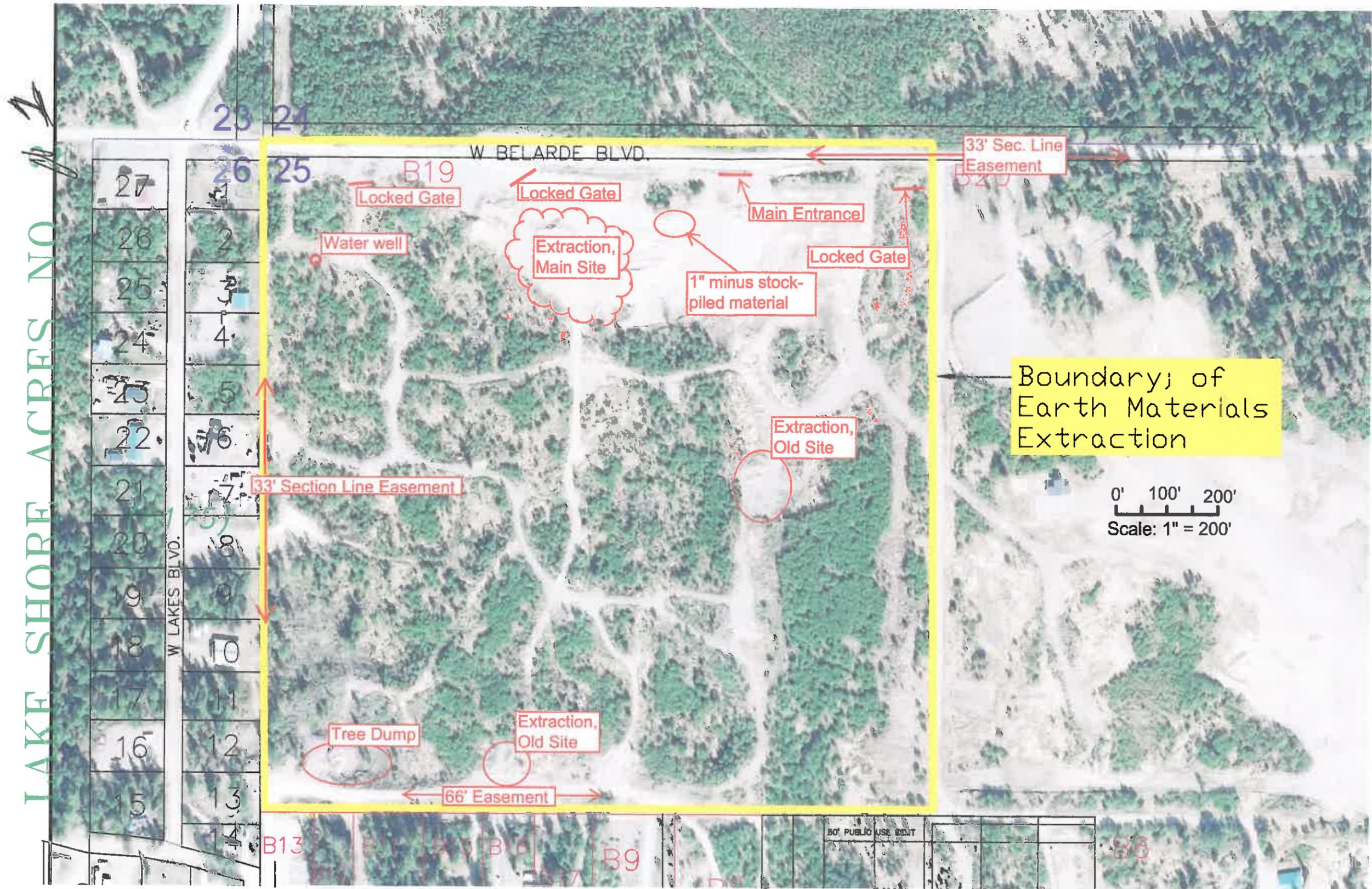
Plan View: Scale: 1" = 100'



North/South Section - Looking West

Hor. scale: 1" = 100'

Vert. Scale: 1" = 50'



Notes:

Project: **Earth Materials Extraction**
 Title: **Location Map & Property Description**

MAP 1
 Site Notes

Lot Description: NW 1/4 NW 1/4 Section 25
 T27N R4W Seward Meridian

Phase 1: Year 2015 - 2019	Date	6/28/15	Sheet N
Phase 2: Year 2020 - 2024	Drawn		
Phase 3: Year 2025 - 2029	Chk'd		
Phase 4: Year 2030 - 2035	Scale		
Phase 5: Year 2035 - 2040			

*William A. & Helen L. Heairet
P. O. BOX 521403
BIG LAKE, ALASKA 99652
907-892-5023 / 907-232-2531*

June 29th, 2015

LAKE SIDE SAND & GRAVEL
Township 17N, Range 04 West, Section 25, Block 019
Seward Meridian
19116 W BELARDE BLVD.

PLANNING COMMISSION
Application for Earth Materials Extraction

JUNE 29th, 2015

Page 1

Lake Side Sand & Gravel
P. O. Box 521403
Big Lake, Alaska 99652

a. Show entire area intended for gravel/material extraction activity and the boundary of the lot containing the operation. Identify areas used for past and future phases of the activity. Identify phases of proposed mining activities including a map showing the area to be mined, a description of the topography and vegetation, approximate time sequence for mining at particular locations, and general anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants, etc. (Read accompanying Thumb Drive.)

The extraction area is South side of W. Belarde Boulevard, West side of West Lakes Boulevard, and the North side of Big Lake. The extraction area is depicted on the site plan (See Map #1) with a line marking a treed buffer on the South side and an 50 foot buffer embankment on the three adjoining sides.

Beyond extraction, it is anticipated that eventually a screening system will be established to scale and process materials and meet road construction needs. Scaling equipment is expected to be set up on each phase. Storage of all materials will be contained in the depicted extraction area.

b. Road and access plan which include anticipated routes.

The primary access to the extraction site is W. Belarde Boulevard which is perpendicular to West Lakes Boulevard, approximately one quarter of a mile from extraction site. A future extraction site is on the South side of the property approximately one-quarter of a mile from and perpendicular to West Lakes Boulevard.

The mining operation will be conducted in a manner that prevents unnecessary and undue degradation of the land and will be reclaimed as contemporaneously as practicable with the mining operation to leave the site in an stable condition.

Currently the site is being used for limited extraction of product annually. The final slope of the perimeter will be no greater than 2:1.

Reclamation is expected to begin after the extraction is completed. It is expected that reclamation will occur within 2 years of closing mining operations.

A Material Site Reclamation Letter of intent for exemption is filed with DNR. It is anticipated that in 2015 a total of five acres will be disturbed on the North and South ends of the property.

PLANNING COMMISSION

JUNE 29th, 2015

Page 2

Application for Earth Materials Extraction

Lake Side Sand & Gravel
P. O. Box 521403
Big Lake, Alaska 99652

Required Information

1. Plan of operation

a. Seasonal start & end dates: Start approximately May 1st; End approximately October 1st.
(Note that start and end dates will be variable based on weather conditions.)

b. Days of the week operations will take place: Potentially Monday through Friday.
Occasional Saturdays upon request.

c. Hours of operation: Estimated 8 a.m. to 6 p.m depending on available daylight.

d. Estimated end date of extraction: Estimated to cease operation in October 2040

e. Estimated end date of reclamation: Estimated reclamation concluded October 2042.

f. Methods used to prevent problems on adjacent properties such as drainage, dust control, and maintenance of roads: Water table is not a problem, I have a water truck available, and will grade occasionally to avoid pot-holes.

The Northern primary access to the extraction site exists, and is perpendicular approximately one-quarter of a mile, from West Lakes Boulevard, and is gated. There was an existing extraction site toward the center running on the East side of the property. The Southerly end of the property faces our recorded "License for right of way", sixty-six foot wide (66') public use easement for several property owners to ingress and egress which also is perpendicular to West Lakes Boulevard at the end of the road. (See Page "A")

The perimeter of the extraction area will have a final 2:1 slope. A SWPP plan will not be required as the area will be a 50 foot set back around the perimeter of the property. On the South side is Big Lake and will be a set back of a minimum of 200 feet from the shoreline. The extraction should have no impact on water quality as it will not be near any existing waterways and will be a minimum of 4 feet above the water table.

The expected extraction will be 50 feet deep or a minimum of 4-10 feet above the water table over an area of approximately 40 acres contained in a designated area on the northerly side and the southerly side of the parcel.

g. Identify locations of permanent and semi-permanent structures on the site for verification of setback requirements, including septic systems and wells:

There are not any existing structures, or septic systems, within the present extraction site, however, there is one well on the North/West corner of the extraction property. (Map #1)

h. Depict buffer areas, driveways, dedicated public access easements, noise buffers, and drainage control such as ditches, settling ponds etc. The parcel does not contain any dedicated public access easements on the North end. Drainage within the extraction site will be solely contained within the extraction site. The main driveway on the North end is depicted in

PLANNING COMMISSION

June 29th, 2015

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Application for Earth Materials Extraction

Lake Side Sand & Gravel
P. O. Box 521403
Big Lake, Alaska 99652

the North side of the parcel is depicted in the (Map #1) Drawing and is gated. On the South end of the parcel the extraction site driveway is off of our 66' easement. (See Map #1)

i. Identify wetlands and water bodies on the site and within one mile:

There are not any wetlands on the 40 acre extraction site, however, wetlands do exist in the surrounding area:

1. A body of water across W. Belarde Boulevard North, Sec.24 Lot 4
2. Stewart Lake, NW from site, approximately 1/4 mile
3. North of Stewart Lake swamps & Lake , Sec. 23
4. A body of water due East, Sec. 25 Lot A14
5. South of extraction area is Big Lake
6. There are approximately 12-15 small lakes/swamps in the mile radius.

j. Identify existing surrounding land uses within 1 mile:

1. There are approximately 50 homes or cabins on the lake front which includes Davis Subdivision & Peterson Acres Subdivision. (SE & W)
2. 13 dwellings on LAKE shore ACRES 32 (W. Lakes Blvd. , W)
3. Approximately 16 houses on W. Lakes Blvd., which includes an active fire station, and Martin Busers dwellings, bed & breakfast, and "Showroom Commercial Building"

k. Entire area intended for gravel/material extraction activity Phase I:

Beyond extraction, it is anticipated that eventually a screening and/or crushing system will be established to scale and process materials and meet road construction needs.

Scaling and crushing equipment is expected to beset up in the area of Phase I. Storage of all Materials will be contained in the extraction site.

See enclosed marked map. Plan on Phase I, North end and South end will be less than five acres. (See Map #2)

Phase I planned for 2015-2019. A description of the topography and vegetation can be identified in enclosed thumb. All phases contain approximately five acres and will take four years to do one phase, therefore, the projected excavation will be less than five acres per year.

l. Road and access plan that includes anticipated routes and traffic volumes:

The primary accesses to the extraction sites are clearly marked on the Map #1. It is anticipated that the average traffic volume would be 0 to 100 loads per day. The exception to this would be if a large contractor project such as the highway being resurfaced or widened, traffic would be temporarily higher. The primary access to the extraction area on the North end is on W. Belarde Boulevard perpendicular to West Lakes Boulevard. There are three

PLANNING COMMISSION

June 29th, 2015

Page 4

Application for Earth Materials Extraction

Lake Side Sand & Gravel
P. O. Box 521403
Big Lake, Alaska 99652

gated entrances which will not be used before and after the primary entrance, these roads were in existence at the time we purchased the said property. Occasional usage of the Southern end of the property will be used for trees and organic dump site with a future road to end gravel pit. It is anticipated that we will have 0-100 loads a day coming and going and at such time as traffic demands exceed MSB 17.61.090 required permits will be obtained to insure compliance.

m. Reclamation plan 2042:

Soils are being pushed to the side and will be used in the reclamation process for cosmetics and future development. A few acres will be set aside for reclamation.

n. Compliance with Borough, State, and Laws:

Additional permits will be obtained (as appropriate) as the site develops.

*Final grade is approximately
45 feet above Big Lake.*

WILLIAM A. & HELEN L. HEAIRET
P. O. Box 521403
Big Lake, Alaska 99652
(Cell) 907-232-2531

Matanuska - Susitna Borough
Development Services

OCT 28 2015

Received

October 26th, 2015

MATANUSKA -SUSITNA BOROUGH
350 East Dahlia Avenue
Palmer, Alaska 99645

Attention: Mark Whisenhunt, CFM

In Re: Interim Materials District Application

Location: 19166 W. Belarde Blvd: ID 17N04W25B019

Mr. Whisenhunt,

The parcel to be used for the proposed extraction site is showing the complete forty acres, however, we are only using five - five acre phases, totaling twenty-five acres.

In response to your letter of July 20th, 2015 for earth materials extraction under MSB 17.28 on the above referenced property please acknowledge the following:

1. Reclamation of each phase will be completed within four growing seasons upon completion, plant life will be evident as per code.
2. Slope phases will be 2 to 1 (50%) upon completion of each phase. If there is existing erosion on the 2 to 1 sloping we will make the slope more gradual & stable.
3. There will be approximately 4" top soil, after compaction, on the completed outer perimeter slopes, floor will remain solid for traffic.
4. Will blend the area with surrounding topography.
5. There is to be no trash, debris, or vehicles left on premises.
6. All surface waters will be contained on site as per engineers.

As for visual and noise mitigation, the proposed extraction site floor is a minimum of fifteen feet below surrounding areas, adjoining neighbors tell us that they cannot hear us working when we are in the extraction site. If the M.S.B. determines more noise deafening and visual impacts are necessary, we will comply. We will be adding ten foot high berms for visual screening where necessary and topographical buffers will be in place with a minimum of fifty feet from property lines and easements as per site plan.

Please omit paragraph regarding organic tree dump and future road at the end of the gravel pit.

Soils are being pushed to the side to be used in the reclamation process for cosmetics and future development.

We strongly recommend a preview visit of proposed I.M.D. Site by any person related to this permit process.

Also, we would like to say that we have furnished pit-run on two borough jobs within the past twenty-four months, 2013 Tews Inc., on the West Lakes Boulevard, road extension, and summer of 2015, Scoggin's Excavation, Horse Shoe Road repair, both with satisfied results and prompt service.

Enclosed are some pictures of our screening operations making 1" minus, 3" minus, and two sizes of sewer rock, all products needed in the Big Lake area. The location of any screening and crushing plants will be in each phase or previous phase of this project, or if entering into a new phase location of the plant and stock pile would be in the previous phase, no matter how this works we will maintain all set-backs and boundaries as described on site plan, i.e. All set back will be covered.

Last but not least, if a crusher is to be used it will be in the phase that is in progress and at least 300 feet from any residence.

Regards,


William A. Hearet

October 28th 2015

We dug a test hole at the pit floor 17 feet deep, after thirty days the test hole remained dry. Site was inspected by engineer Mark Heller of Besse Engineering and it was determined that the water level was forty-five feet from final grade in the pit floor.

William A. Head

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MEMO

Steve Eng, PE, PH
P.O. Box 770724, Eagle River AK 99577
(907) 694-7028
SteveEngPE@gmail.com

Date: 7/25/15

Number of Pages: 1

**Subject: NW 1/4 NW 1/4 Section 25 T27N R4W Seward Meridian
Phase 1 Excavation, W Belarde Blvd Entrance**

An inspection was conducted by NorthRim Engineering for the subject property on 7/5/15. The Phase 1 excavation is currently being used as a gravel pit to extract clean borrow material for construction. A large pit currently exists which visibly shows clean gravel and sand deposits.

This is typical of soil types in the immediate vicinity which demonstrate clean glacial deposits. This typical gravel is evidenced by other gravel borrow pits nearby. The predominately sand and gravel deposits allow rapid infiltration of surface run-off. No surface organics are present which will impede surface infiltration of precipitation events.

It is our opinion that a Storm Water Pollution Prevention Plan is not required for this Phase 1 Excavation. No storm water will run-off the site of this gravel borrow pit.

Additional project phases will be separately evaluated prior to development. Soils will be evaluated appropriately and if a SWPPP is required it will be completed prior to development.

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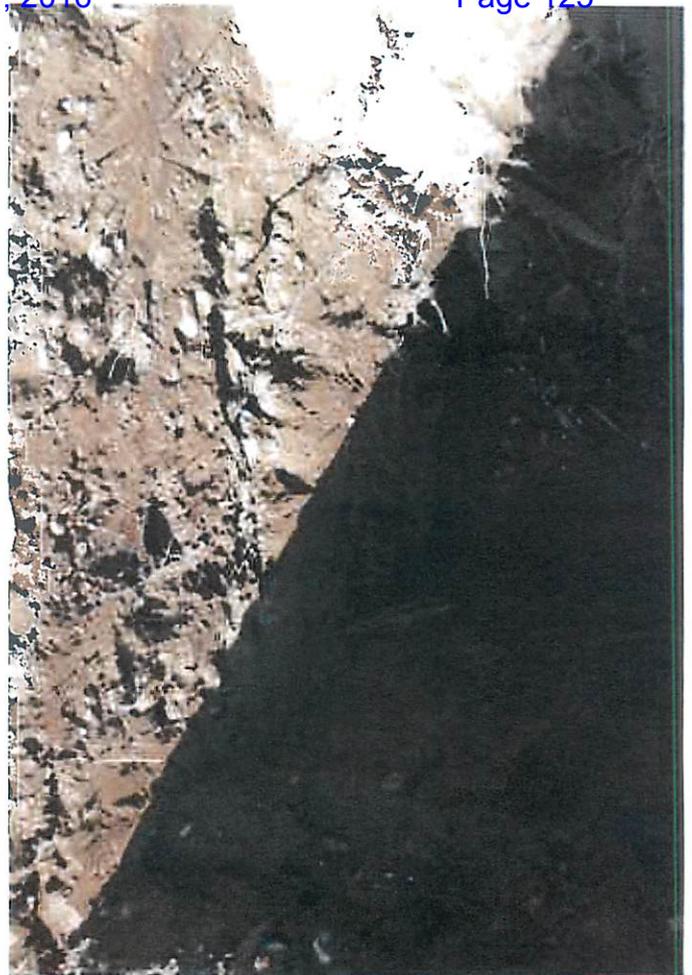




PICTURE TAKEN 6-26-15

• Test holes
in FLOOR OF
existing pit
At Grade.
APPROX 10' to 12'
Deep.
in NO WATER
in 18 hr. period!

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Fax: (907) 861-7876

Mr. Kristen Hunt,

Following is our confirmation from the Board of Engineers showing that they received our faxed (paper work) application yesterday 6/29/15, for your records.

Thank you
Selen Stewart



ATTENTION!

Amanda Whittier

907-753-5567 *Cor. of Engineers*

Fax rec'd → 29 June 2015 ←

MY FAX: 907-892-5024

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FAX: 907-753-5567

U.S. ARMY CORPS OF ENGINEERS APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT 33 CFR 325. The proponent agency is CECW-CO-R.	Form Approved - OMB No. 0710-0003 Expires: 30-SEPTEMBER-2015
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Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
--------------------	----------------------	------------------	------------------------------

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME First - WILLIAM Middle - A. Last - HEAIRET Company - E-mail Address - hlh@mtaonline.net	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Middle - Last - Company - E-mail Address -
6. APPLICANT'S ADDRESS: Address- P. O. Box 521403 City - Big Lake State - AK Zip - 99652 Country - USA	9. AGENT'S ADDRESS: Address- City - State - Zip - Country -
7. APPLICANT'S PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax 907-892-5023 907-232-0398 907-892-5024	10. AGENTS PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) LAKE SIDE SAND & GRAVEL	
13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable) Address 19116 W. Belardi Blvd. City - BIG LAKE State - AK Zip - 99652
15. LOCATION OF PROJECT Latitude: °N Longitude: °W	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID 17N04W25B019 Municipality 17N04W25B019 Section - 25 B18 Township - Range -	

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ATTENTION!

Amanda Whittier

907-753-5567

Cor. of Engineers

Fax rec'd → 29 June 2015

MY FAX: 907-892-5024

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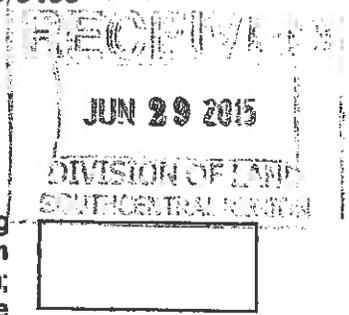
STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF MINING, LAND AND WATER

Northern Region
3700 Airport Way
Fairbanks, AK 99709
(907) 451-2740

Southcentral Region
550 W 7th Ave., Suite 900C
Anchorage, AK 99501-3577
(907) 269-8552

Southeast Region
400 Willoughby, #400
P.O. Box 111020
Juneau, AK 99801
(907) 465-3400

MATERIAL SITE RECLAMATION PLAN OR
LETTER OF INTENT/ANNUAL RECLAMATION STATEMENT
AS 27.19.030 - 27.19.050



Non-refundable filing fee for reclamation plan: \$100

In accordance with Alaska Statute 27.19, reclamation is required of all mining operations, including sand and gravel extraction. Completion of this form will meet the law's requirements for a reclamation plan (see below for filing requirements; due date: at least 45 days before mining is proposed to begin; requires approval by the Division of Mining, Land and Water). Completion of this form will also serve as a letter of intent for operations exempt from the plan requirement (due date: before mining begins). No approval is required for a letter of intent, but a miner who files a letter of intent must, before December 31, file an annual reclamation statement (Section 8 of this form).

Check applicable box:

A. RECLAMATION PLAN (REQUIRED if the operation will disturb five or more acres this year, OR 50,000 cubic yards, OR if the operation has a cumulative disturbed area of five or more acres)

C. LETTER OF INTENT (less than five acres to be disturbed AND less than 50,000 cubic yards AND less than five acres unreclaimed area)
NOTE: A miner who files a letter of intent is also required to file an annual reclamation statement at the end of the year.

B. RECLAMATION PLAN—VOLUNTARY (for an operation below limits shown in Box A but wanting to qualify for the statewide bonding pool)

THIS RECLAMATION PLAN/LETTER OF INTENT IS FOR CALENDAR YEAR 2015
(IF YOU CHECKED EITHER BOX A OR B ABOVE AND PROPOSE A MULTI-YEAR PLAN, STATE ALL YEARS COVERED.)

1. MINER INFORMATION (IF THERE IS MORE THAN ONE MINER, ATTACH A LIST OF THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF ALL OTHER OWNERS, OPERATORS, OR LEASEHOLDERS OF THE MINING OPERATION)

NAME OF MINER WHO WILL SERVE AS AGENT FOR NOTICE PURPOSES

William A. Heiret

ADDRESS (NOTIFY THE DEPARTMENT OF ANY LATER CHANGE OF ADDRESS)

P.O. Box 521403

CITY STATE ZIP CODE TELEPHONE

Big Lake ALASKA 99652 907-232-0398

NAME OF LANDOWNER (IF OTHER THAN MINER) OR PUBLIC LAND MANAGEMENT AGENCY

N/A

FEDERAL OR STATE CASEFILE NUMBER (IF ANY) ASSIGNED TO THE SITE



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
P.O. BOX 6898
JBER, AK 99506-0898
AUG 14 2015

Regulatory Division
POA-2009-41

William Heairet
Post Office Box 521403
Big Lake, Alaska 99652

Dear Mr. Heairet:

This is in response to your request for a Department of the Army (DA) jurisdictional determination for your 40-acre gravel pit. The project site is located within Section 25, T. 17 N., R. 4 W., Seward Meridian, USGS Quad Map: Anchorage C-8, Latitude 61.5409° N., Longitude 149.9302° W., Matanuska-Susitna Borough; in Big Lake, Alaska. Please refer to file number POA-2009-41, Big Lake, in correspondence with us.

Based on our review of the information you provided, and our site visit on 6 August 2015, we have determined the subject property is uplands, and does not contain waters of the United States (U.S.) under Corps jurisdiction. Therefore, a DA permit is not required for your gravel extraction operation. A copy of the Approved Jurisdictional Determination form is available at: www.poa.usace.army.mil/Missions/Regulatory/JurisdictionalDeterminations.aspx under the above file number. Please contact us if you decide to alter the method, scope, or location of your proposed activity.

This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to us before the expiration date.

Enclosed is a Notification of Administrative Appeal Options and Process and Request for Appeal form regarding this approved jurisdictional determination (see section labeled "Approved Jurisdictional Determination").

Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands (33 U.S.C. 1344). The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

-2-

Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 10 waters are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified by the Alaska District.

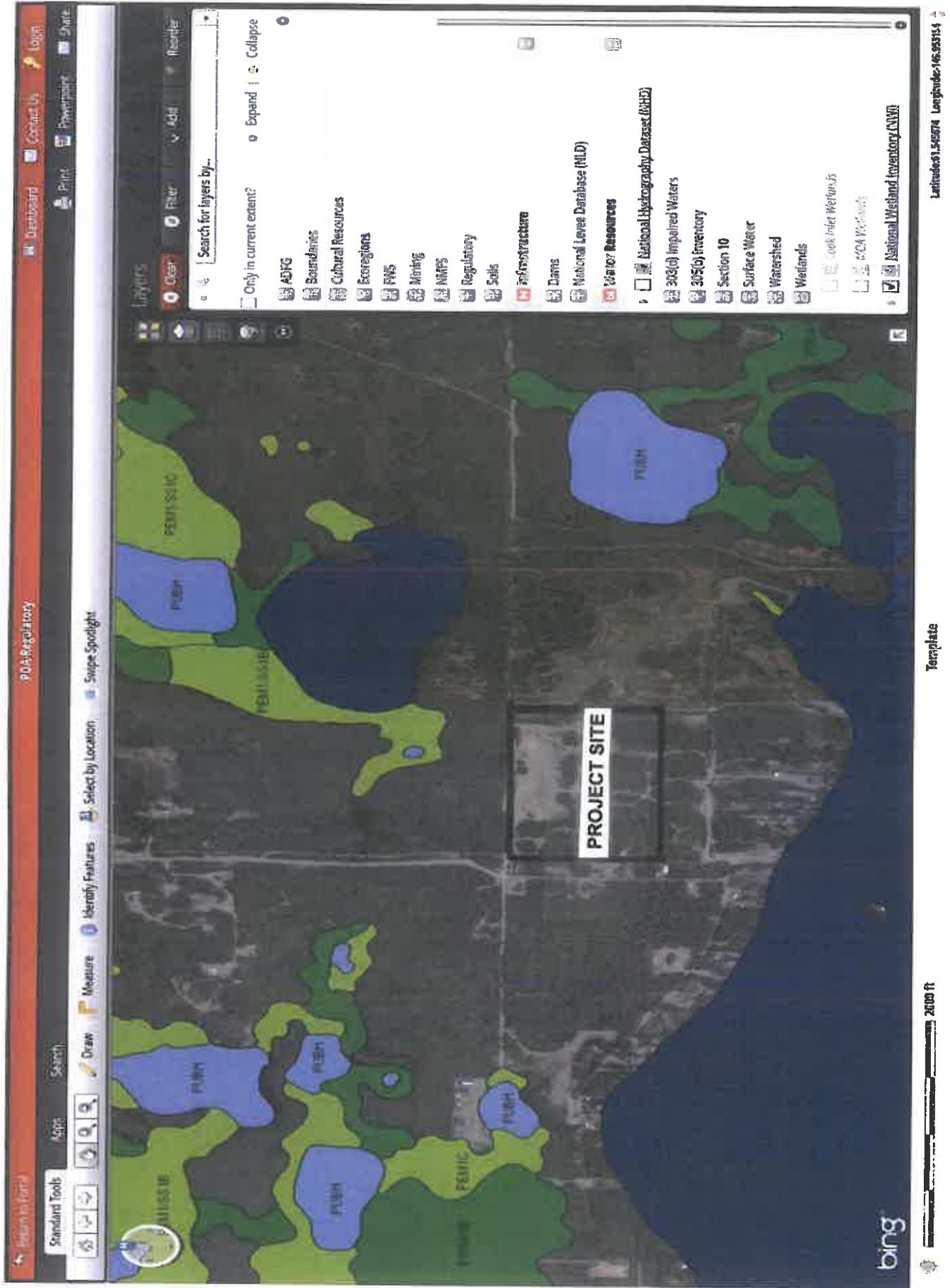
Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

Thank you for your cooperation with the Corps of Engineer's Regulatory Program. If you have any questions, please contact me via email at jack.j.hewitt@usace.army.mil, in writing at the letterhead address, or by phone at (907) 753-2708.

Sincerely,



Jack Hewitt
Project Manager



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**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
REQUEST FOR APPEAL**

Applicant: William Heiret		File Number: POA-2009-41, Big Lake	Date: 18 August 2015
Attached is:		See Section below	
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A	
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B	
	PERMIT DENIAL	C	
X	APPROVED JURISDICTIONAL DETERMINATION	D	
	PRELIMINARY JURISDICTIONAL DETERMINATION	E	

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Jack Hewitt, PM
 Alaska District Corps of Engineers
 CEPOA-RD-S
 P.O. Box 6898
 JBER, AK 99506-0898
 (907) 753-2708

If you only have questions regarding the appeal process you may also contact:

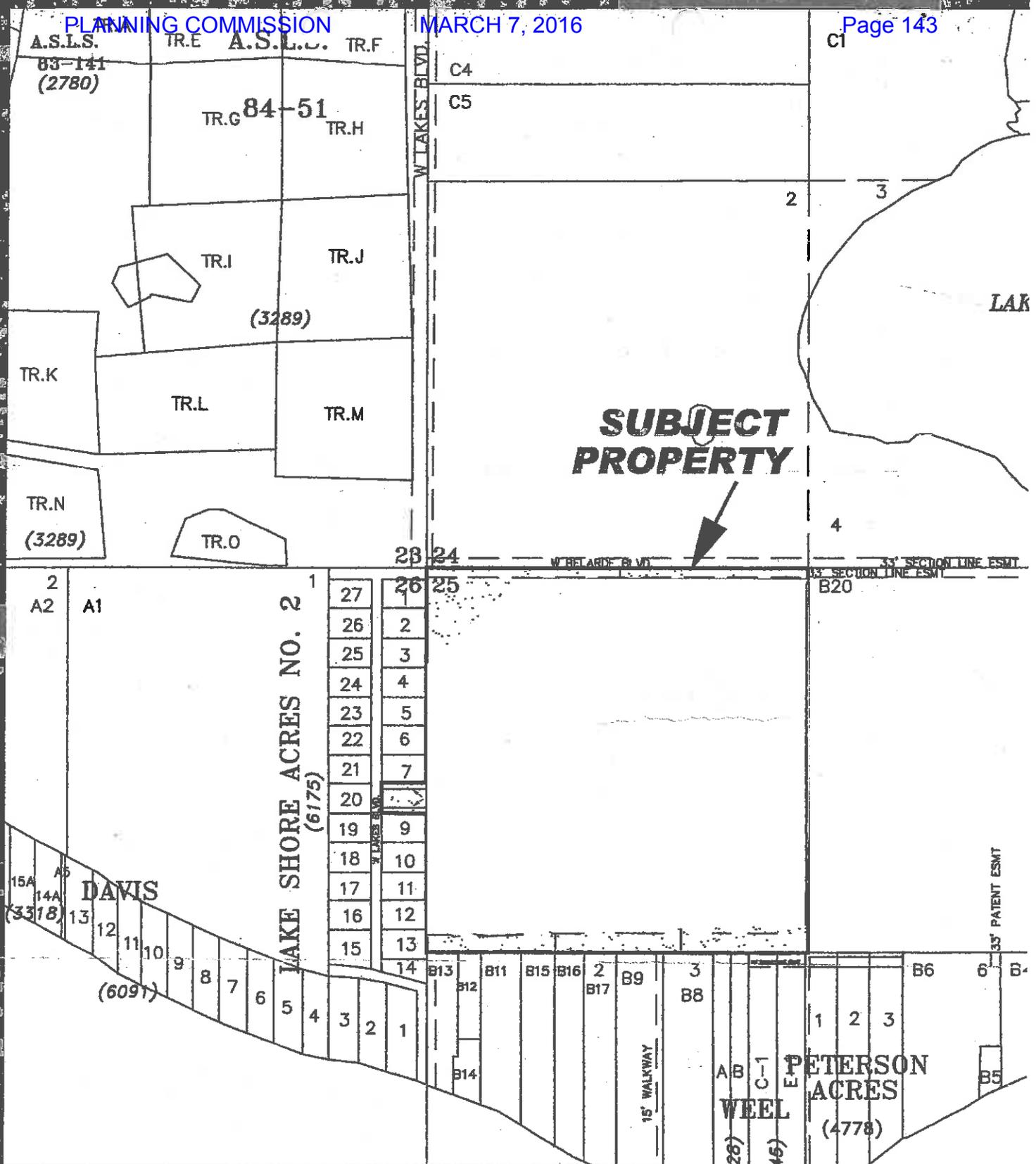
Regulatory Program Manager
 U.S. Army Corps of Engineers, Pacific Ocean Division
 CEPOD-PDC, Bldg 525
 Fort Shafter, HI 96858-5440

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

 Signature of appellant or agent.

Date:

Telephone number:



VICINITY MAP

FOR PROPOSED LAKE VISTA ACRES
 LOCATED WITHIN
 SECTION 25/ T17N, R4W, SEWARD MERIDIAN,
 26 ALASKA

LITTLE SUSITNA LS 16

BIG LAKE



Alaska Business License # 980650

Alaska Department of Commerce, Community, and Economic Development

Division of Corporations, Business and Professional Licensing
P.O. Box 110806, Juneau, Alaska 99811-0806

This is to certify that

"LAKESIDE SAND & GRAVEL"

PO BOX 521403 BIG LAKE AK 99652

owned by

HELEN L HEAIRET

is licensed by the department to conduct business for the period

October 20, 2014 through December 31, 2016
for the following line of business:

21 - Mining



This license shall not be taken as permission to do business in the state without having complied with the other requirements of the laws of the State or of the United States.

This license must be posted in a conspicuous place at the business location. It is not transferable or assignable.

Chris Hiadick



Matanuska-Susitna Borough Business License #: 02932
350 E. Dahlia Ave, Palmer, Alaska 99645

Effective Date: January 01, 2015

Expiration Date: December 31, 2016

**This license must be prominently displayed.
It is not transferable or assignable.**

This license shall not be taken as permission to do business in the State without having complied with the other requirements of the laws of the State of Alaska or the United States.

DEPARTMENT OF FINANCE

B & H INVESTORS INC
HEAIRET HELEN L & WM A
PO BOX 521403
BIG LAKE AK 99652-0000

Business Location(s): LT 5 STEWART LAKE SUB

This is to certify that the licensee named above holds a Matanuska-Susitna Borough business license covering the period listed above.

Detach Here

B & H INVESTORS INC
HEAIRET HELEN L & WILLIAM A
HEAIRET HELEN L & WM A
PO BOX 521403
BIG LAKE AK 99652-0000

Fee Paid: **\$50.00**
License No.: **MBL 02932**
Effective: **01/01/2015 To 12/31/2016**

The above business has been licensed to conduct business in the Matanuska-Susitna Borough. The borough business license must be prominently displayed. When a business has more than one location, the original license shall be displayed at the main location and a copy of the license shall be displayed at each branch location. If the business is continued at the same location but there is a change in its form of organization, such as from a single proprietorship to a partnership or a corporation, the admission or withdrawal of a partner, or any other change, the seller making the change shall surrender his old borough business license to the borough for cancellation. When there is a change of location for the seller's place of business, the new business license is required showing the new address. Application for renewal of license shall be made before February 1 of the license year.

A

BOOK 512 PAGE 167

LICENSE FOR RIGHT OF WAY PURPOSES

ALASKA BATHTIQUE INCORPORATED ("Alaska Bathtique") grants a revocable license for right-of-way purposes as follows:

RECITALS

A. Alaska Bathtique owns fee title to the following real property:

West 1/2 of the North 1/2 of the North 1/2 of Section 25, Township 17 North, Range 4 West, Seward Meridian, Palmer Recording District, Third Judicial District, State of Alaska

B. There are numerous public easements which run from Alaska Bathtique's property south to the shore of Big Lake.

C. Many of these public easements have no connection to public roads, thus making the easements inaccessible to the public.

D. Alaska Bathtique desires, and by this instrument intends, to make the public easements permanently accessible to both the public and to the land owners whose property lies between Big Lake and Alaska Bathtique's property.

E. Alaska Bathtique desires, and by this instrument intends, to reserve the right to revoke this license after equal or better access is provided to the public easements, either through Alaska Bathtique's land, or by government construction of additional roads or trails.

GRANT OF LICENSE

1. Alaska Bathtique hereby grants to the public a revocable license to use the south sixty-six feet of the following described real property as a right-of-way:

West 1/2 of the North 1/2 of the North 1/2 of Section 25, Township 17 North, Range 4 West, Seward Meridian, Palmer Recording District, Third Judicial District, State of Alaska

2. The property included in this license may be used as a right-of-way for pedestrian and vehicular access from public roads to the public rights-of-way which run south from the property owned by Alaska Bathtique to Big Lake. All use of the licensed property must conform to applicable laws.

GRANT OF LICENSE BY ALASKA BATHTIQUE INCORPORATED

Page 1

Return to: Delaney, Wiles, Hayes, Reftman & Brubaker, Inc. - Att'n: M. Bond
1007 W. 3rd Ave., Suite 400
Anchorage, AK 99501

BOOK 572 PAGE 168

- 3. This license does not include authority to construct improvements on the licensed property without the written consent of Alaska Bathtique, and compliance with applicable laws.
- 4. This license may be revoked by Alaska Bathtique, or its successor, upon the provision by Alaska Bathtique, its successor, or government authority, of equal or better access to the public rights-of-way running from the Alaska Bathtique property to Big Lake, by roads and/or trails through or across the Alaska Bathtique and/or other property.
- 5. Each person who uses the licensed property shall indemnify and defend Alaska Bathtique from any and all liability for personal injuries, property damage, or loss of life or property resulting from, or in any way connected with, the condition or use of the premises covered by this license, or any means of ingress thereto or egress therefrom, whether caused by the negligence of Alaska Bathtique or others.

ALASKA BATHTIQUE INCORPORATED

By: *Bruce F. Booher*
 Bruce F. Booher
 President

ACKNOWLEDGEMENT

State of Alaska)
) ss.
 Third Judicial District)

The foregoing instrument was acknowledged before me this 23rd day of December, 1988, by Bruce F. Booher, President of Alaska Bathtique Incorporated, an Alaska corporation, on behalf of the corporation. 88-20883

RECORDED - FILED 13
Palmer REC. DIST.
 DATE 12/28 1988
 TIME 1:41 P.M.
 Requested by BRUCE BOOHER
 Address PO BOX 140765
ANCHORAGE AK 99514

Sandra L. Thompson
 Notary Public for Alaska
 My commission expires 12/31/89



**INTRODUCTION FOR PUBLIC HEARING
LEGISLATIVE**

Resolution No. 16-13

MSB 8.41

Marijuana Related Facility License Referrals

(Page 149 - 160)

INTRODUCTION FOR PUBLIC HEARING

DOCUMENT TRACKING REPORT

DOCUMENT: An Ordinance Adopting MSB 8.41, Marijuana Related Facilities License Referrals. *(Sponsored By Assemblymember Sykes)*

DATE	STATUS
2-16-16	referred to Planning Commission for 90 days
	Due back by May 16, 2016

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SUBJECT: AN ORDINANCE ADOPTING MSB 8.41, MARIJUANA RELATED FACILITIES LICENSE REFERRALS.

AGENDA OF: February 16, 2016

ASSEMBLY ACTION:

MANAGER RECOMMENDATION: Introduce and set for public hearing.

APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:

Route To:	Department/Individual	Initials	Remarks
	Originator	BJH 	For Marijuana Advisory Committee
	Planning Director	EP	
	Borough Attorney	NS	Form Only
	Borough Clerk	JMM	2/8/16 

ATTACHMENT (S): Fiscal Note: YES ___ NO X
Ordinance Serial No. 16-021 (3 pp)

SUMMARY STATEMENT: This legislation is coming forward at the recommendation of the Marijuana Advisory Committee to provide a mechanism for the Alaska State Marijuana Control Board to provide notification to the Borough regarding marijuana licenses that are issued by the State.

At the January 25, 2016, meeting the Marijuana Advisory Committee voted unanimously to forward the attached recommendation to the Assembly.

RECOMMENDATION OF ADMINISTRATION: Present to the Assembly for consideration.

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CODE ORDINANCE

Sponsored by: Assemblymember Sykes

Introduced:

Public Hearing:

Action:

**MATANUSKA-SUSITNA BOROUGH
ORDINANCE SERIAL NO. 16-021**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPTING
MSB 8.41, MARIJUANA RELATED FACILITIES LICENSE REFERRALS.

BE IT ENACTED:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the Borough Code.

Section 2. Adoption of Chapter. MSB 8.41 is hereby adopted as follows:

8.41.010 REVIEW OF MARIJUANA RELATED FACILITIES
LICENSE REFERRALS.

(A) Upon notice from the Alaska State Alcohol and Marijuana Control Office of an application within the Borough for the issuance, renewal, or transfer of license to another person, of any marijuana related facility license, as defined in 3 AAC 306.005, the Planning Department shall:

(1) review the application for compliance with MSB 17.60 to determine that the applicant has obtained any permits required; and

(2) determine through Finance Department review, whether the applicant has delinquent debts or

taxes owing to the Borough arising from conduct of the business making the application.

8.41.020 WAIVER.

If the Planning Department determines that the requirements of MSB 8.41.010 are satisfied, the Department shall, within 30 calendar days of receipt of notice of the application, notify the Alaska State Alcohol and Marijuana Control Office that the Borough waives its right to protest the application.

8.41.030 BOROUGH PROTEST.

If the Planning Department determines that any of the requirements of MSB 8.41.010 are not satisfied, the Department shall, within 30 days of receipt of the notice of the application, notify the Alaska State Alcohol and Marijuana Control Office that the Borough protests the application. The protest shall state the reasons for the protest.

8.41.040 RESIDENT OBJECTION TO MARIJUANA RELATED FACILITIES.

(A) A Borough resident who lives within one mile of where a marijuana related facility properly licensed by the Alaska State Alcohol and Marijuana Control Office is located, may file an objection to the Planning Department.

(B) The Department shall investigate the objection to determine whether a code violation exists. If a code violation exists, the Department shall work with the facility to remedy the violation. If no violation exists, but the objection presents a grievance, the Department shall refer the resident to the Alaska State Alcohol and Marijuana Control Office.

Section 3. Effective date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2016.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

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By: Alex Strawn
Introduced: March 7, 2016
Public Hearing: March 21, 2016
Action:

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-13**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING APPROVAL OF AN ORDINANCE ADOPTING MSB 8.41, MARIJUANA RELATED FACILITIES LICENSE REFERRALS.

WHEREAS, on November 4, 2014, Ballot Measure 2 was approved statewide by the voters; and

WHEREAS, Ballot Measure 2 allows for the Borough to prohibit and/or implement regulations governing the number, time, place and manner of marijuana cultivation facilities, manufacturing facilities, retail stores, and testing facilities; and

WHEREAS, on January 22, 2016, the state adopted marijuana establishment regulations; and

WHEREAS, the state regulations require marijuana establishment licenses to be renewed annually. The renewal process requires notice to the local government in which area the licensed premises are located; and

WHEREAS, Assembly resolution 15-007 established a Marijuana Advisory Committee in part to advise the Assembly and Administration on how the Assembly and/or Administration should implement Alaska Statute 17.38 at the local level; and

WHEREAS, this legislation is coming forward at the request of the Marijuana Advisory Committee; and

WHEREAS, on February 16, 2016, the Assembly referred proposed Ordinance Serial Number 16-021 to the Planning Commission for 90 days; and

WHEREAS, the Planning Commission held a public hearing on the proposed ordinance on March 22, 2016; and

WHEREAS, the Planning Commission finds that ordinance 16-021 provides objective criteria by which the Borough can comment on marijuana license renewals.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommends approval of an ordinance adopting MSB 8.41, Marijuana Related Facilities License Referrals.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk
(SEAL)

YES:

NO:

LAND USE CLASSIFICATION

Resolution 16-10

**Classifying Borough Land
To Be Included In The**

2016 Competitive Sealed Bid Land Sale

(Page 161 - 236)

LAND USE CLASSIFICATIONS

**MATANUSKA-SUSITNA BOROUGH****Community Development Department**

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 745-9869 • Fax (907) 745-9635

E-mail: lmb@matsugov.us**MEMORANDUM**

DATE: February 22, 2016

TO: Matanuska-Susitna Borough Planning Commission

THRU: Eric Phillips, Community Development Director *EP*

FROM: Nancy Cameron, Land Management Agent *NC*

FOR: Planning Commission Agenda of March 7, 2016
Resolution Serial No. 16-10
MSB Case File 007129

SUBJECT:

Classification of lands proposed for inclusion in the 2016 Competitive Sealed Bid Land Sale.

SUMMARY:

The Community Development Department respectfully request review by the Planning Commission and recommendation to the assembly for the classification of lands selected for inclusion in an upcoming competitive bid land sale. The parcels selected were identified in a land and disposal plan in direct response to assembly priorities from 2014-2015.

To assist the Planning Commissioners, a Preliminary Best Interest Finding is attached to include parcel maps, parcel information, and public comments.

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Planning Commission Resolution

By: Nancy Cameron
Action:

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-10**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING APPROVAL TO CLASSIFY BOROUGH LANDS AND APPROVE SAID LANDS FOR INCLUSION IN THE MATANUSKA-SUSITNA BOROUGH 2016 COMPETITIVE SEALED BID LAND SALE (MSB007129).

WHEREAS, MSB 23.05.030 allows for the sale of land by competitive bid when it is found to be in the best interest of the borough; and

WHEREAS, the borough's build-out analysis identified specific areas throughout the borough which should be considered for retention for future public facilities and uses; and

WHEREAS, the parcels selected for inclusion in the 2016 competitive bid land sale are not within the areas identified by the build-out analysis as those needed for public purpose; and

WHEREAS, the parcels underwent thorough inter-department and inter-agency review to determine agriculture potential and those parcels identified with such potential were set aside for future agriculture land sales; and

WHEREAS, public notice was initiated in accordance with MSB 23.05.025 and public comment is included in the Preliminary Best Interest Finding attached herein; and

WHEREAS, the Preliminary Best Interest Finding also provides analysis and discussion of the land classifications to include the following parcels:

	Bid Parcel Number	MSB Tax ID Number	Area	Land Classification
1	Bid Parcel 15-001	2167B26L003	Kenny Creek	Private Recreation
2	Bid Parcel 15-002	2167B26L005	Kenny Creek	Private Recreation
3	Bid Parcel 15-003	2167B26L006	Kenny Creek	Private Recreation
4	Bid Parcel 15-004	2167B24L003	Kenny Creek	Private Recreation
5	Bid Parcel 15-005	2167B24L004	Kenny Creek	Private Recreation
6	Bid Parcel 15-006	2167B20L004	Kenny Creek	Private Recreation
7	Bid Parcel 15-007	2167B11L005	Kenny Creek	Private Recreation
8	Bid Parcel 15-008	2167B11L006	Kenny Creek	Private Recreation
9	Bid Parcel 15-009	2167B11L007	Kenny Creek	Private Recreation
10	Bid Parcel 15-010	2167B11L008	Kenny Creek	Private Recreation
11	Bid Parcel 15-011	2167B11L009	Kenny Creek	Private Recreation
12	Bid Parcel 15-012	2167B04L004	Kenny Creek	Private Recreation
13	Bid Parcel 15-013	2167B03L018	Kenny Creek	Private Recreation
14	Bid Parcel 15-014	2167B03L017	Kenny Creek	Private Recreation
15	Pulled Bid Parcel 15-015	5881S07T00A	Talkeetna	Private Recreation
16	Bid Parcel 15-017	26N05W27C019	Petersville	General Purpose
17	Bid Parcel 15-018	6521POAL045	Shulin Lake	Private Recreation
18	Bid Parcel 15-019	6521POAL046	Shulin Lake	Private Recreation
19	Bid Parcel 15-020	6521POAL047	Shulin Lake	Private Recreation
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21	Bid Parcel 15-022	22N04W10B003	Caswell	General Purpose
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24	Bid Parcel 15-028	6520B04L007	Trinity Lake	Private Recreation
25	Bid Parcel 15-029	6520B04L008	Trinity Lake	Private Recreation
26	Bid Parcel 15-030	6520B04L009	Trinity Lake	Private Recreation
27	Bid Parcel 15-031	17N04W27B012	Flat Lake	General Purpose
28	Bid Parcel 15-032	1972S16T00A	Iditarod Trail	General Purpose
29	Bid Parcel 15-035	20N07E19A003	Bonnie Lake	General Purpose
30	Bid Parcel 15-036	19N05W26A007	Willow	General Purpose
31	Bid Parcel 15-037	4411000T00C-2	Bulchitna Lake	Private Recreation
32	Bid Parcel 15-038	21N09W04A006	Bulchitna Lake	Private Recreation
33	Bid Parcel 15-039	17N04W35C017	Big Lake	General Purpose
34	Bid Parcel 15-040	17N04W34B010	Burma/Purinton	General Purpose
35	Bid Parcel 15-041	2167B11L004	Kenny Creek	Private Recreation
36	Bid Parcel 15-042	2167B20L001	Kenny Creek	Private Recreation

WHEREAS, Bid Parcel 15-015 was pulled from the classification list at the request of the Matanuska-Susitna

Borough assembly representative for District 7 in support of the Talkeetna Community Council; and

WHEREAS, pursuant to MSB 23.05.100, lands classified as private recreation lands are those lands which because of location, physical features or adjacent development are presently or potentially valuable as outdoor recreation areas and may be best utilized by private development; and

WHEREAS, pursuant to MSB 23.05.100, lands classified as general purpose lands are those lands which, because of physical features, adjacent development, location, or size of the area, may be suitable for a variety of uses, or which do not lend themselves to more limited classification under other land descriptions; and

WHEREAS, there is increased interest in acquiring public lands, especially those lands classified for private recreation; and

WHEREAS, transferring public land into private hands provides overall revenue to the borough and increases the borough tax roll for years to come; and

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommends the assembly approves the classification of borough lands as stated in the Preliminary Best Interest Finding for purpose of inclusion in

the Matanuska-Susitna Borough 2016 Competitive Sealed Bid Land Sale.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

Preliminary Best Interest Finding

**PRELIMINARY BEST INTEREST FINDING
For the
Classification of Borough-owned Land**

I. Summary of Proposed Action

In response to Assembly priorities, a five-year land retention and disposal plan was developed by the Land & Resource Management Division identifying borough-wide parcels for future land sales or retention for public purposes. The accordance with the plan, thirty-six (36) borough-owned parcels have been selected for potential land classification and sale in the 2016 Competitive Bid Land Sale. A total of 811+/- combined acres make up the 36 parcels herein discussed.

II. Property Site Factors

- A. Location: The subject parcels are located throughout the borough and are part of a development phase plan including five key areas.

Area 1 encompasses areas north of Willow and beyond Petersville.

Area 2 encompasses Willow, Houston, Big Lake, Knik and Wasilla.

Area 3 encompasses areas south of Knik and outside of the Port District.

Area 4 encompasses parcels from Palmer, Butte-south, Sutton, and Chickaloon-east.

Area 5 includes the remainder of the borough.

For purpose of this land classification and sale, the parcels offered in this disposal are mainly located in the western and northern Susitna Valley, Talkeetna area, Petersville area, Caswell area, Willow area, Big Lake area, Point McKenzie area, and north of Sutton. The parcels range in size from 2 to 152+ acres. Acreage and price are based on the 2015 borough tax assessment.

- B. Parcel Information:

Parcels 15-001 thru 014 and 15-041 & 02 range from 2-5 acres and are located within a remote platted subdivision approved by the state and borough, known as Kenny Creek. The borough received title to the properties by state patent. This high recreation area is popular with snow machine enthusiast offers private cabin sites and is typically accessed during the winter when the ground is frozen.

Parcel 15-015 has been pulled from the 2016 Competitive Bid parcel list for further review in response to the Talkeetna Community Council and at the request of Assembly Member Kowalke. The majority of public comments regarding disposal of this parcel do not support its inclusion at this time; however, the borough has 12 square miles of adjacent land which may be suitable for other uses beyond public recreation and open space retention. Borough-owned land in this area will continue to be reviewed to determine the highest and best use and future disposition.

Parcel 15-017 is a small lot suited for residential use. Access is from E. Susitna River Road in the Petersville area.

Parcels 15-018, 019 & 020 are remote parcels are located on Shulin Lake within a platted subdivision approved by the state and borough. The borough received title to the properties by state patent.

Parcel 15-021 & 022 are located north of Caswell Lake Subdivision. Both have access from constructed roads and a small portion of unconstructed section line easement as noted on the parcel map. Majority of land contains wet area, but there is 3 to 5 acres of good upland for home sites within each parcel.

Parcel 15-024 is a remote fly-in cabin site located on Lockwood Lake. It is within a platted subdivision approved by the state and borough. The borough received title to the properties by state patent.

Parcels 15-027 through 030 are located on Trinity Lake, a remote platted subdivision approved by the state and borough. The borough received title to the properties by state patent.

Parcel 15-031 is located between two lake front parcels on Flat Lake (Big Lake area). The parcel does not have access via the water or overland and best lends itself to purchase by an adjacent property owner.

Parcel 15-032 is located in the Pt McKenzie area and lies adjacent to the old historic Iditarod Trail. The land over which the trail is physically located is a 300 foot wide tract of land owned by the State of Alaska, and is identified as Tract B, according to Alaska State Land Survey 79-14. Two public comments were received citing concerns over conserving the historic Iditarod Trail and adjacent borough lands. One of the commenters met with borough staff to discuss the parcel in depth. Main concerns evolve around protecting existing wildlife and fish habitat in and around Fish Creek, and preserving the land for future educational opportunities as the borough parcel can be accessed by pedestrian traffic year-round. Public access within the historic trail itself provides connectivity to other trail systems, and can be achieved from the roadway.

Parcel 15-035 is located on Upper Bonnie Lake (just east of Bonnie Lake in the Chickaloon area. Access to this pristine parcel is challenging from the Glenn Highway, but section line easements do exist for access.

Parcels 15-037 & 038 are remote fly-in parcels on Bulchitna Lake. There is significant interest in disposal of these parcels which have been on the borough books for a very long time. If sold, they will be placed on the borough tax rolls. Easements will be reserved around the perimeter of both parcels to ensure access to adjacent lands.

Parcel 15-039 is a level 5 acre lot that would be ideal for residential purposes. It is accessed from W. Susitna parkway on the southwest end of Big Lake.

Parcel 15-040 is located off Burma Road and is accessed from S Purinton Parkway near Sara Lake (Big Lake area). The parcel has up and down topography, but a home site could easily be constructed on one of the beautiful hilltops.

- C. Parcel Descriptions: All parcel descriptions are included on the individual parcel maps and Parcel Description List attached as part of the Best Interest Finding.
- D. Land Status: All parcels were received from State of Alaska by Patent.
- E. Adopted Plans and Title Restrictions:
 - 1. Adopted Land Use Plans include the Big Lake, Chickaloon, Point McKenzie, Talkeetna, Trapper Creek and Willow Comprehensive Plans, Susitna Area Plan, Willow Sub-Basin Area Plan, and Natural Resource Management Units Plan (NRMU).
 - 2. Title Restrictions – No title restrictions affect any of the proposed parcels.
- F. Surrounding Land Uses: Recreational, residential
- G. Natural resources within parcels: Timber and watershed
- H. Access Defined: Constructed and unconstructed roads, trails (winter and summer), section line easements, water and air. Parcel maps indicate the type of access available and the bid brochure defines those types of access as follows.

Access Type “A”: Parcel may be accessed from platted, dedicated, granted, reserved or permitted right-of-way which is constructed and may be maintained either by State of Alaska, MSB, or city government. The level of continued maintenance is subject to the future availability of funds and budgetary appropriations.

Access Type “B”: Parcel may be accessed from platted, dedicated, granted, reserved or permitted right-of-way which may not be constructed or publicly maintained, or only maintained on a seasonal basis, or be privately maintained. It is the responsibility of the bidder to determine the status of the right-of-way with regard to construction and maintenance.

Access Type “C”: Parcel is located near an existing road system and the MSB owns all the land between the parcel and the road. Public access easements from the existing road system may be reserved, granted or dedicated across the MSB-owned lands as indicated. It is the responsibility of the bidder to determine the feasibility of utilizing such easements. Constructing access shall include obtaining necessary permits, with repair and maintenance of the access being the sole responsibility of the Purchaser. In the event the access cannot be constructed, the Purchaser may apply to MSB Land & Resource Management for an alternate public access route across MSB-owned land which can meet construction standards.

Access Type "D": Parcel is located near existing road system but the MSB does not own all the land between the parcel and the road. It is the responsibility of the Purchaser to determine, acquire, construct, maintain and/or defend the right to use an access route outside of borough-owned land.

Access Type "E": Parcel is not located near the existing road system; access is by air, trail (potentially seasonal), or water. It is the responsibility of the Purchaser to determine, acquire, construct, maintain and/or defend the right to use any alternate access route.

III. Review and Comments

All parcels have undergone significant departmental review. Such review includes historical data, topography, access, adopted borough plans, desirability of location, land value, and highest and best use of land. Inter-department review revealed no objection to the classification and sale of the final parcels included herein. Cultural Resources has been notified of upcoming land sale potential and will be provided opportunity to perform a cultural survey to document any findings. Both the Planning Commission and Assembly were provided a written overview of the 5-year land plan prior to implementation in 2014.

The Planning Commission, under Resolution 16-10, will review land classifications of the parcels listed in the Best Interest Finding and make recommendation to the assembly regarding these classifications.

Public notice was provided in accordance with MSB 23.05.025. Property owners within a quarter mile of the proposed parcels received notification, along with community councils, chambers of commerce, post offices, emergency services, fire and road services, MSB Parks & Recreation Advisory Board, Alaska Department of Fish and Game, Alaska Department of Agriculture, and the Upper Susitna Soil and Water Conservation District. It should be noted that no comments were received from the Alaska Department of Fish and Game. Also of note is the Alaska Department of Agriculture reviewed all of the proposed parcels and provided soils information of those parcels with agriculture potential. Those parcels were pulled from the list and will be further reviewed for potential inclusion in future agriculture land sales.

All public comments received are attached as part of this Best Interest Finding and noted under "Parcel Information, Section B" with regard to specific parcels cited. Numerous phone calls have been received by MSB Land Management staff regarding parcels, proposed sale dates, how the competitive bid process works, and requests to add their names to the Land & Resource Management sale notification list wherein customers are specifically notified when any borough land sale is commencing. This list contains over 700 names to be notified by email and twice as many receive notification by postcards through the US mail. Several callers have indicated strong interest in submitting bids.

IV. Analysis & Discussion

The Borough Assembly identified public land sales as a priority in recent years, though that sentiment may be shifting. For many years borough land sales were stagnant but housing and land markets have been on a slow, steady increase. Interest in acquiring public land has risen

sharply since 2014 partly due to more reasonable terms coming from lenders to purchase vacant land, which the borough has mirrored. This year the borough will adopt the state’s form of land contracts to include affordable down payments and reasonable monthly terms. Conveying public lands into private hands increases the tax rolls and vacant land when developed gains economic value by virtue of the development – whether for recreation cabin, single family residence or commercial use.

Land & Resource Management began an extensive review of the borough build out analysis and vacant borough-owned parcels. Included in this review was identifying areas for future public facilities wherein borough parcels within those specific areas were carefully vetted for future public need and retention. A five-year plan to dispose of appropriate borough land was created for implementation in phases to ensure the market was not over saturated in any given year. Many of the potential sale parcels are remote and would be well-suited for private recreational purpose. Lands selected for disposal are being reviewed for their agriculture potential, and if found to have the right soils for crops or if located in a high agriculture area, are being set aside for further review and possible inclusion in a separate agriculture land sale if so recommended by the MSB Agriculture Advisory Board.

Lands are classified in accordance with MSB 23.05.100. The selected sale parcels fall under Private Recreation Lands which are those lands that, because of location, physical features, or adjacent development, are presently or potentially valuable as outdoor recreational areas and may be best utilized by private development; or General Purpose Lands which are those lands that, because of location, physical features, or adjacent development, location, or size of area may be suitable for a variety of uses.

V. Parcel List

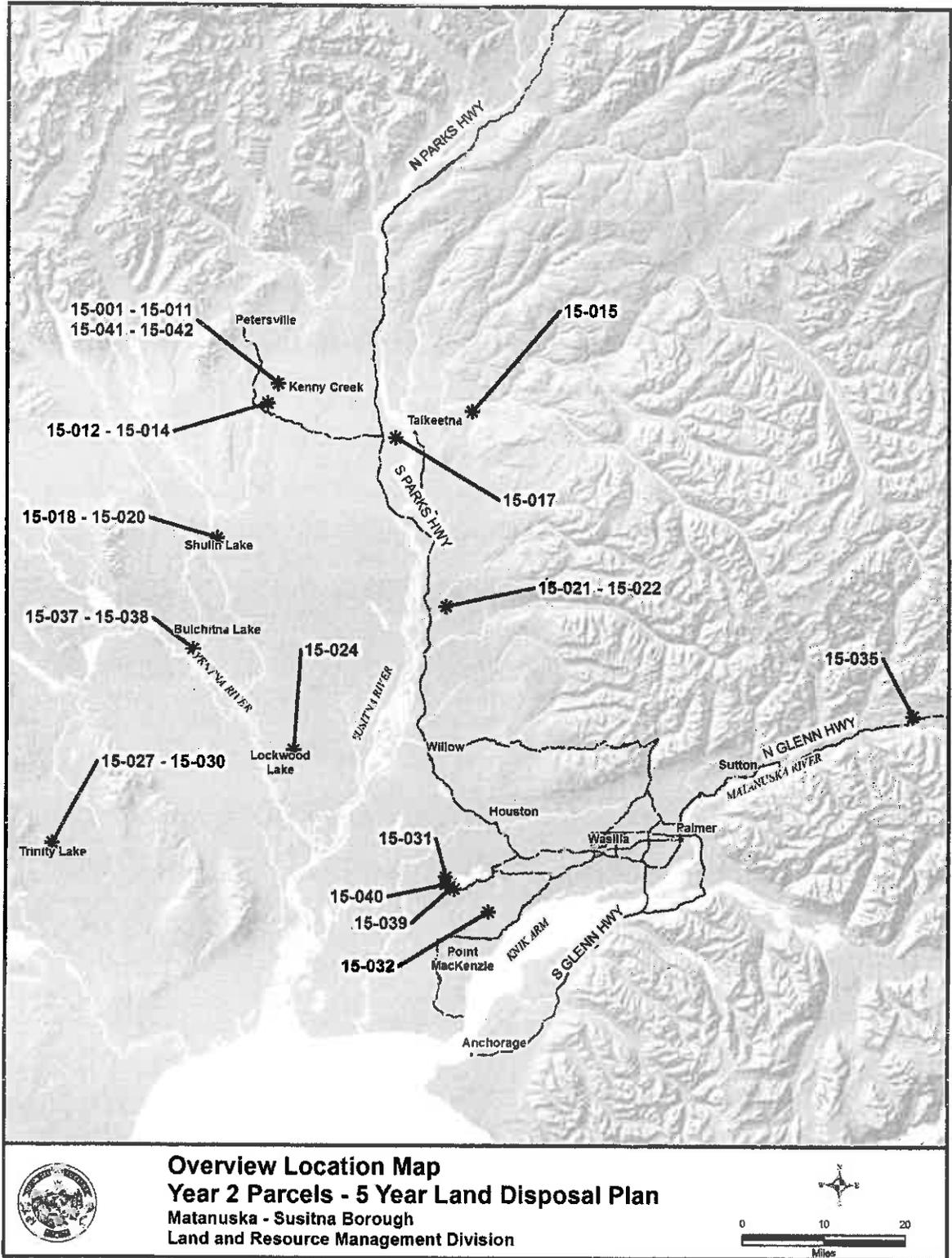
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6	Bid Parcel 15-006	2167B20L004	Kenny Creek	Private Recreation
7	Bid Parcel 15-007	2167B11L005	Kenny Creek	Private Recreation
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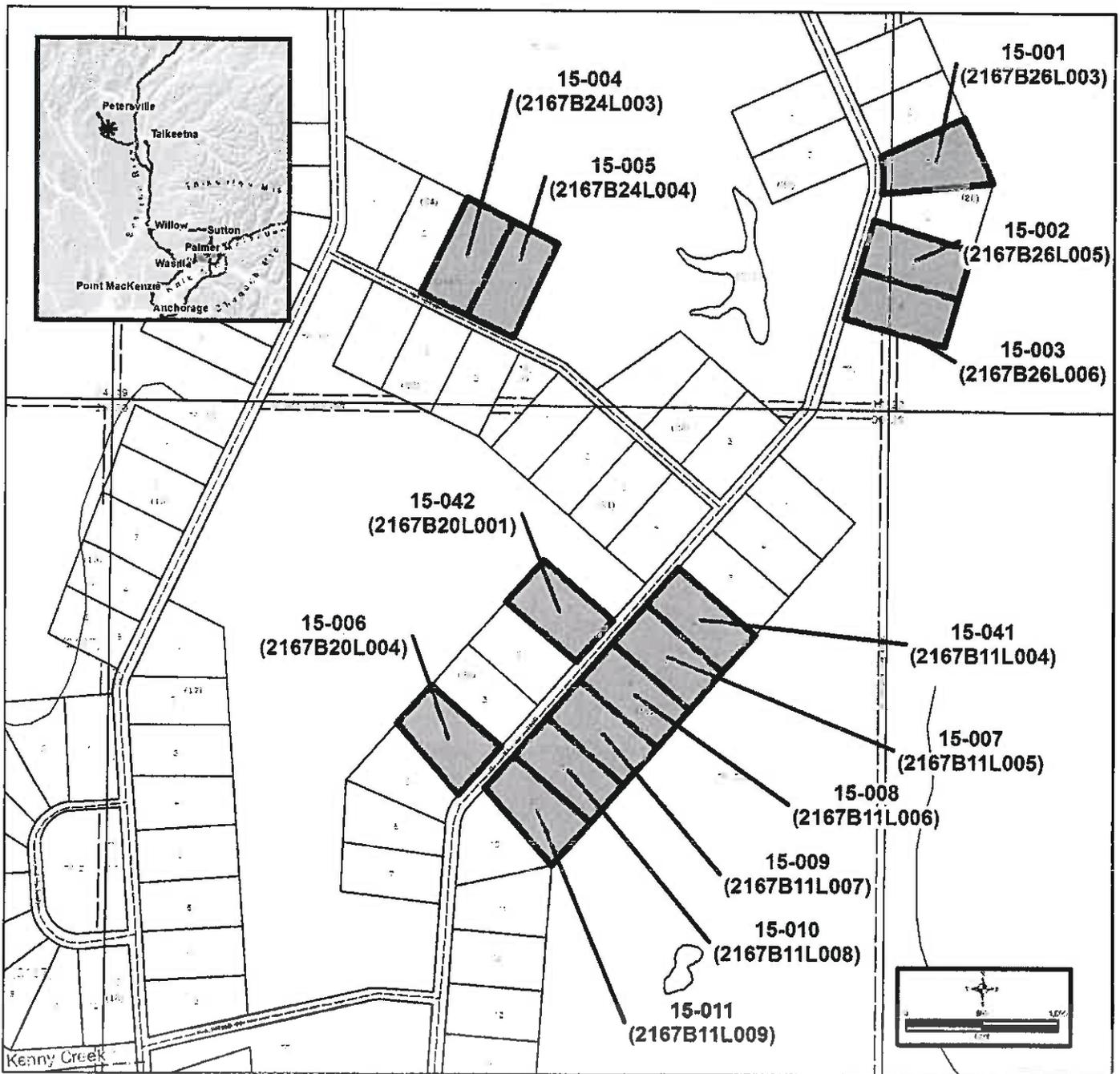
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36	Bid Parcel 15-042	2167B20L001	Kenny Creek	Private Recreation

VI. Administrative Recommendation

The Community Development Department, Land & Resource Management Division respectfully requests Planning Commission recommendation to the assembly to classify those parcels listed herein for purpose of inclusion in the 2016 Competitive Bid Land Sale.

Maps and Descriptions





BID PARCEL No. 15-001 thru 15-011, 15-041, and 15-042

ACREAGE (APPROX): 5.00 each

MSB MAP No.: PV29

SUBD / TRS: T27N, R07W, Sec 19, 20, 30, S.M.

ADDITIONAL CONDITIONS OF SALE: None

MINIMUM BID: \$9000 each

MSB TAX ID: 2167B26L003, L005, L006

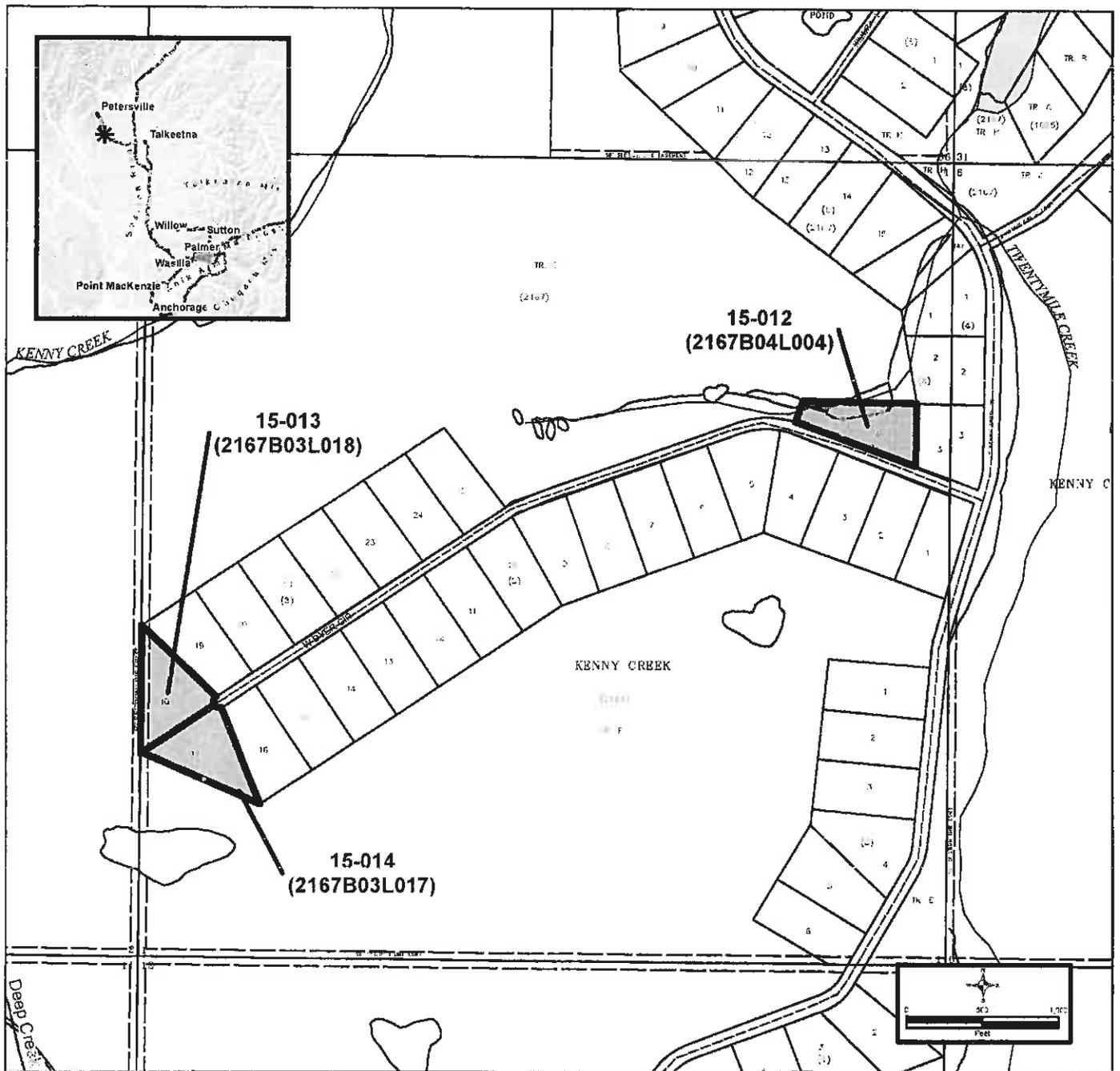
2167B24L003, L004

2167 B20L001, L004

2167B11L004, L005, L006, L007, L008,

and L009

COMMENTS: Kenny Creek remote cabin sites are located in Petersville Area. ACCESS (B): There are platted roads w/in the subdivision which are not constructed or maintained; ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road; winter access is typical.



BID PARCEL No. 15-012 through 15-014

ACREAGE (APPROX): 5.00 acres (15-012)
 4.99 acres (15-013)
 4.97 acres (15-014)

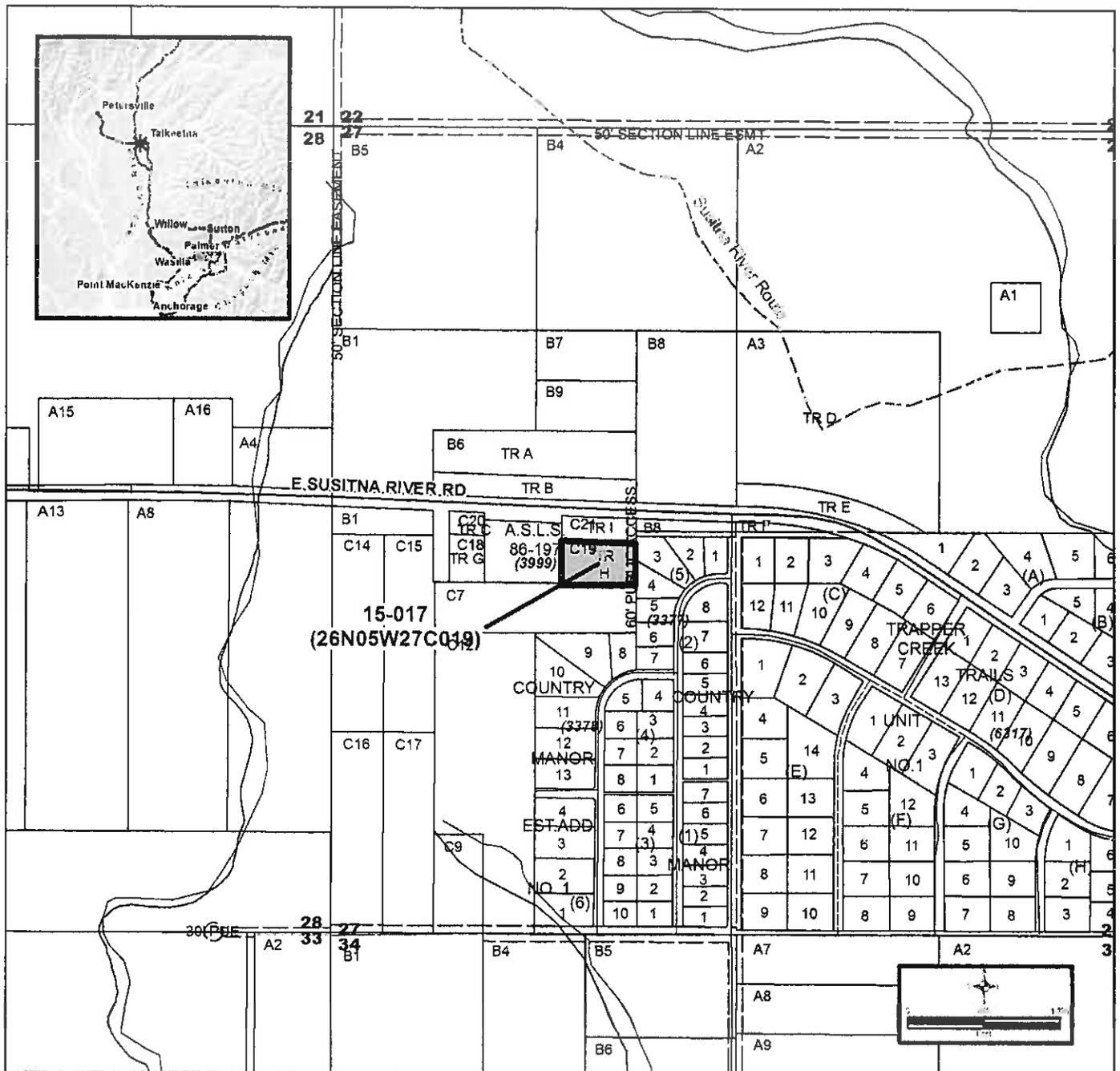
MINIMUM BID: \$9000 (15-012)
 \$9000 (15-013)
 \$8900 (15-014)

MSB MAP No.: PV37
SUBD / TRS: T26N, R08W, Sec 1, S.M.

MSB TAX ID: 2167B04L004
 2167B03L018, 2167B03L017

ADDITIONAL CONDITIONS OF SALE: None

COMMENTS: Kenny Creek remote cabin sites are located in Petersville Area. ACCESS (B): There are platted roads w/in the subdivision that are not constructed or maintained; ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road; winter access is typical.



BID PARCEL No. 15-017

ACREAGE (APPROX): 3.12

MSB MAP No.: TA06

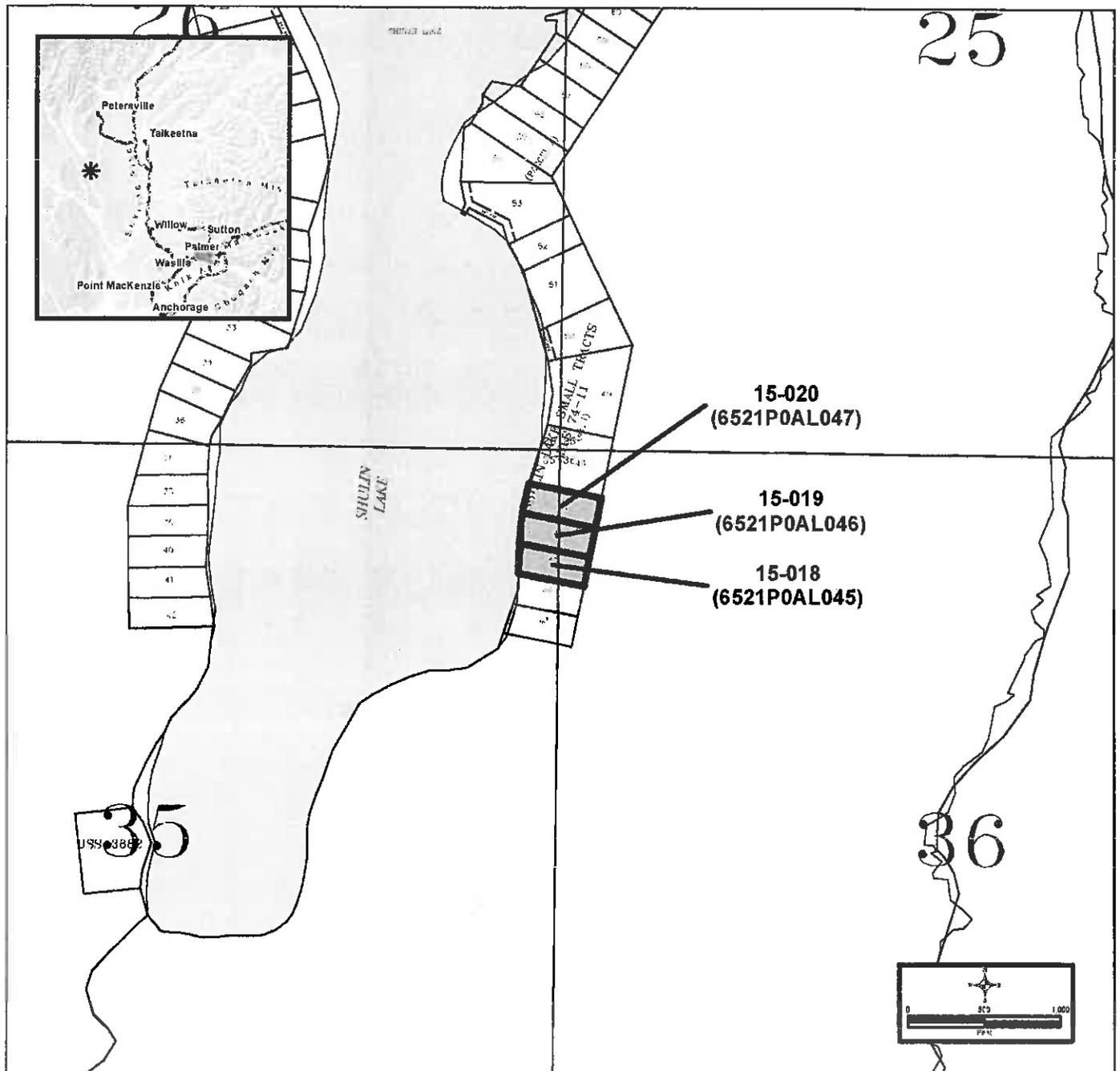
SUBD / TRS: T26N, R05W, Sec 27, S.M.

MINIMUM BID: \$14,000

MSB TAX ID: 26N05W27C019

ADDITIONAL CONDITIONS OF SALE: None.

COMMENTS: Located east of Parks Highway, at approximate MP 114.9 where Petersville Rd intersects the highway. ACCESS (B): A 60' public access easement lies within the east boundary and abuts the south right-of-way line of E. Susitna River Road. Easement is unconstructed. Permit is required from MSB permitting office to construct road or driveway within reserved easement area.



BID PARCEL No. 15-018 through 15-020

ACREAGE (APPROX): 2.03 (15-018), 2.21 (15-019),
2.19 (15-020)

MINIMUM BID: \$5500 (15-018, 15-019),
\$5900 (15-020)

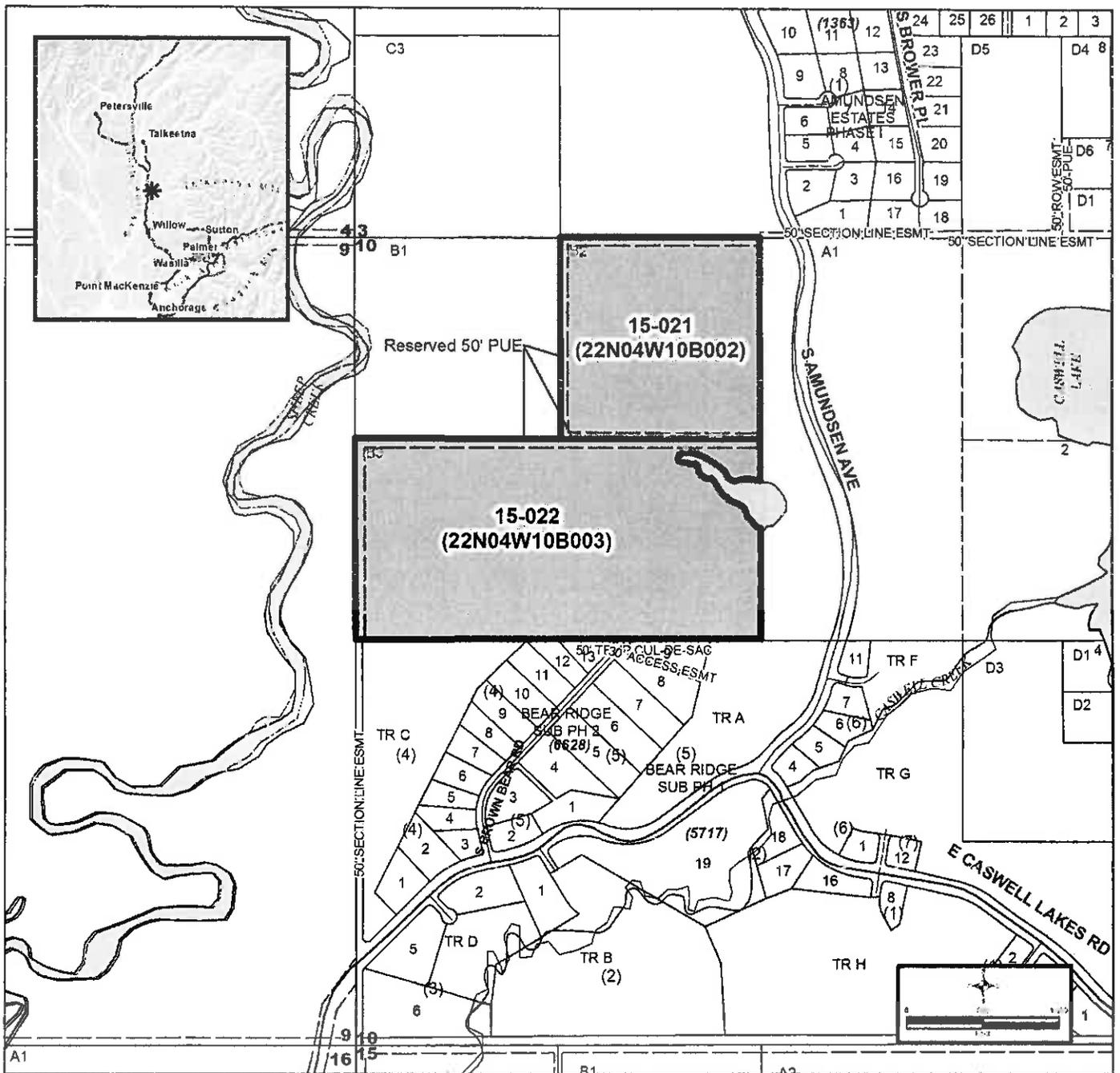
MSB MAP No.: SH06

MSB TAX ID: 6521P0AL045, L046, L047

SUBD / TRS: T24N, R09W, Sec 35 & 36, S.M.

ADDITIONAL CONDITIONS OF SALE: None.

COMMENTS: Section line bisects all three parcels. **ACCESS (E):** Remote. It is responsibility of Buyer to determine, acquire, construct, maintain and/or defend the right to use any alternate access.



BID PARCEL No. 15-021 and 15-022

ACREAGE (APPROX): 40.00 (15-021)
80.00 (15-022)

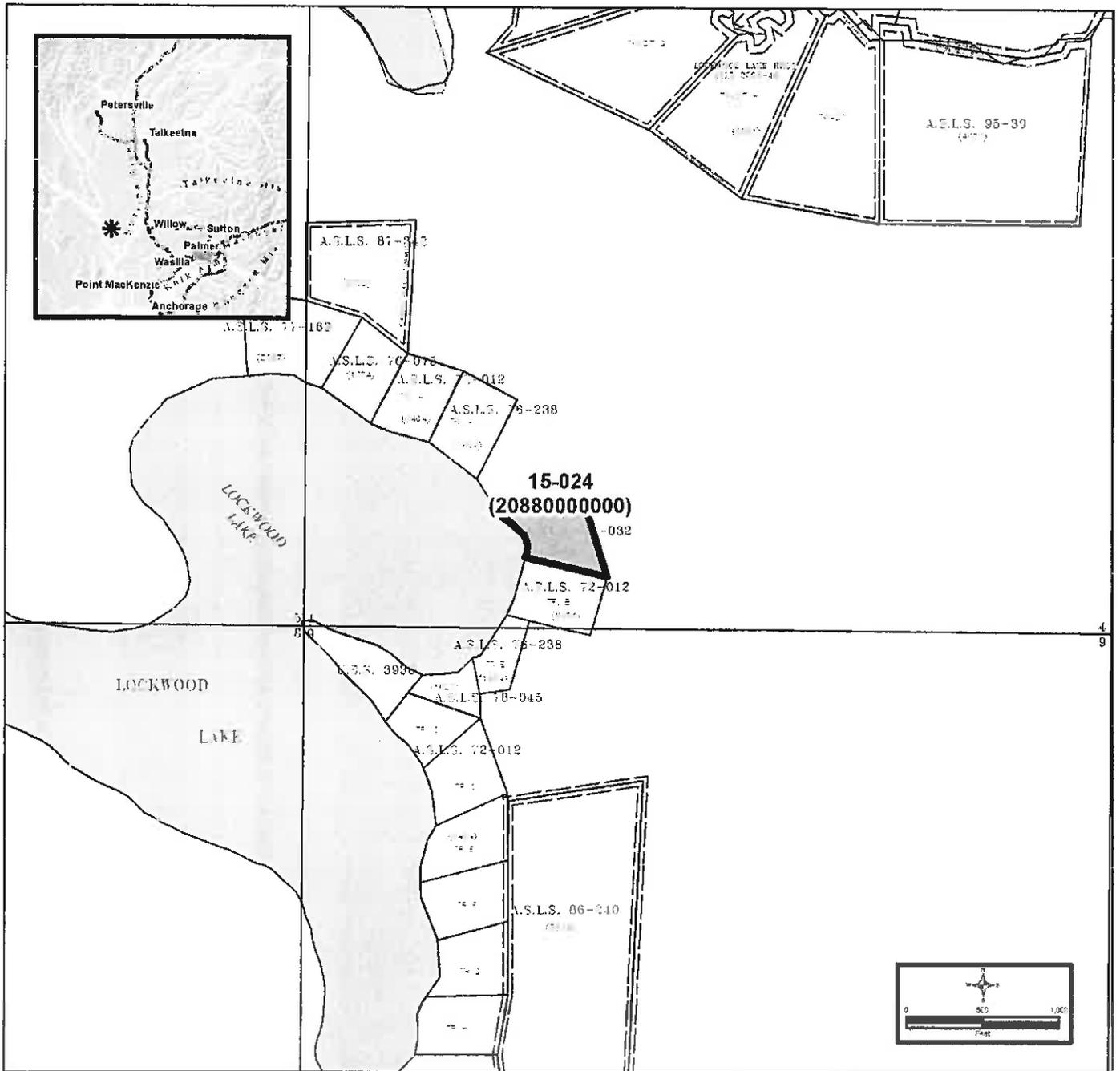
MINIMUM BID: \$54,000 (15-021)
\$40,000 (15-022)

MSB MAP No.: CA0
SUBD / TRS: T22N, R04W, Sec 10, S.M.

MSB TAX ID: 22N04W10B002 (15-021)
22N04W10B003 (15-022)

ADDITIONAL CONDITIONS OF SALE: Reservation of 50' wide public access easement within the west and south boundaries of Parcel 15-021 and within the north boundary of parcel 15-022.

COMMENTS: ACCESS (D) for 15-021 access from Amundsen Ave via section line easement (unconfirmed) and ACCESS (B) for Parcel 15-022 from S. Brown Bear Rd via Caswell Lakes Rd. Both parcels are wet but appear to have 3&5 acres of developable land, respectively. Buyer's responsibility to confirm developable land and access.



BID PARCEL No. 15-024

ACREAGE (APPROX): 4.16

MSB MAP No.: DK04

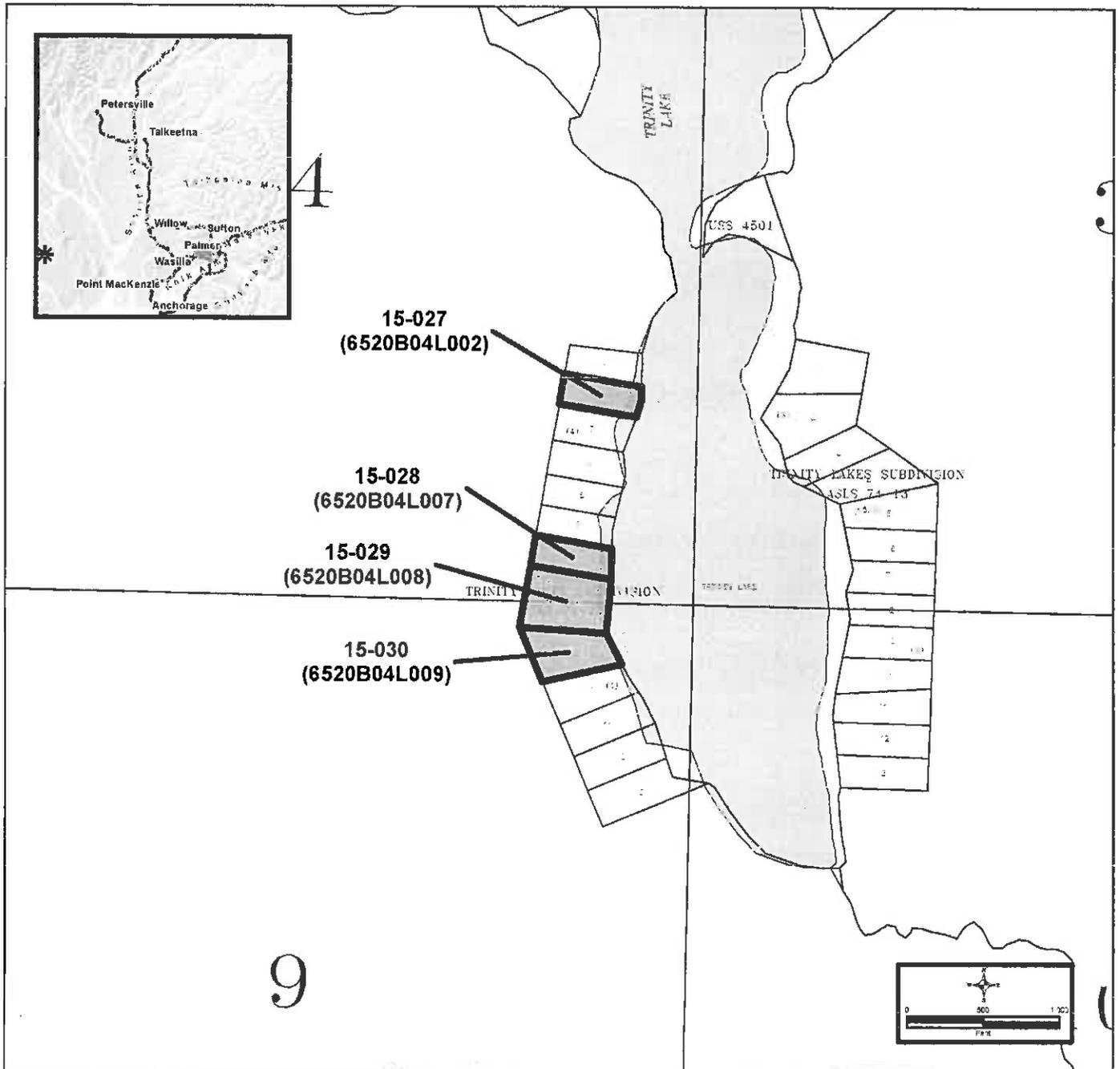
MINIMUM BID: \$15,600

MSB TAX ID: 20880000000

SUBD / TRS: T19N, R07W, Sec 04, S.M.

ADDITIONAL CONDITIONS OF SALE: None.

COMMENTS: ACCESS (E): Parcel is not located near an existing road system; access is by air or snow machine, or water. It is the responsibility of Buyer to determine, acquire, construct, maintain, and/or defend the right to use any alternate access route.



BID PARCEL No. 15-027 through 15-030

ACREAGE (APPROX): 2.39 (15-027, 15-028), 4.81 (15-029), 3.61 (15-030)

MINIMUM BID: \$12,500 (15-027, 15-028)

\$19,200 (15-029), \$15,300 (15-030)

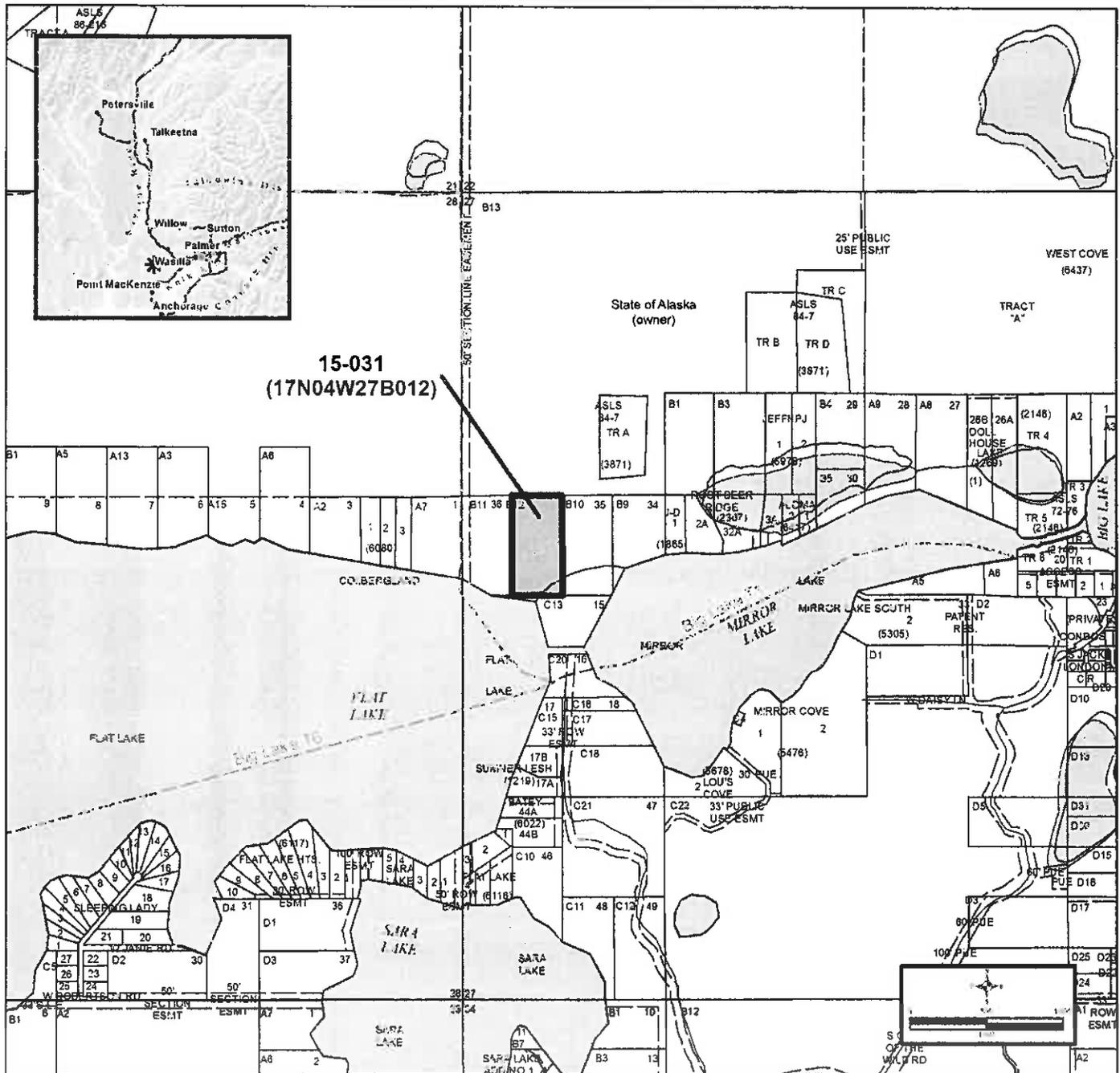
MSB MAP No.: TL20

MSB TAX ID: 6520B04L002, L007, L008, L009

SUBD / TRS: T17N, R12W, Sec 4 and 9, S.M.

ADDITIONAL CONDITIONS OF SALE: None

COMMENTS: Remote. ACCESS (E): Parcels are remote and access is by air or snow machine. It is the responsibility of Buyer to determine best access route and defend the right to use said route(s).



BID PARCEL No. 15-031

ACREAGE (APPROX): 5.00

MSB MAP No.: LS16

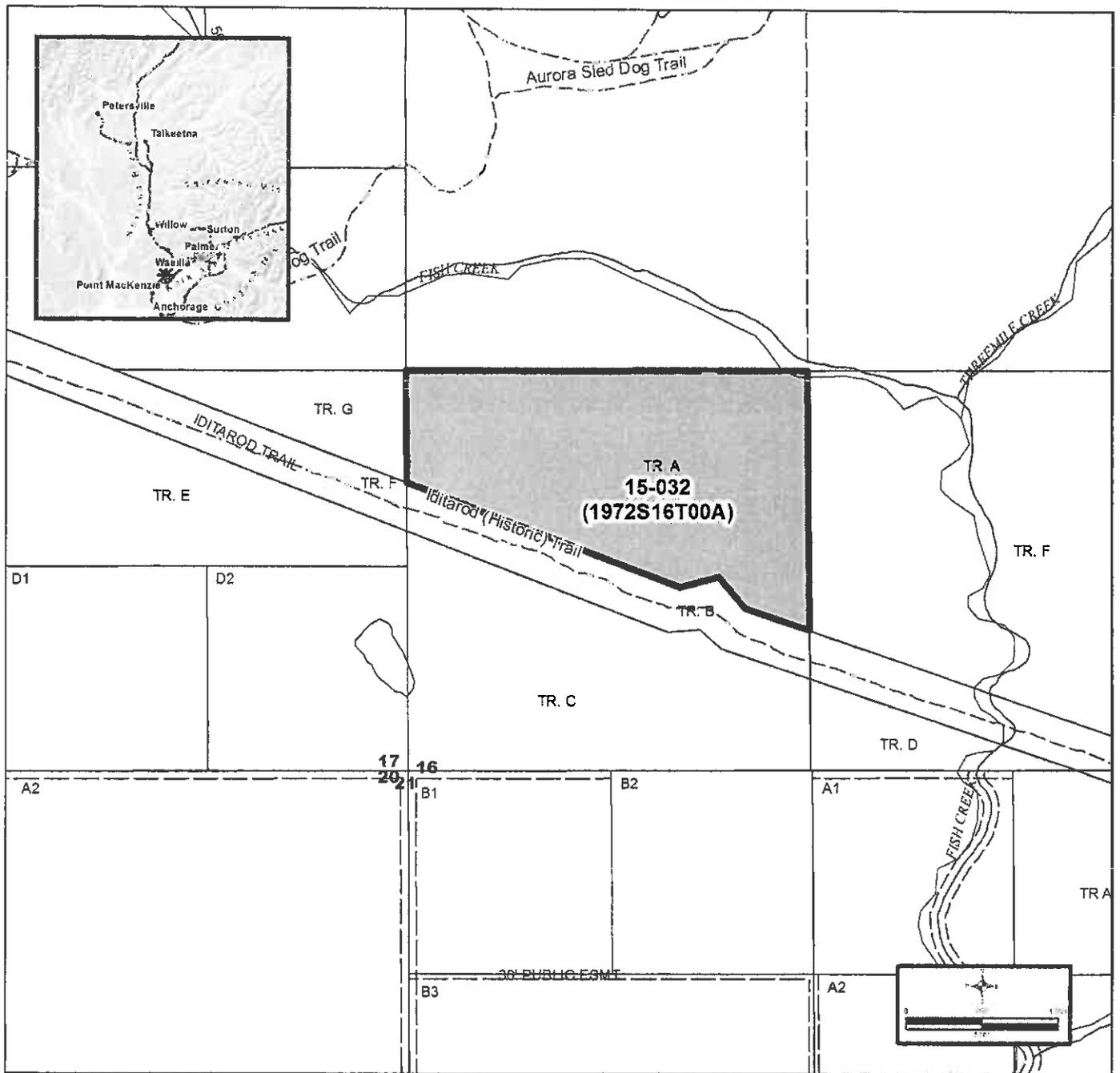
SUBD / TRS: T17N, R4W, Sec 27, S.M.

MINIMUM BID: \$27,000

MSB TAX ID: 17N04W27B012

ADDITIONAL CONDITIONS OF SALE: None.

COMMENTS: Located west of Big Lake and Mirror Lake. Parcel is landlocked and has no dedicated legal access. **ACCESS (E):** Parcel is not located near existing road system. It is Buyer responsibility to determine, acquire, construct, maintain and defend the right to use any alternate access route.



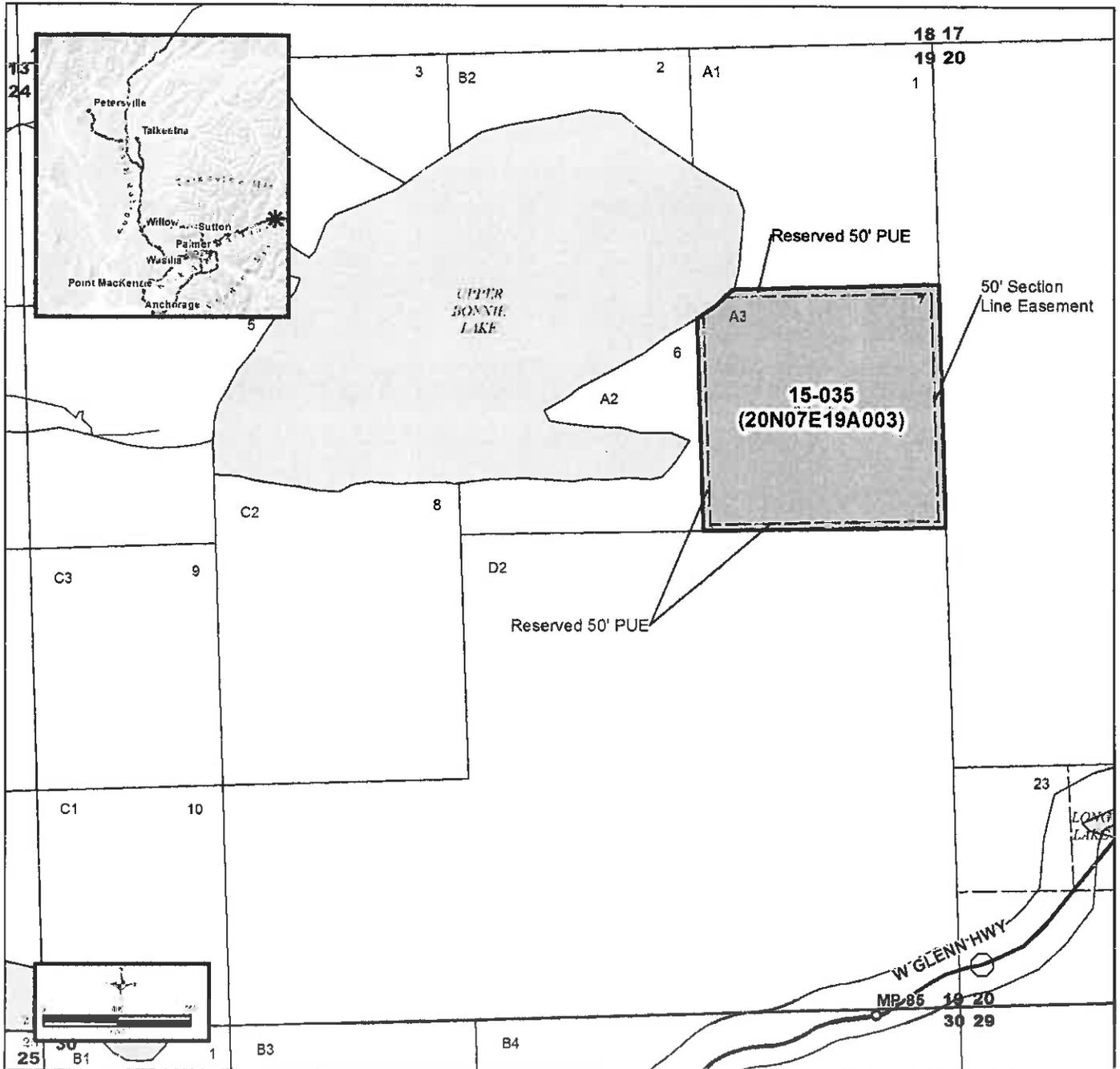
BID PARCEL No. 15-032

ACREAGE (APPROX): 73.81
MSB MAP No.: GB02
SUBD / TRS: T16N, R03W, Sec 16, S.M.

MINIMUM BID: \$132,900
MSB TAX ID: 1972S16T00A

ADDITIONAL CONDITIONS OF SALE: None.

COMMENTS: Located in Point MacKenzie area. ACCESS (E): Parcel is accessed via air, snow machine, ATV or dog sled. Old historic Iditarod Trail lies adjacent to south boundary and is connected to the Aurora Sled Dog Trail and Big Lake (16 Mile) Trail systems.



BID PARCEL No. 15-035

ACREAGE (APPROX): 39.85

MSB MAP No.: AR05

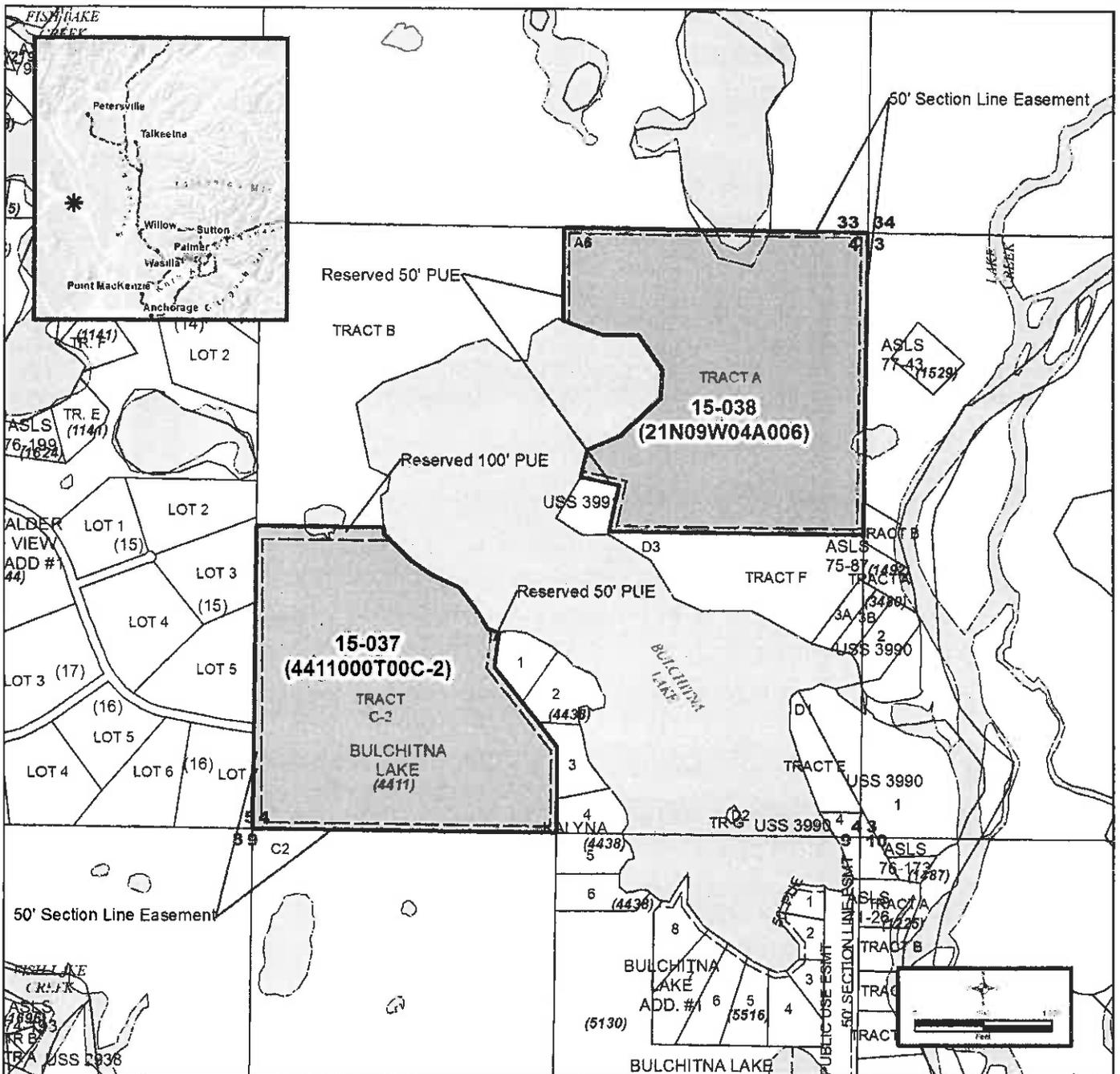
SUBD / TRS: T20N, R07E, Sec 19, S.M.

MINIMUM BID: \$62,300

MSB TAX ID: 20N07E19A003

ADDITIONAL CONDITIONS OF SALE: Reservation of a 50' wide public access easement within the north, west and south boundaries of parcel.

COMMENTS: 50' wide section line easement from the Glenn Hwy through the east boundary of the subject parcel. ACCESS (E): parcel is not located near a road system. It is Buyer responsibility to determine, acquire, construct, maintain and defend the right to use any alternate access routes. Very steep terrain from Hwy.



BID PARCEL No. 15-037 and 15-038

ACREAGE (APPROX): 132.39 (15-037)

138.66 (15-038)

MINIMUM BID: \$120,100 (15-037)

\$131,700 (15-038)

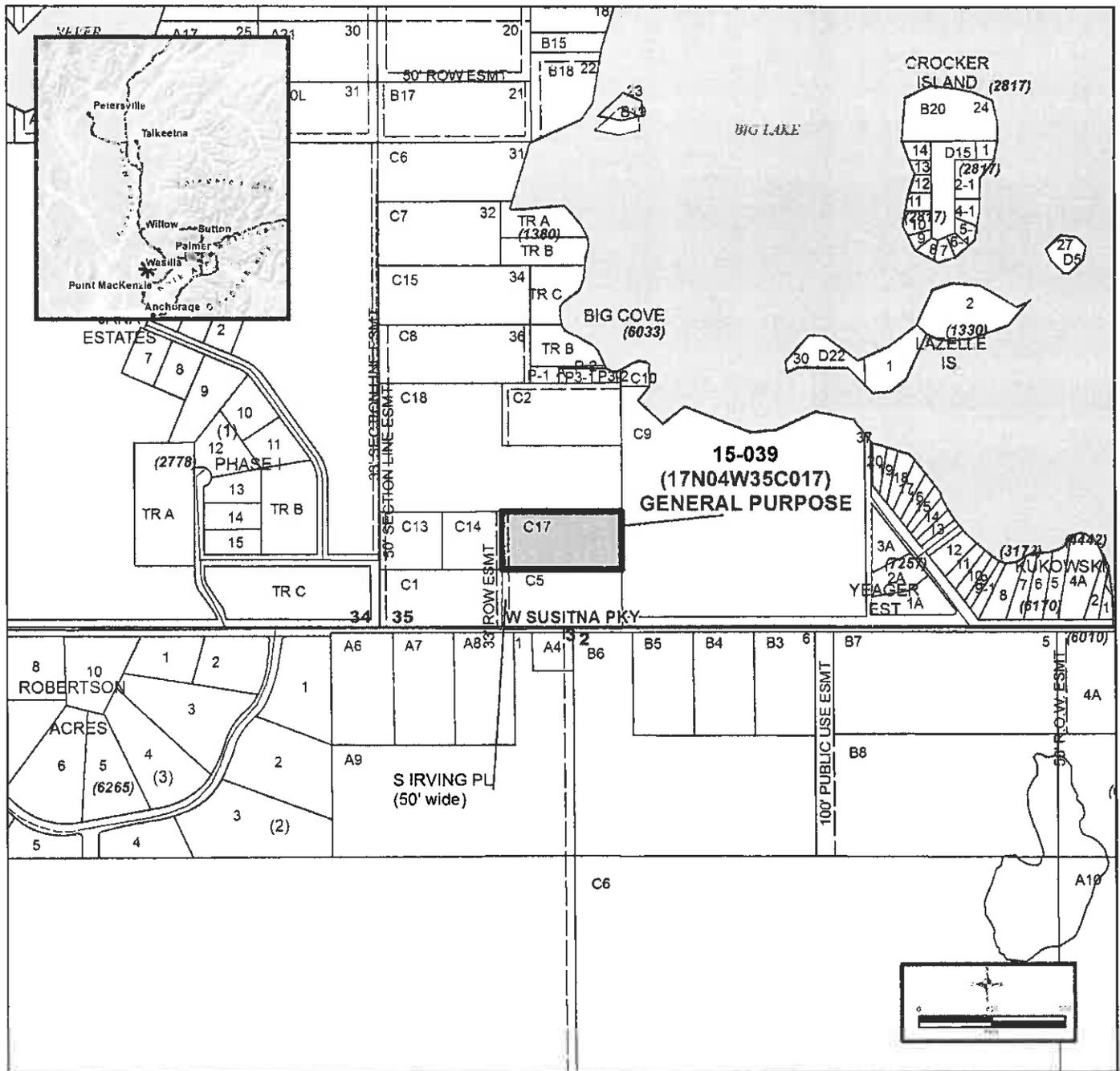
MSB MAP No.: BL12

MSB TAX ID: 4411000T00C-2, 21N09W04A006

SUBD / TRS: T21N, R09W, Sec 04, S.M.

ADDITIONAL CONDITIONS OF SALE: Reservation of public access easements within Parcel 15-037 being the north 100' and the east 50'; and within Parcel 15-038 being the east 50' and south 50'.

COMMENTS: Subject to 50' wide section line easements within both parcels and a 50' public access easement along the ordinary high water mark of Bulchitna Lake. ACCESS (E) Remote fly-in.



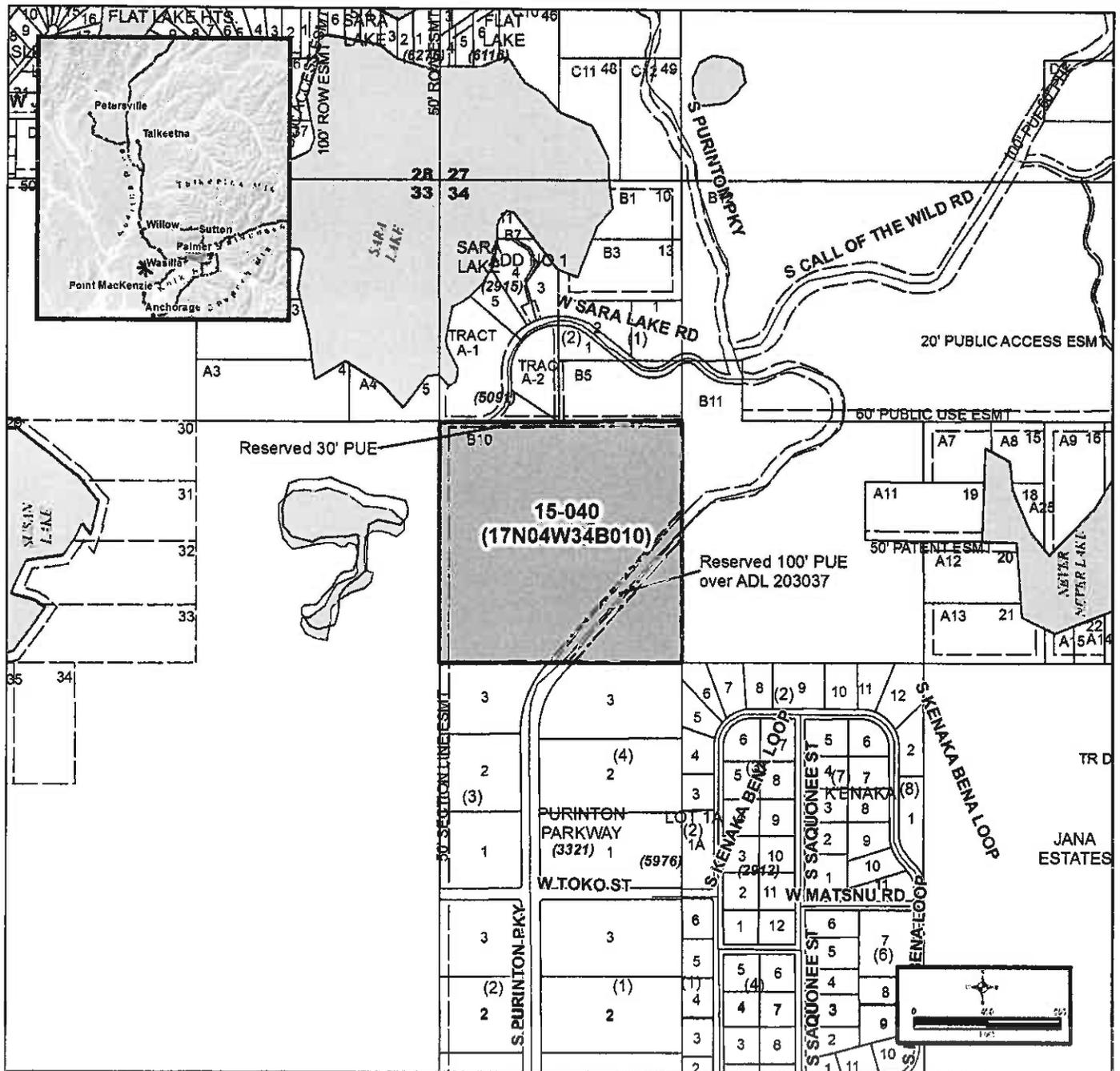
BID PARCEL No. 15-039

ACREAGE (APPROX): 5.00
MSB MAP No.: LS16
SUBD / TRS: T17N, R04W, Sec 35, S.M.

PURCHASE PRICE: \$40,000
MSB TAX ID: 17N04W35C017

ADDITIONAL CONDITIONS OF SALE: None.

COMMENTS: ACCESS (B) for further access information. Access is from Susitna Parkway, a borough maintained road, via Irving Place which is an unconstructed 50' wide easement (length approx. 330' from Susitna Pkwy to SW corner of subject parcel). Buyer will be required to obtain a permit from MSB permitting before starting construction of road or driveway.



BID PARCEL No. 15-040

ACREAGE (APPROX): 40.00
MSB MAP No.: LS16
SUBD / TRS: T17N, R04W, Sec 34, S.M.

PURCHASE PRICE: \$72,000
MSB TAX ID: 17N04W34B010

ADDITIONAL CONDITIONS OF SALE: Reservation of a public use easement being the North 30 feet and a public use easement centered over and upon S. Purinton Parkway as constructed this date. Purinton Parkway is a floating easement until such time a Record of Survey is recorded and provided to the Mat-Su Borough.

COMMENTS: Subject to section line easement being the West 50 feet. ACCESS (B) for further access information. Located in the Big Lake Community Council area.

PARCEL 15-001 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 19/20)
 MSB Tax ID: 2167B26L003
 Legal: Lot 3, Block 26, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.
 ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-002 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 19/20)
 MSB Tax ID: 2167B26L005
 Legal: Lot 5, Block 26, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.
 ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-003 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 19/20)
 MSB Tax ID: 2167B26L006
 Legal: Lot 6, Block 26, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.
 Addl.Conditions: None

2016 Competitive Bid Land Sale
 BID NO. 16-062R
 MSB007129
 Parcel Description List

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-004 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 19)
MSB Tax ID: 2167B24L003
Legal: Lot 3, Block 24, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl.Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-005 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 19)
MSB Tax ID: 2167B24L004
Legal: Lot 4, Block 24, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl.Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

2016 Competitive Bid Land Sale
 BID NO. 16-062R
 MSB007129
 Parcel Description List

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-006 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B20L004

Legal: Lot 4, Block 20, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67.

Addl. Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-007 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B11L005

Legal: Lot 5, Block 11, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl. Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-008 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B11L006

Legal: Lot 6, Block 11, according to the survey plat of Alaska State Land Survey No.

2016 Competitive Bid Land Sale
 BID NO. 16-062R
 MSB007129
 Parcel Description List

80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl.Conditions:

None

Comments:

Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS:

(B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-009	Minimum Bid: \$9,000.00	Approx. Acreage: 5.00
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MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B11L007

Legal: Lot 7, Block 11, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl.Conditions:

None

Comments:

Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS:

(B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-010	Minimum Bid: \$9,000.00	Approx. Acreage: 5.00
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MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B11L008

Legal: Lot 8, Block 11, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl.Conditions:

None

Comments:

Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time

to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-011 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B11L009

Legal: Lot 9, Block 11, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl.Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-012 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 37 (Township 26 North, Range 8 West, Section 1)

MSB Tax ID: 2167B04L004

Legal: Lot 4, Block 4, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl.Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-013 Minimum Bid: \$9,000.00 Approx. Acreage: 4.99

MSB Map/TRS: PV 37 (Township 26 North, Range 8 West, Section 1)
 MSB Tax ID: 2167B03L018
 Legal: Lot 18, Block 3, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.
 ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-014 Minimum Bid: \$8,900.00 Approx. Acreage: 4.97

MSB Map/TRS: PV 37 (Township 26 North, Range 8 West, Section 1)
 MSB Tax ID: 2167B03L017
 Legal: Lot 17, Block 3, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.
 ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D "Kenny Creek Access Trail" begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-017 Minimum Bid: \$14,000.00 Approx. Acreage: 3.12

MSB Map/TRS: TA 06 (Township 26 North, Range 5 West, Section 27)
 MSB Tax ID: 26N05W27C019
 Legal: Tract H, according to the Alaska State Cadastral Survey Plat recorded in the Talkeetna Recording District on July 26, 1995 as Plat 95-31, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, restrictions, and easement of record, if any, and a public access easement 60' wide lying within the east boundary of subject parcel.

.ACCESS: (B) for further access information. Access from Susitna River Road is unconstructed. MSB construction permit will be required to construct or improve physical access within the any public easement area.

PARCEL 15-018 Minimum Bid: \$5,500.00 Approx. Acreage: 2.03

MSB Map/TRS: SH 06 (Township 24 North, Range 9 West, Section 35/36)
 MSB Tax ID: 6521POAL045
 Legal: Lot 45, Parcel "A", Shulin Lake Small Tracts, Alaska State Land Survey 74-11, according to Plat No. 74-021T, filed on October 22, 1974, located in the Talkeetna Recording District, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, restrictions, and easement of record, if any, and a public use easement fifty (50') feet wide as measured from the ordinary high water mark and a building setback one hundred (100') feet as measured from the ordinary high water mark.
 ACCESS: (E) for further access information. Remote fly-in, snow machine.

PARCEL 15-019 Minimum Bid: \$5,500.00 Approx. Acreage: 2.21

MSB Map/TRS: SH 06 (Township 24 North, Range 9 West, Section 35/36)
 MSB Tax ID: 6521POAL046
 Legal: Lot 46, Parcel "A", Shulin Lake Small Tracts, Alaska State Land Survey 74-11, according to Plat No. 74-021T, filed on October 22, 1974, located in the Talkeetna Recording District, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, restrictions, and easement of record, if any, and a public use easement fifty (50') feet wide as measured from the ordinary high water mark and a building setback one hundred (100') feet as measured from the ordinary high water mark.
 ACCESS: (E) for further access information. Remote fly-in, snow machine.

PARCEL 15-020 Minimum Bid: \$5,900.00 Approx. Acreage: 2.19

MSB Map/TRS: SH 06 (Township 24 North, Range 9 West, Section 35/36)
 MSB Tax ID: 6521POAL047
 Legal: Lot 47, Parcel "A", Shulin Lake Small Tracts, Alaska State Land Survey 74-11, according to Plat No. 74-021T, filed on October 22, 1974, located in the Talkeetna Recording District, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to reservations, restrictions, and easement of record, if any, and a public use easement fifty (50') feet wide as measured from the ordinary high water mark and a building setback one hundred (100') feet as measured from the ordinary high water mark.
 ACCESS: (E) for further access information. Remote fly-in, snow machine.

2016 Competitive Bid Land Sale
 BID NO. 16-062R
 MSB007129
 Parcel Description List

PARCEL 15-021	Minimum Bid: \$54,000.00	Approx. Acreage: 40.00
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MSB Map/TRS: CA 01 (Township 22 North, Range 4 West, Section 10)
 MSB Tax ID: 22N04W10B002
 Legal: The Northeast one-quarter of the Northwest one-quarter (NE1/4NW1/4), located in Section 10, Township 22 North, Range 4 West, Seward Meridian, Alaska, containing 40 acres, more or less, Palmer Recording District, Third Judicial District, State of Alaska.
 Addl.Conditions: Reservation of a 50 foot wide public access easement within the west and south boundaries of subject parcel.
 Comments: Subject to reservations, easements and rights-of-way of record. Per the deed, the south 15 feet of the north 65 feet of the parcel is reserved for public utility right-of-way. A 50' wide section line easement lies within the north boundary of subject parcel. Located in Willow Community Council area.
 ACCESS: (D) for access information. Access from Admundsen Ave. via the section line easement is unconfirmed. Buyer is responsible to confirm developable land and access and will be required to obtain MSB permit for construction or improvement of access within the public use easement areas.

PARCEL 15-022	Minimum Bid: \$40,000.00	Approx. Acreage: 40.00
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MSB Map/TRS: CA 01 (Township 22 North, Range 4 West, Section 10)
 MSB Tax ID: 22N04W10B003
 Legal: The South one-half of the Northwest one-quarter (S1/2NW1/4) located within Section 10, Township 22 North, Range 4 West, Seward Meridian, Alaska, Palmer Recording District, Third Judicial District, State of Alaska.
 Addl.Conditions: Reservation of a 50' wide public access easement within the north boundary of subject parcel.
 Comments: Subject to reservations, easements and rights-of-way of record. Located in Willow Community Council area.
 ACCESS: (B) for access information. Access via S. Brown Bear Rd. from Caswell Lakes Rd. may or may not be maintained. Buyer is responsible to confirm developable land and access and will be required to obtain MSB permit for construction or improvement of access within the public use easement areas.

PARCEL 15-024	Minimum Bid: \$15,600.00	Approx. Acreage: 4.16
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MSB Map/TRS: DK 04 (Township 19 North, Range 7 West, Section 4)
 MSB Tax ID: 20880000000
 Legal: Alaska State Land Survey No. 78-32, containing 4.16 acres more or less, according to the Survey Plat filed in the Talkeetna Recording District on December 15, 1980 as Plat 80-153, Third Judicial District, State of Alaska.
 Addl.Conditions: None
 Comments: Subject to platted easements and reservations, to include a 25' wide pedestrian easement along the ordinary high water line of Lockwood Lake.
 ACCESS: (E) for access information. Parcel is remote with access by air, snow machine or water only.

2016 Competitive Bid Land Sale
 BID NO. 16-062R
 MSB007129
 Parcel Description List

PARCEL 15-027	Minimum Bid: \$12,500.00	Approx. Acreage: 2.39
MSB Map/TRS:	TL 20 (Township 17 North, Range 12 West, Section 4)	
MSB Tax ID:	6520B04L002	
Legal:	Lot 2, Block 4, Trinity Lake Alaska State Land Survey No. 74-13, filed under Plat No. 74-218 in the Anchorage Recording District, Third Judicial District, State of Alaska.	
Addl. Conditions:	None.	
Comments:	Subject to reservations, easements, covenants, conditions, restrictions and any other exceptions of record, if any, and plat notes of Trinity Lake ASLS 74-11. Flood hazard undetermined.	
ACCESS:	(E) for further access information. Remote fly-in, snow machine, approximately 50 miles Northwest of Anchorage.	

PARCEL 15-028	Minimum Bid: \$12,500.00	Approx. Acreage: 2.39
MSB Map/TRS:	TL 20 (Township 17 North, Range 12 West, Section 4)	
MSB Tax ID:	6520B04L007	
Legal:	Lot 7, Block 4, Trinity Lake Alaska State Land Survey No. 74-13, filed under Plat No. 74-218 in the Anchorage Recording District, Third Judicial District, State of Alaska.	
Addl. Conditions:	None.	
Comments:	Subject to reservations, easements, covenants, conditions, restrictions and any other exceptions of record, if any, and plat notes of Trinity Lake ASLS 74-11. Flood hazard undetermined.	
ACCESS:	(E) for further access information. Remote fly-in, snow machine, approximately 50 miles Northwest of Anchorage.	

PARCEL 15-029	Minimum Bid: \$19,200.00	Approx. Acreage: 4.81
MSB Map/TRS:	TL 20 (Township 17 North, Range 12 West, Section 4/9)	
MSB Tax ID:	6520B04L008	
Legal:	Lot 8, Block 4, Trinity Lake Alaska State Land Survey No. 74-13, filed under Plat No. 74-218 in the Anchorage Recording District, Third Judicial District, State of Alaska.	
Addl. Conditions:	None.	
Comments:	Subject to reservations, easements, covenants, conditions, restrictions and any other exceptions of record, if any, and plat notes of Trinity Lake ASLS 74-11. Flood hazard undetermined.	
ACCESS:	(E) for further access information. Remote fly-in, snow machine, approximately 50 miles Northwest of Anchorage.	

PARCEL 15-030	Minimum Bid: \$15,300.00	Approx. Acreage: 3.61
MSB Map/TRS:	TL 20 (Township 17 North, Range 12 West, Section 9)	
MSB Tax ID:	6520B04L009	
Legal:	Lot 9, Block 4, Trinity Lake Alaska State Land Survey No. 74-13, filed under Plat No. 74-218 in the Anchorage Recording District, Third Judicial District, State of Alaska.	
Addl. Conditions:	None.	

Comments: Subject to reservations, easements, covenants, conditions, restrictions and any other exceptions of record, if any, and plat notes of Trinity Lake ASLS 74-11. Flood hazard undetermined.

ACCESS: (E) for further access information. Remote fly-in, snow machine, approximately 50 miles Northwest of Anchorage.

PARCEL 15-031 Minimum Bid: \$27,000.00 Approx. Acreage: 5.00

MSB Map/TRS: LS 16 (Township 17 North, Range 4 West, Section 27)
MSB Tax ID: 17N04W27B012
Legal: The East one-half of the Southwest one-quarter of the Southwest one-quarter of the Northwest one-quarter (E1/2SW1/4SW1/4NW1/4), according to the Supplemental Survey Plat reflecting a subdivision of original Lots 1, 3, and 14, Section 27, Township 17 North, Range 4 West, Seward Meridian, Alaska, accepted by the United States Department of the Interior, Bureau of Land Management in Washington, D.C. on June 13, 1955, recorded in the Palmer Recording District, Third Judicial District, State of Alaska.

Addl. Conditions: None.

Comments: Subject to reservations, exceptions, easements, covenants, conditions and restrictions of record, if any.

ACCESS: (E) for further access information. Parcel is landlocked and has no dedicated legal access. It is the Buyers responsibility to determine and acquire access from surrounding private property owners, and defend the right to use any alternate access route.

PARCEL 15-032 Minimum Bid: \$132,900.00 Approx. Acreage: 73.81

MSB Map/TRS: GB 02 (Township 16 North, Range 3 West, Section 16)
MSB Tax ID: 1972S16T00A
Legal: Tract A, Alaska State land Survey No. 79-14, located within Section 16, Township 16 North, Range 3 West, Seward Meridian, Alaska, as filed in the Palmer Recording District on June 20, 1979 as Plat No. 79-359, Third Judicial District, State of Alaska.

Addl. Conditions: None.

Comments: Subject to reservations, exceptions, easements, covenants, conditions and restrictions of record, if any.

ACCESS: (E) for further access information. Parcel is accessed via snowmachine, ATV, or by dog sled in winter, and can be accessed via pedestrian travel year-round. It is the Buyers responsibility to determine and acquire access from surrounding private property owners, and defend the right to use any alternate access route.

PARCEL 15-035 Minimum Bid: \$62,300.00 Approx. Acreage: 39.85

MSB Map/TRS: AR 05 (Township 20 North, Range 7 East, Section 19)
MSB Tax ID: 20N07E19A003
Legal: Government Lot 7, located within Township 20 North, Range 7 East, Section 19, Seward Meridian, Alaska, Palmer Recording District, Third Judicial District, State of Alaska.

Addl. Conditions: Reservation of a 50' wide public access easement within the north, west and south boundaries of subject parcel.

Comments: Subject to reservations, exceptions, easements, covenants, conditions and restrictions of record, if any. Parcel is subject to a 50' wide section line easement located within the east boundary.

ACCESS: (E) for further access information. Parcel is not located near a road system though the east boundary lies adjacent to a section line which extends to the Glenn Highway. There is a 50' wide section line easement from the Glenn Hwy through the east boundary of subject parcel. Terrain is extremely steep and it is the Buyers responsibility to determine and defend the right to use any alternate access route.

PARCEL 15-036 Minimum Bid: \$65,100.00 Approx. Acreage: 22.26

MSB Map/TRS: WI 14 (Township 19 North, Range 5 West, Section 26)
MSB Tax ID: 19N05W26A007
Legal: Parcel 2, Matanuska-Susitna Borough Waiver Resolution Serial No. 2007-031-PWm, recorded April 11, 2007 at Serial No. 2007-008608-0, Palmer Recording District, Third Judicial District, State of Alaska.

Addl.Conditions: None.

Comments: Subject to reservations, exceptions, easements, covenants, conditions and restrictions of record, if any. Crystal Lake Road lies within the west 50' of subject parcel. Area of high water table, soils report available in file.

ACCESS: (A) for further access information. Access is from a borough maintained road.

PARCEL 15-037 Minimum Bid: \$120,100.00 Approx. Acreage: 132.39

MSB Map/TRS: BL 12 (Township 21 North, Range 9 West, Section 4)
MSB Tax ID: 4411000T00C-2
Legal: Tract C-2, Bulchitna Lake Subdivision according to Plat No. 1995-17, located within Section 4, Township 21 North, Range 9 West, Seward Meridian, Alaska, Talkeetna Recording District, Third Judicial District, State of Alaska.

Addl.Conditions: Reservation of a public access easement within the north and east 50' of subject parcel.

Comments: Subject to section line easements being the south 50 feet and west 50' of the parcel, and a 50' public access easement along the ordinary high water mark of Bulchitna Lake.

ACCESS: (E) for further access information. Remote fly-in access.

PARCEL 15-038 Minimum Bid: \$131,700.00 Approx. Acreage: 138.66

MSB Map/TRS: BL 12 (Township 21 North, Range 9 West, Section 4)
MSB Tax ID: 21N09W04A006
Legal: Tract A, as portrayed on the Alaska Supplemental Cadastral Survey located within Sections 4 and 9 or Tract A, Township 21 North, Range 9 West, Seward Meridian, Alaska, filed in the Talkeetna Recording District on December 11, 1981 as Plat 81-118 and refilled on March 3, 1982 as Plat no. 82-9.

Addl.Conditions: Reservation of a public access easement within the south and west 50' of subject parcel.

Comments: Subject to reservations, exceptions, easements, covenants, conditions and restrictions of record, if any. Subject to section line easements being the north 50'

and east 50' of the parcel, and a 50' public access easement along the ordinary high water mark of Bulchitna Lake.

ACCESS: (E) for further access information. Remote fly-in access.

PARCEL 15-039 Minimum Bid: \$40,000.00 Approx. Acreage: 5.00

MSB Map/TRS: LS 16 (Township 17 North, Range 4 West, Section 35)

MSB Tax ID: 17N04W35C017

Legal: The North one-half of the Southeast one-quarter of the Southwest one-quarter of the Southwest one-quarter (N1/2SE1/4SW1/4SW1/4), located in Section 35, Township 17 North, Range 4 West, Seward Meridian, Alaska, Palmer Recording District, Third Judicial District, State of Alaska.

Addl. Conditions: None.

Comments: Subject to reservations, exceptions, easements, covenants, conditions and restrictions of record, if any.

ACCESS: (B) for further access information. Access from Susitna Parkway via S. Irving Place, which is an unconstructed easement approximately 330' in length. Buyer will be required to obtain MSB permit for construction or improvement of access within the public use easement areas.

PARCEL 15-040 Minimum Bid: \$72,000.00 Approx. Acreage: 40.00

MSB Map/TRS: LS 16 (Township 17 North, Range 4 West, Section 34)

MSB Tax ID: 17N04W34B010

Legal: The Southwest one-quarter of the Northwest one-quarter (SW1/4NW1/4), located in Section 34, Township 17 North, Range 4 West, Seward Meridian, Alaska, Palmer Recording District, Third Judicial District, State of Alaska.

Addl. Conditions: Reservation of a public use easement being the north 30'. Further reservation of a 100' wide easement centered over and upon S. Purinton Parkway as constructed this date to identify the physical location of Purinton Parkway as it runs through the subject parcel. Purinton Parkway is noted in State A.D.L. file 203037 as a 60' wide right-of-way easement, but is not dedicated and remains a floating easement until such time a Record of Survey is recorded and provided to the Mat-Su Borough.

Comments: Subject to reservations, exceptions, easements, covenants, conditions and restrictions of record, if any.

ACCESS: (B) for further access information.

PARCEL 15-041 Minimum Bid: \$9,000.00 Approx. Acreage: 5.00

MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B11L004

Legal: Lot 4, Block 11, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67, Third Judicial District, State of Alaska.

Addl. Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of

2016 Competitive Bid Land Sale
 BID NO. 16-062R
 MSB007129
 Parcel Description List

record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

PARCEL 15-042	Minimum Bid: \$9,000.00	Approx. Acreage: 5.00
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MSB Map/TRS: PV 29 (Township 27 North, Range 7 West, Section 30)

MSB Tax ID: 2167B20L001

Legal: Lot 1, Block 20, according to the survey plat of Alaska State Land Survey No. 80-143, Kenny Creek Subdivision, according to the survey plat file in the Talkeetna Recording District on June 1, 1981, as Plat No. 81-67.

Addl. Conditions: None

Comments: Subject to reservations, easements and exceptions in the US Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and the Declaration of Covenants, Conditions, and Restrictions of the Kenny Creek Homeowners Association, Inc., as it may be amended from time to time, and all charges, assessments, dues, or other payments due the Association, if any.

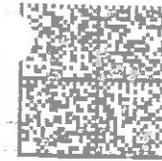
ACCESS: (B) for access information. Remote property. Platted roads in subdivision are not constructed or maintained. ADL 228839-D “Kenny Creek Access Trail” begins at the old Forks Roadhouse site off Petersville Road.

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Public Comments



MATANUSKA-SUSITNA BOROUGH
Community Development, Land Management Division
350 East Dahlia Avenue, Palmer, Alaska 99645



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Community Development

PUBLIC NOTICE

MATANUSKA-SUSITNA BOROUGH
PUBLIC NOTICE

The Matanuska-Susitna Borough (MSB) Land & Resource Management Division proposes to classify certain borough owned land for purpose of inclusion in an upcoming competitive sealed bid land sale. See parcel listing...

Table with 3 columns: Bid Parcel Number, MSB Tax Identification Number, Land Classification. Lists various parcels and their classifications such as Private Recreation and General Purpose.

Supporting material is available for public inspection during normal business hours on the 2nd floor of the Matanuska-Susitna Borough building in the Land Management Division. Public comment is invited which you can mail or deliver to the borough offices at the address indicated above, no later than 2/17/16. If you have questions about this request: call Nancy Cameron at 861-7848 between 8:00-5:00 or you can send an e-mail to: LMB@matsugov.us (PLEASE REFER TO MSB007129 WHEN SUBMITTING COMMENTS).

Comments: I am in favor of this sale

Signature: David Miller Phone: 978-6845

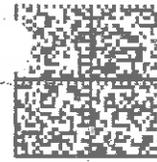
(If you need more space for comments please attach a separate sheet of paper.)
For assistance with your property location, tax or assessment matters please call 861-7801.

MATANUSKA-SUSITNA BOROUGH
Community Development
Land Management Division
350 East Dahlia Avenue
Palmer, Alaska 99645

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Community Development, Land Management Division
350 East Dahlia Avenue, Palmer, Alaska 99645



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PUBLIC NOTICE

Community Development

MATANUSKA-SUSITNA BOROUGH
PUBLIC NOTICE

The Matanuska-Susitna Borough Land & Resource Management Division proposes to classify certain borough owned land for purpose of inclusion in an upcoming competitive sealed bid land sale. See parcel listing:

Table with 3 columns: Bid Parcel Number, MSB Tax Identification Number, Land Classification. Lists various parcels and their classifications.

Supporting material is available for public inspection during normal business hours on the 2nd floor of the Matanuska-Susitna Borough building in the Land Management Division. Public comment is invited which you can mail or deliver to the borough offices at the address indicated above, no later than 2/17/16. If you have questions about this request: call Nancy Cameron at 861-7848 between 8:00-5:00 or you can send an e-mail to: LMB@matsugov.us (PLEASE REFER TO MSB007129 WHEN SUBMITTING COMMENTS).

Comments: Bid Parcel Number 15-013 and 15-014 Do Not have enough Buildable land on Them. These two parcels should not be put up for bid

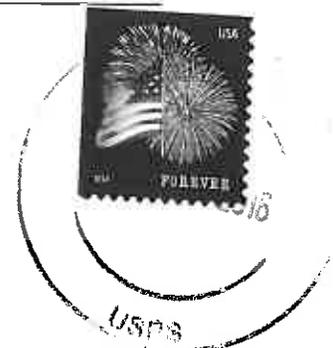
Signature: [Handwritten Signature] Phone: 907 952 2347

(If you need more space for comments please attach a separate sheet of paper.)
For assistance with your property location, tax or assessment matters please call 861-7801.

MATANUSKA-SUSITNA BOROUGH
Community Development
Land Management Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Matanuska-Susitna Borough

FEB 01 2016



*This public notice & request for comments is in compliance with MSB Code 23.05.025

PLEASE TAPE CLOSED ON BOTTOM AND RIGHT OR STAMP

9964536488 C001

Addendum to letter submitted:

February 15, 2016 RE: Tax ID #1972S16T00A Parcel #15-032

February 17, 2016

To whom it may concern:

After submitting a previous letter to the MSB, several more opinions and concerns have come to the forefront against this MSB land sale. These are all graciously presented in this addendum for your review, and to be taken into serious consideration when making your decisions.

The Mat-Su Knik-Fairview area recently, according to Neal Fried with Research and Analysis under Labor and Workforce Development for the State of Alaska, is the fastest growing area in our State. So when consideration comes up for area planning and development, some very important planning is done around future needs of developing communities. Lands are set aside for, new schools, fire and police departments, and included are open spaces for parks for the growing community to enjoy. In this particular area there are no Borough lands set aside to support accessible parks or recreational areas for the community.

Fish Creek is one of 35 waterbodies identified by the Mat-Su Salmon Habitat Partnership as a priority to protect due to that it supports various salmon species that live and spawn there. US Fish and Wild Life conduct ongoing research in Fish Creek by analyzing the health of the salmon habitat. On a side note, just to boast about Mat-Su, Fish Creek was featured in an episode of "Agua Kids" for those who are familiar with this popular children's program on PBS, and viewed nationwide.

This brings up the next matter of concern, which is about schools, youth, and the next generation. Children and youth growing up in this area appreciate the outdoors. Seeing that there is both a Jr/Sr High School in the area, and plans for an Elementary school, it is even more of a priority to look at planning for sanctuary parkland. By planning and making sanctuary land accessible, not only does this elevate the quality of immediate learning, but it also excels interest when working on nature assignments like biology and science projects. Many school curriculums include chemistry, biology, fish and wildlife habitats. Youth and children being able to access designated land for the purpose of learning enhances the understanding and respect of existing natural resources. Designated lands kept under Borough ownership make for excellent on site field trips in this growing area.

Obtaining state and federal grants to fund support for the Fish Creek habitat, and preserving the surrounding wetlands, relies heavily on that the area in which these habitats are found are protected. The reward makes the Mat-Su area enjoyed by all. Planning the development of a wildlife corridor to include the Fish Creek wetlands is critical, and needs to be considered now before it is too late. This wildlife corridor needs to remain a priority for the MSB for it to stay intact, and to sustain itself for future generations.

Something also to take into serious consideration is that Fish Creek is the only personal use fishery in the Mat-Su. Many Valley residents dip net there, and rely on the salmon caught at the mouth of Fish Creek to feed their families. These are salmon that were once spawned in the Fish Creek habitat and drainage. Alaska Fish and Game also conducts on weekends during the salmon run, opportunities for youth to learn more about fishing and resource management at the mouth of Fish Creek. It is important to remind ourselves that salmon in Fish Creek is shared as a community resource, something the Mat-Su prides itself of.

Again, it is imperative that the wetlands and MSB parcels of lands surrounding Fish Creek remain in Borough ownership. It is about preserving sensitive and unique habitat from being developed. Privatized and impacting this important body of water should not ever to be considered, as it is a life sustaining resource.

Planning conservation corridors with accessible sanctuary parklands needs to be included in this area. It is our children who are growing up in the Mat-Su we need to plan for by not selling Borough owned pristine land. It is about education, learning, and to respect the land we depend on, and for the next generation to become great stewards in managing the MSB natural resources and lands.

Thank you for the opportunity to share public comment, and bring to your attention additional concerns against this land sale.

Respectfully,

Eva Blurton (907) 223-2555

Rachael Blurton

AS a Mat-Su Borough resident,
I agree with this letter
and support that this parcel
of land not be sold.

Dee Jana Engle
Dee Jana Engle

907-232-5218

February 15, 2016

RE: Tax ID #1972S16T00A

Parcel #15-032

To whom it may concern:

As an Alaskan, and a longtime resident of the Mat-Su Valley for nearly thirty years, I appreciate the opportunity to share my concerns and views regarding this land parcel up for sealed bid. On this matter, I would like the Mat-Su Borough Land Management to both reflect and consider some of my concerns, and suggestions, regarding this parcel of land.

The Mat-Su prides itself in having lots of recreational trails and lands for the public use. This parcel comes with historical value, and when left in its undeveloped original state and condition, it makes for an exciting venture for the public to explore. It vividly tells the story connected to the beginnings of the Iditarod Trail, and challenges some the first dog mushers faced in this area. By selling, privatizing, and limiting access to this area is not what many users I have spoken to would like to see happen. This proposed land, parcel, is used by many avid outdoorsmen in the fall, winter, and summer for recreation. Many users would see this as very frustrating if this land and adjacent parcels became off limits for recreational use; hunting and berry picking.

Occasionally private land is used for dumping sites for waste and toxic chemicals. In this case, it would be detrimental to this area and its eco systems which the area depends on to thrive and grow. Especially of concern is the proximity being next to Fish Creek and the salmon habitat which would be at immediate risk for contamination and pollution. Restoring lost eco systems, especially supporting salmon habitat, are near to impossible to restore. The cost, as well as consequences, are unimaginable for all; wildlife and humans who would be affected. Once damage is done to a unique and pristine natural habitat it's too late. It is better just to leave it alone.

This Borough parcel and surrounding land is also home to small and large wildlife, many nesting bald eagles, birds of prey, a large variety of migratory birds; all of which are supported by the rich surrounding wetlands and the Fish Creek drainage. This is not an area that many Mat Su Borough residents would like to see changed, be developed, or become privatized. But instead, to be enjoyed by future generations of the Mat-Su.

In addition, if this parcel and land were to be sold and developed, erosion from melting waters and the drainage will increase soil saturation both from snow and rain waters This will lead to an imbalance in the dynamics of the eco system that is draining into Fish Creek. It would also impact the historical Iditarod Trail, and subsequently, the use of the the land in the area. Flooding from soil erosion would, and will, render private land sold in the 80's in this area worth less. In the past, rain, and snow melt off has already raised the water table to 0-1 foot, and put wetlands, land, and dwellings close to under water in this area. Development of this proposed area will also pose a threat to people currently living in this area and make it unsafe, and close to impossible to live there.

Perhaps, as a suggestion, would the Borough consider an alternative route regarding this parcel of land with surrounding/ wetlands? Perhaps, managed by the Great Land Trust or even consider designating this area with its historical trail and sensitive salmon habitat into a Wildlife Sanctuary, to assure its future. Sometimes, decisions like these are hard to make, but priceless as future investments. They can be appreciated in fifty to hundred years from now by all, when there is no more land like this close to urban development.

Again, speaking up as a long time Valley resident I have seen many changes in the Mat-Su. I am glad to give public comment, and appreciate the opportunity to share my deepest concerns. There is always room for thoughts and rethinking when making informed decisions, especially when it comes to land sales. There are many parcels up for sale this year, and this is not one of the parcels that should be considered due its sensitive area and nature.

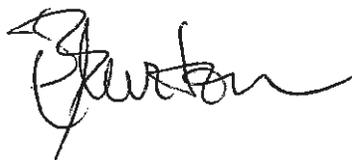
Again, I would appreciate to be kept informed and notified of any upcoming meetings regarding this ongoing land sale.

Respectfully,

Eva Blurton

Rachael Blurton

(907) 223-2555



February 15, 2016

RE: Tax ID #1972S16T00A
Parcel #15-032

To Whom It May Concern:

It has recently come to our attention that a pristine and unspoiled piece of property that has been used for generations by the public along the "Original Iditarod Trail" is now coming up for a Public Sealed Bid which will privatize and/or limit access to the natural beauty that this unique property represents and which can only be accessed via the Iditarod Trail.

It seem like such a shame to take this unchanged parcel enjoyed by the public; dog mushers, snow machiners, hikers, bicyclist, skijorners, bird watchers and berry pickers alike and restrict or limit public access by privatizing it. There is abundant wildlife; bears, moose, a moose calving area, nesting eagles, owls, foxes, fish in the creek and much more in this ecologically rich area.

If we wish to keep alive the heritage of the Original Iditarod Trail and to allow future generations to access and enjoy portions of it and the land around it - such as this parcel – in the same way that we can only imagine that the early pioneers and mushers must have done, then limiting access and potentially destroying the natural beauty, that has been appreciated by so many & for so long, would seem to be a travesty...especially in light of the fact that there is not a lot of parcels like this left that the public can simply enjoy along this Historic Trail.

As selling or privatizing this parcel in no way will benefit the rich wildlife; any property tax generated or even income which may be generated by some type of "light" industry seems small in comparison to what we lose. Would not keeping the genuine flavor of the Original Historic Trail be better represented by keeping this parcel of land open for all to enjoy & access.

I would like to suggest that this uniquely situated parcel be donated to Great Land Trust - to be held in perpetuity and protected for future generations to appreciate. The benefit and legacy to those generations surely outweighs the cost of gifting this to them, especially as we know what a fast pace the Valley is currently growing & developing at. Would it not be a "fine business" to save back small havens, sanctuaries and refuges for the animals and humans alike? With the numerous parcels of land that the Borough will be putting out for Public Bid...surely we can preserve one or two? I would think this is something that we should all agree on.

Thank you for your serious consideration in this matter.

Tyler & Tracy Willis
(907) 357-4790



*Talkeetna Community
Council, Inc.*

A non-profit, community service organization

FEB - 3 2016

Community Development

February 2, 2016

RE: MSB 007129

Attn: Nancy Cameron – MSB Land & Management Division,

The Talkeetna Community Council, Inc. (TCCI) would like to voice its strong support for the removal of Bid Parcel Number 15-015/MSB Tax Identification Number 5881S07T00A from the upcoming competitive sealed bid land sale.

Becky Long, Member of the Talkeetna Comprehensive Plan Advisory Committee, Land Use Subcommittee (Remote Lands) forwarded a letter and made a thorough presentation to the TCCI Board on 2/1/2016 regarding Bid Parcel Number 15-015, including (but not limited to) the following concerns:

- The impacts on an already stressed Talkeetna Bluffs Trail should be considered. This parcel will probably be subdivided. Current trail degradation poses safety and public health issues. Increased use by private landowners of another subdivision will cause further negative impact.
- A local traditional trail goes through the parcel and is used by the public as an alternative to access the remote lands to the east.
- The borough has never done a cost benefit analysis of the disposal and sale of its public lands. The goal of getting large areas of public land on the tax rolls could be misguided.
- From over 30 years of local knowledge, Parcel 15-015 has a winter population of resident moose and is also part of a migration corridor from the high country to the riverine country.

We discussed these issues at length during our most recent community council meeting on February 1st (including comments regarding the fact that the District Review Committee of TCCI is in the process of expanding our boundaries which will eventually include this parcel if approved by the MSB and the suggestion that if removal of the parcel is not accepted, the traditional use, alternate public access trail should be designated a public easement); and our board voted unanimously to write this Letter asking that Bid Parcel Number 15-015 be removed from the upcoming competitive sealed bid land sale.

We truly appreciate your consideration of this request.

Sincerely,

Mark Moren

Mark Moren, Secretary

Talkeetna Community Council, Inc.

Talkeetna Community Council, Inc.

P.O. Box 608, Talkeetna AK 99676

Denis Ransy comments on Parcel 15-015

I am opposed to the classification of this parcel as general purpose for the purpose of inclusion in an upcoming competitive land sale.

This parcel contains important wetlands. It is a wintering area for moose, where they are not chased all winter by snowmachines and dogteams, as occurs on the area's main established trails. The wetlands are populated with water fowl in summer, including loons, who benefit from infrequent human visits.

The parcel is near Larson Lake, sharing an aquifer, and contributing to the water quality of Larson Lake. Salmon runs of up to 35,000 salmon return to Larson Creek and Lake, and nearby wetlands help to maintain the runs.

Access easements around waterbodies will not protect them. They would only encourage ATV use there, degrading rather than protecting them.

The parcel is adjacent to two existing state subdivisions: Talkeetna Bluffs and Talkeetna Bluffs Addition totaling 147 parcels. A few miles away there is Bald Mountain Remote Parcels with 116 parcels. Parcels are bought and sold frequently; people already have adequate opportunities to acquire land in the area.

The Talkeetna Comprehensive Plan recommends that public land should not be sold without a demonstrated need to do so.

There is already too much pressure on the Larson Creek Trail, the main trail into the area. It is an unimproved trail that is literally knee-deep in mud and water most of the time. On the rare occasions that it dries out it is very deeply rutted. Both conditions make it impassable at times. Locals and other landowners are already having difficulty accessing the area. Land sales inevitably mean more traffic, further degrading the trail.

The greater public benefit would be to classify the parcel Public Recreation and Watershed Lands. This classification would be in the best interests are all who use this area, and best protect the public resources there.

The public notice of this potential land sale was inadequate. It did not explain why the land may be sold, or that it is currently unclassified.

If the borough (MSB) continues to privatize our public lands, where will we hunt, fish, and travel? Already, snowmachiners, hikers, hunters, etc. Have a difficult time avoiding private land. We are losing public lands with less and less alternatives.

I was a member of the Talkeetna Comprehensive Plan (TCP) Advisory Committee for the many years of its creation and acceptance by the MSB. The committee devoted much time to provisions for both public and private lands. We worked hard to maintain a balance between public and private lands. The existing status quo in the area has been stable for many years and has been acceptable to the overwhelming majority of public land users and private landowners. MSB staff has apparently heard from one person about this parcel. I am sure that every parcel in Alaskans one person who would like to own it. This does not justify a large land sale, particularly when local land plans favor retention in public ownership.

This MSB parcel is traversed by a section of a traditional, pre-existing trail that connects Larson Lake with the Larson Creek/Talkeetna Bluffs trail. This traditional trail predates the Larson Creek/Talkeetna Bluffs Trail, and the state subdivisions in the area. It is presently used only as a temporary winter trail, primarily by locals, and other landowners and has had no recent improvements made to it. This is an important

fall/winter trail, as it bypasses creeks and waterholes that do not readily freeze during the shoulder months of freeze up. At times, it is the only safe way to get from Larson Lake to the Larson Creek/Talkeetna Bluffs Trail, and onto the Talkeetna area road system.

There should be a "best interest" finding for this individual parcel. It should not be lumped together with others. It has significant properties that make it an important piece of public land.

Is this 152 acre parcel surveyed as a separate parcel, or is it first part of a larger parcel of borough land? If it is not completely surveyed, who will bear the expense of surveying it? This survey could run into thousands of dollars due to the remote location.

Many Alaskans have objected over the years to the state's urban-style subdivisions in remote areas. This parcel could turn into another such development. Potential buyer's claims to the contrary mean nothing once it is private. They can do whatever they want. The public's frequent use of the land will be cut off, whether it is subdivided or not.

Taxation of the land will not be an advantage to the borough as an increasing population will eventually demand road services, fire services and law enforcement. These services will run into some big money likely more than the borough makes from the property tax.

Cathy Teich
Box 155
Talkeetna, AK 99676
2-6-16

RECEIVED

FEB - 8 2016

Community Development

Mat-Su Borough
350 E. Dahlia Ave.
Palmer, AK 99676

RE: Comments on Public Notice 007129
Concerning Classification of 32 Borough owned lands for a 2016
Competitive Sealed Bid Sale
Parcel number 15-015, 152 acres

To Whom It May Concern:

The following are my comments concerning the above Borough-owned lands:

1. The Talkeetna Bluffs Trail is already stressed, so impacts such, as a subdivision, would increase the traffic, having further negative impacts: trail degradation, safety issues, public health issues. These problems currently exist and would increase.
2. Parcel 15-015 has a winter moose population, which doesn't need pressure.
3. The Ridge Trail, which is the first part of the Talkeetna Bluffs/Larson Creek Trail, is in the MSB Recreational Trail Plan. The MSB Community Development Department is proposing that this trail be rehabilitated. Disposing of this large parcel will increase pressure on the trail that the borough is currently trying to rehabilitate. Should one Borough Department be doing something that negatively impacts the actions of another Department within the Borough? It's our tax dollars. I do not believe this is a good expenditure of funds.

With these concerns, it seems that it would make more sense just to rehabilitate the trail and allow moose some space, as our moose populations are already in trouble. The possibility of having a large subdivision in that area would conflict with other important issues and needs that the Borough has at this time. Parcel 15-015 is public recreation/watershed lands.

Respectfully,

Cathy Teich
907-733-2155
cathyt@mtaonline.net

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Public Notice MSB007129, Bid Parcel 15-015, 5881S07T00A

To: Mat Su Borough (MSB) Land and Resource Management Division
Via electronic mail to LMB@matsugov.us
From: Becky Long dated February 12, 2016

Along with the Talkeetna Community Council, Inc., I request that this parcel be withdrawn from consideration for general purpose classification for an upcoming competitive sealed bid land sale.

Summary of comments:

- Classification Process
- Land Management Planning
- Access Issues
- Parcel classification should be Public Recreation, Watershed Lands
- Important factors to consider
- The "Natural Capital" of public lands

1.0 Classification Process**1.1 Build Out Analysis Accuracy**

This Build-Out Analysis is the basis for the borough parcels to be chosen for disposal classification. Thus, the future of MSB public lands is determined by this build out analysis. Is this Analysis still accurate? The public needs a chance to see this document in order to determine if it is still accurate. There were some inaccuracies in the public draft.

1.2 MSB Land Disposal Program: Need for transparency

According to staff, parcel disposal classification represents year 2 of a 5 year land disposal plan. This disposal plan is an internal document. It is not a formal plan. The public had not heard about this disposal planning. This planning should be made transparent to the public. The previous Borough Assembly might have prioritized disposal. But is this true of the current Assembly? Throughout the years, the public through testimony with TCCI and Talkeetna Comprehensive Plan process has asked the borough to do a cost/benefit analysis when considering land disposals and to analyze the local real estate market in order to see if public land should be privatized. This has never been done to public knowledge.

1.3 Subdivision of Parcel 15-015

According to staff, someone came to them requesting that this parcel be classified for disposal. This person assured the staff that subdividing the land was not the purpose to privatize the land. Staff then told the public that this land would not be subdivided. But this statement is not realistic. It may be inaccurate according to bough code. If classified for disposal in a competitive sealed bid,

there is no guarantee by borough code that the buyer will not subdivide the 152 acre parcel. To comment on this classification, the public has to assume that it will be subdivided.

1.4 Talkeetna Community Council, Inc. (TCCI) District Review

TCCI is considering expanding its eastern boundary to include the area that includes this parcel. TCCI has formed a District Review Committee to pursue this redistricting according to borough code. The committee, chaired by Billy FitzGerald, is working closely with borough staff in this process. The TCCI would more fully comment on this parcel classification if it was within its district. TCCI should be given this chance in the future.

1.5 Individual Best Interest Finding for Parcel 15-015

Staff has indicated that the next step in this disposal classification process would be a best interest finding. It would be a general best interest finding for all the 32 borough owned lands in public notice 007129. Parcel 15-015 is a large significant parcel and should have an individual Best Interest Finding. This is an important tool in land planning and should not be shortchanged.

2.0 Land Management Planning for this Area

2.1 Talkeetna Comprehensive Plan: As a member of the Talkeetna Comprehensive Plan Advisory Committee, Land Use Subcommittee (Remote Lands), area residents worked hard with borough staff for many years on this Plan. The Plan boundaries include this parcel and goes east to section line between R1E and R 2E.

- Comprehensive plans are instrumental in influencing public and private policy decisions. Comprehensive plans are consulted during government determination rulings.....and administrative policies toward land use regulations.ⁱ
- From 1968-1988, in the general planning area 15,000 acres were disposed into private ownership. In the surrounding plan area, 11,000 acres of state land was offered to the private sector. The Talkeetna Bluffs Subdivision is directly north of this parcel and has 88 private parcels. The Talkeetna Bluffs Addition Subdivision east of Larson Creek has 59 parcels.ⁱⁱ
- The land use objective of TCAP is to guide future community growth and develop and balance and protect values. **“As there does not appear to be a pressing need for additional public land for residential use, the Talkeetna community is not supportive of additional public land disposal programs at this time in their area.” “Additional land disposal programs are not desired and may actually increase the cost of operation and maintenance of the various service areas and public**

facilities, if the service areas were to be expanded and roads extended.”ⁱⁱⁱ

- Parcel 15-015 is located in Subunit 5c of the Susitna Area Plan. **“Before future land settlement or road building occurs in the area, archaeological analyses of the area should be done. No new disposal or subdivision of public lands in remote areas (i.e. those areas not accessible by road) within the planning area should be permitted until such time as there is a demonstrated lack of available remote residential lands.”^{iv} “It is further recommended that the carrying capacity of the natural resources in the area to support/tolerate settlement (dwelling units) should be calculated and compared to the number of dwellings that are possible/probable on existing disposals.”^v**
- The concept of carrying capacity in remote areas was developed in the Chase Comprehensive Plan. “The ability of a natural system to support human population without seriously impairing the natural or human environment is called its carrying capacity for settlement.”^{vi} In order to figure out carrying capacity, it should be assumed that all parcels sold will be developed at some future date.^{vii}

2.2 Parks, Recreation and Open Space Plan of the Matanuska Susitna Borough Asset Management Plan adopted by the Borough Assembly on June, 2001. The larger Asset Management Plan is management guidance and direction for public borough land and natural resources. This Open Space Plan is a chapter in this larger plan.

- The public knows little about this plan. The borough tends to focus on recreational infrastructure, the parks and recreation component of public lands. To my knowledge, the open space component of borough public lands is not being implemented. This should be done. If not, the borough public could lose valuable habitat and recreation lands. Healthy sustainable fish and game populations sustain our lives and are the backbone of our economies in the Mat Su Borough.
- This plan is to govern how to use borough owned parks and open space. “The function of the parks and open space system in the Mat Su Borough is to provide for a range of leisure and cultural activities and to retain a dimension of the natural environment within community and regional landscapes. Parks, recreation areas and facilities combined with natural open spaces are tool for building and preserving community values and character.”^{viii}
- This parcel should be designated as part of borough open space allocations based on environmental, social and recreational values. The goal of this referenced plan is to establish an integrated open space and corridor system throughout the borough based on existing open space patterns and lands which are ecologically valuable. As

the private residential areas east of Talkeetna fill up with development, public open space will be critical for a functioning ecosystem that provides the ecological services of soil and water conservation and biological diversity to mention a few.

- The Elements of Mat-Su Borough's Parks, Recreation and Open Space System include the element called **Public Open Space**. This is land retained in its natural, undeveloped state for a variety of reasons, and may be used for recreational activities. Open Space preserves something of the natural setting, contributes to privacy, lessens sound and glare, screens unsightly views, protects watersheds, floodplains and other fragile or hazardous environments, while providing a setting for active recreation including trails which connect parts of the open space system as well as resource areas. (p. 44 of this Plan).
- One component of the open space system is **Remote Areas**. These include extensive natural areas which have limited access and little or no development. The area must be large enough to provide uses consistent with a reasonable wilderness experience and have high inspirational, aesthetic, scientific and cultural assets. **This parcel and the surrounding lands should be considered Remote Areas.**

3.0 Parcel Access

Bid Parcel information states ACCESS E: Access is by air, snow machine, or ATV. It is the responsibility of Buyer to determine, acquire, construct, maintain, and/or defend the right to use alternate access routes. State land lies between Talkeetna Bluffs subdivision and subject parcel.

3.1 **Talkeetna Bluffs Trail** would be the main ground access route to this parcel.

- It is the main ground transportation access route for Talkeetna Bluffs, Talkeetna Bluffs Addition, Bald Mountain Remote Parcel, and many properties upriver and north of the Talkeetna River. This trail is a significant recreational trail for Talkeetna residents, other user groups and remote property owners.
- The trail head for this trail is the same trail head for the **Ridge Trail**. Approximately one half mile of the Ridge trail is the Talkeetna Bluffs trail.
- According to the Talkeetna Community Council, Inc. (TCCI) 11/3/15 letter to the Mat Su Borough Community Development Director Eric Phillips, the Ridge trail is a locally significant transportation and recreational trail. It is identified in the Talkeetna Comprehensive Plan which recommends that should be retained, surveyed and designated as multi use trails.^{ix} TCCI states that the Ridge Trail officially designated Trail 203 Ridge in the Mat Su Borough Recreation Trails Plan. TCCI states that this trail is a priority in the Mat Su Trails and Parks Foundation Master Trails plan which recommends the development of a Ridge Trail Recreation Management Plan.

- TCCI supported the inclusion of the Ridge Trail in the proposed upcoming bond proposal. Money is needed to develop the **Ridge Trail Recreation Management Plan**. It surely seems illogical with all this borough monetary effort to rehabilitate the Ridge Trail that the borough would dispose of land that will create another subdivision of users to intensely use this part of the Ridge Trail. Will the borough have to create different access in order to separate recreational and property access routes? Who will pay for the needed private land necessary to separate the two uses?
- The Talkeetna Bluffs Trail, sometimes referred to as Larson Creek trail, already has too much pressure. Most of the non-snow months the trail is literally knee-deep in mud and water. On the rare occasions when it dries out, it is very deeply rutted. Both conditions make it impassable at times. Locals and other landowners are already having difficulty accessing the area. Further traffic brings further degradation. It has become a public safety issue with sparse state trooper coverage. Non-motorized use has been displaced by motorized use. One user group has been substituted for another.
- Part of this trail lies within the **corridor** of the **legislatively designated Talkeetna Recreation River** which is managed under the Susitna Basin Recreation Rivers Management Plan.

3.2 Traditional historical winter trail traverses within Parcel 15-015

- This trail is a traditional, pre-existing trail that connects Larson Lake with the Talkeetna Bluffs Trail and predates the Bluffs Trail (created 1984). It is a temporary winter trail that is important for access and for safety issues as it bypasses creeks and waterbodies unfrozen in mild winters.

4.0 Parcel 15-015 is currently unclassified. It should be classified Public Recreation and Watershed Lands according to borough code 23.05.100 **LAND CLASSIFICATIONS.**

- "Public Recreation Lands" under 23.05.100.(A)(12) are those lands which, because of location, physical features, or adjacent development are presently or potentially valuable to the public as natural or developed recreational or historic areas. This land has been used by the public since the 1980s for public recreation. There is an established winter trail system necessary to provide an alternative to other trails during high water events.
- "Watershed lands" under 23.05.100.(A)(15) are lands that may be forested at a high or moderate relief which will direct water to low lying areas covered or saturated by surface or groundwater sufficient to normally support vegetation found in areas such as riparian, swamps, marshes, bogs, estuaries, and similar areas. There are complex system of small lakes and bogs amongst wooded lands with winter moose populations.

- These classifications would protect to retain the roadlessness, the important fish and wildlife habitat, public recreation and hunting uses.
- The ability of an area of land to meet the lifestyle requirements to address the desires of remote area residents for such characteristics as privacy, quiet, and aesthetically pleasing surroundings is important. Such is identified in the Chase Comprehensive Plan as psychological carrying capacity. * There are many reasons why people purchase remote properties. This desire for a remote lifestyle in the woods is certainly high on people's priorities according to the comprehensive plan advisory committees.

5.0 Other Factors to consider

5.1 From over 30 years of local knowledge, this parcel area contains a winter population of resident moose. It is also part of a migration corridor from the high country of the Talkeetna Mt. foothills to the riverine country of the Talkeetna River.

5.2 The Mat Su Salmon Partnership has publicized maps that show data specifically quantifying variables about the biological values of the watersheds in the borough and variables of patterns of human activities that may negatively impact watersheds. These values are based on the variables of road density, culverts that impede fish passage, impervious and converted land cover, platted subdivisions, water quality, invasive northern pike, conservation management status, instream flow. Map 10, the biological values map shows moderately high values for this area of borough land. Maps 20 and 21, the relative vulnerability of watersheds, show values that vary from high to moderately high values of vulnerability to negative impacts. This puts us on notice that we need to protect our borough public forests and watersheds in our land use planning.

5.3 Significant impacts on the land are just now beginning to be felt in the general area east of Talkeetna where land disposals occurred. Fish and wildlife populations are being affected by increased disturbance, increased harvesting, and creek erosion at trail crossings.

5.4 Too often, the borough develops land in a way that private developers are not allowed to do. Why should there be looser guidelines for the borough? The borough will go forward with a development plan without assuring that there will be the services and needs that go along with development.

5.5 The public and the public uses are being pushed into narrow corridors of decreasing amounts of public land. The degradation of the public uses can

result from this. This means the borough is losing qualities that are the reasons that people live here and recreate here.

6.0 "Natural Capital" of MSB Public Lands

Natural capital "refers to the elements of nature that produce value or benefits to people (directly and indirectly) such as the stock of forests, rivers, land, minerals and oceans, as well as the natural processes and functions that underpin their operation."^{xi} The public lands of the MSB are its natural capital. The lack of a discernible policy regarding borough public lands is troubling.

- The **renewable resources** of the public land ecosystems provide **Ecosystem Services**. Resource managers and the public need to use the precautionary principle and be risk averse when managing our renewable natural resources. Restoration is very long and difficult when it comes to ecosystems. Natural capital assets have thresholds which are biophysical resilience. If the stock of the asset is depleted below sustainability, then degradation occurs.

- The value of an intact forest is imperative in this time of climate change. Shifting weather patterns impact fish, wildlife, habitat and plants. Lands that are not fragmented by roads and land-clearing human development are more resilient to climactic changes. Diverse natural forests form their own sheltering and buffering microclimates which slow the rate of change and allow resident species time to adapt to climate changes. Resilient ecosystems can regenerate better after disturbances, and resist and recover from pests, diseases, temperature changes, and water availability.^{xii}

- The backbone of our southcentral economy is based on tourism, hunting, fishing and recreation. For that to continue, we need healthy fish and wildlife populations, unpolluted waters and scenic vistas. This is further borne out by the June 2007 Cole Report. The non-consumptive uses of the Mat Su Forest exceed the consumptive uses by a ratio of about 21 to 1. This is \$363 million in tourist visitor expenditures compared to \$18 million for consumptive uses. We recognize that the MSB is growing rapidly. In response, the public recognizes the need for undeveloped and roadless forest lands for the purposes of open space, fish and wildlife habitat, watershed and wetland protection in the face of growth and accompanying development and natural resource extraction proposals. It is also important for the residential quality of life.

ⁱ Preface, page i, Talkeetna Comprehensive Plan (TCP)

ⁱⁱ CHAPTER 3: EXISTING LAND OWNERSHIP AND MANAGEMENT, Private Ownership and Management page 3-8 TCAP

ⁱⁱⁱ CHAPTER 4: LAND USE PLAN, RESIDENTIAL LAND USE page 4-7 TCAP

^{iv} CHAPTER 4 page 4-33 TCAP

^v CHAPTER 4 page 4-34 TCAP

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- ^{vi} Chase Comprehensive Plan, Plan Recommendations, Land Use Plan, p. 75
 - ^{vii} Chase Comprehensive Plan, p. 76
 - ^{viii} Parks, Recreation and Open Space Plan component page i
 - ^{ix} Chapter 6 Transportation page 6-41
 - ^x Chase Comp. Plan p 75
 - ^{xi} Natural Capital Valuing the Planet, Helm, Dieter, p.248
 - ^{xii} Executive Summary of the report A NEW CLIMATE FOR CONSERVATION by Dr. Jim Pojar

Elizabeth Weiant

From: Clear Creek Cat Rescue <clearcreekkitties@gmail.com>
Sent: Tuesday, February 09, 2016 6:41 AM
To: Land Management
Subject: MSB 007129

I ask that the Borough withdraw this parcel from consideration for disposal.

The local residents considered this area in the Talkeetna Comprehensive Plan and it was determined not to be suitable for development. Past disposals, as well as recreational uses, have put pressure on this general area and the significant impacts are just beginning to be felt. Increased disturbance, and harvesting, of the fish and wildlife, and erosion of the creeks at trail crossings is just now showing effects on the fish and wildlife populations. The degradation of the machine trail which is used by current residents is already so extreme in places that it is dangerous to travel. The Borough's continued blind development of public lands without the consideration of the direct effects has too often left the folks who use and live on these lands with problems and difficulties that are unacceptable. More development would mean the need for the Borough to step up and fund the most basic, necessary improvements to keep wildlife, fish, and humans safe. Too often the Borough has done exactly what other developers are not allowed to do--go forward with a development plan without assuring that there will be the services and needs that go along with development. No private person would be allowed to blindly sell off land without providing access and guarantee that the most basic services are provided. It is time that the Borough begin to act in a responsible manner and NOT create developments that it clearly has no funding to support.

With the current state of the budget, it is foolish to believe that the Borough can continue to create the environment for development without providing the money to make the development safe and viable.

To do so puts the burden entirely on the people who now live there and who in their daily lives must try to correct the Borough's mistakes.

I ask that you refrain from creating more problems for the residents and withdraw this area from possible disposal.

Thanks for your consideration,
Judy Price

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Nancy Cameron

From: John <jsandrw@matnet.com>
Sent: Monday, February 15, 2016 12:28 PM
To: Nancy Cameron
Subject: Comments MSB007129 proposed sealed bid land sale

February 15, 2016

Dear Nancy:

These are my comments on Public Notice MSB007129 which lists various parcels of Borough owned land for potential inclusion in an upcoming competitive sealed bid land sale. My primary focus is parcel 15-015, Tax ID 5881S07T00A, near Talkeetna.

I think that you should withdraw 15-015 for further evaluation, analysis, and consultation with the community.

Parcel 15-015 is a large (quarter section) semi-remote parcel. Access is difficult and well below pioneer standard. There are other Borough parcels nearby or adjoining. Parcel 15-015 is within the Talkeetna Comprehensive Plan planning area. The parcel is also within the soon to be proposed extension of the Talkeetna Community Council, Inc. (TCCI) boundaries.

It is a large parcel, and how it develops has implications throughout the community. The proposed reclassification and sale was considered, and objected to, by the TCCI at its meeting on February 1, 2016. I think more thought and analysis is needed (by both the Borough and community), to get to the heart of the implications and develop some sort of plan, with meaningful community input, for the future of the subject parcel and other nearby MSB lands, and how this 15-015 would be integrated into that plan.

The build-out analysis is a technical analysis; not a land use plan developed with community participation that I discuss above. In addition, a draft version of the build-out analysis was presented to the community by the Borough a few years ago, and some significant errors were noted. One of these errors was that lands that have been set aside for parks or recreation areas were not recognized as such... and, as I recall, contained a lot of dots indicating development. I don't know if the final version of the build-out analysis corrected these types of errors. Even if corrected, the build-out analysis is of limited usefulness; a real plan is needed.

I also suggest the Borough determine if this 15-015 proposed disposal is consistent with the Talkeetna Comprehensive Plan.

It is important for MSB to develop a Best Interest Finding for this parcel (i.e., not group this parcel with any of the others in MSB007129) and distribute to the public for comment, prior to reclassification and disposal. Parcel 15-015 is unique relative to the other parcels in MSB007129. The Kenny Creek subdivision parcels are not unique... they are in close proximity with one another and are virtually the same thing, and one BIF for all of the Kenny Creek parcels is appropriate. The circumstances of Parcel 15-015 versus the Kenny Creek parcels are entirely different, and significant. The public interest calculation (15-015 v Kenny Creek) is materially different. The same applies to other large parcels in MSB007129.

I looked back in my records for proposed borough disposals around 2004 and 2005. I found that the Borough prepared BIFs for individual parcels or for small groups of parcels in close proximity and of similar circumstances. The MSB did not lump everything together in one BIF. For example, applying past methods to the current MSB007129, parcels 15-018, 15-019, and 15-020 would have one BIF. Same with 15-021 and 15-022. And there would be a separate BIF for 15-015.

I urge MSB to prepare the BIF cost-benefit evaluation as it has been done in the past, individually or in small groups of similarly circumstanced parcels. Absent buyer default of some sort, disposals of Borough land are permanent. To provide for the public interest, it is important from both the Borough and community standpoint that the effect of the sale, economic or otherwise, has a hard look before making a decision on a disposal.

Thanks for this opportunity to comment.

Sincerely,

John

John Strassenburgh
PO Box 766
Talkeetna, AK 99676
jsandr@matnet.com
907-733-6874

Elizabeth Weiant

From: Billy FitzGerald <info@alaskahiking.com>
Sent: Wednesday, February 17, 2016 8:38 AM
To: Land Management
Subject: MSB 007129

Dear Ms Cameron,

My name is Billy FitzGerald, I am a 40 year resident of the Mat-Su Borough and I want to comment on Bid Parcel Number 15-015, Tax ID Number 5881S07T00A.

I am opposed to having this parcel of property included in the proposed competitive sealed bid land sale.

My main reason is that this proposed parcel of land lies within the Talkeetna Comprehensive Plan planning area which states, in part, on page 4-33:

"No new disposal or subdivision of public lands in remote areas (not accessible by road) within the planning area should be permitted until such time as there is a demonstrated lack of available remote residential lands". Since 1968 there were 26,000 acres of land offered for sale to the public. Only a small percent of that land was sold and an even smaller percent actually utilized. There are three subdivisions in the immediate area that also have many, many lots still unsold.

I would like to see this parcel of land reclassified as Watershed Lands and/or Public Recreation Lands.

Sincerely yours,
Billy FitzGerald
P.O. Box 93
Talkeetna AK 99676

Feb. 17, 2016

Hello,

I am writing to comment on MSB 007129, and in particular Parcel #15-015, an area just south of the Talkeetna Bluffs Subdivision. The borough proposes to change the classification of this land to "General Purpose," making it eligible for disposal. I am writing to request that you withdraw this parcel from consideration for reclassification and disposal.

There are many reasons Parcel #15-015 is a poor choice for reclassification - enough that the Talkeetna Community Council voted unanimously (!) to request that the borough withdraw this parcel from consideration. My main objection is that the Talkeetna Comprehensive Plan states that no new subdivisions should be developed in the area until there is a demonstrated lack of remote land available, and at present we have 6 remote subdivisions in the area. The three closest to Parcel #15-015 have well over 250 lots: if all of these were sold, I can't imagine the impacts to the area: lack of game, firewood, and impacts to local trails (which are already suffering).

There is absolutely no need to add more remote land disposals to this area, and the potential for harm is great. That's why I'm siding with the Talkeetna Community Council and the Comprehensive Plan in requesting that you withdraw this parcel.

Thank you,

Doug Smith
Talkeetna
dougseabird@gmail.com

To: Mat-Su Borough
Re: MSB Public Notice 007129
Date: Feb. 17, 2016
From: Ellen Wolf
PO Box 371
Talkeetna, AK 99676

Thank you for the opportunity to comment on classification of 32 borough-owned lands.

My comments focus on Parcel number 15-015 which I encourage you to classify as PUBLIC RECREATION AND WATERSHED LANDS -- not General Purpose.

At its February meeting, the Talkeetna Community Council voted unanimously to request that the Borough withdraw this parcel from consideration for disposal based on public testimony. Some of the concerns:

- Increased impacts on the already-stressed Talkeetna Bluffs Trail, with implications for risks to public safety.
- Impacts to the wildlife, especially moose, who use this area in winter and as part of a migration corridor between the river and hills.
- The Talkeetna Bluffs/Larson Creek Trail provides access to the area. The trail begins as part of the Ridge Trail which is in the MSB Recreational Trail Plan and proposed to be part of a bond issue for repairs and management planning. Disposing of this large parcel will create pressure on a trail that the borough is currently trying to fix up.

Again, I urge you to classify Parcel 15-015 as Recreation and Watershed Lands.

Thank you for your consideration.

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**PUBLIC HEARING
LEGISLATIVE**

Resolution No. 16-07

Alsop East IMD
Point MacKenzie Phase I Subdivision

(Page 237 - 374)

PUBLIC HEARING

STAFF REPORT



MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

Development Services Division

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7822 • Fax (907) 861-7876

www.matsugov.us

DEVELOPMENT SERVICES DIVISION STAFF REPORT

File Number: 172820150003

Applicant/Property Owner: MSB Land & Resource Management Division

Request: Planning Commission Resolution 16-07

A resolution recommending Assembly approval of an Interim Materials District (IMD), known as Alsop East Pit, in accordance with MSB 17.28 - Interim Materials District, for the extraction of up to 6,285,000 cubic yards of material within 110 acres of a 968 acre parcel of property

Location: Point Mack Ph. I Subdivision, Tract A; 21601 W. Alsop Road; within Township 15 North, Range 4 West, Section 27, Seward Meridian

Public Hearing: March 7, 2016

Planning Commission Action: The planning commission shall conduct a public hearing and render a recommendation to Borough Assembly on a designation for an Interim Materials District

Reviewed By: Eileen Probasco, Planning & Land Use Director 
Alex Strawn, Development Services Manager 

Staff: Susan Lee, Planner II 

Staff Recommendation: Approval with conditions

EXECUTIVE SUMMARY

An Interim Materials District (IMD) application has been submitted for an IMD designation on the above referenced parcel where a mining operation is proposed. The request is to extract up to 6,285,000 cubic yards of material until the year 2050 within 110 acres of a 968 parcel of property. The goal of the material extraction is for nearby projects including but not limited to Alsop Road upgrades, development of the Point MacKenzie Townsite, the Port MacKenzie Rail

Extension project, and other port and Point MacKenzie Road improvements. The site's future use is intended to be the Point MacKenzie Townsite.

For sites where extraction activities are greater than 20-acres an IMD designation is required under MSB 17.28 – Interim Materials District. An IMD may be established on private or public parcels and where extraction activities occur on 20 contiguous acres or greater. The subject parcel is located in Assembly District 5.

LAND USE

Existing Land Use:

The subject parcel is currently undeveloped. The property is located approximately one mile east along Alsop Road from the intersection of Point MacKenzie Road. Tract A, Point Mack Ph. I Subdivision is 968 acres in size. The proposed IMD is 110 acres in size and is located south of Alsop Road.

Staff conducted a site visit on February 11, 2016 and observed the following:

- The property is undeveloped.
- There is a small area of the site adjacent to Alsop Road where gravel has been removed illegally.
- The site terrain is varied.
- Site is covered in natural vegetation consisting of birch and spruce trees, willow and alder bushes.

Surrounding Land Uses:

Land uses within one mile the subject parcel include a sawmill to the north, various undeveloped privately owned parcels, several developed residential parcels to the north, west, and east, Goose Creek Correctional Center and associated water treatment plant to the west, and an old gravel pit and a couple of agricultural parcels across Point MacKenzie Road to the west.

COMPREHENSIVE PLAN

This property is located within the boundary of the Point MacKenzie Community Comprehensive Plan (2011). The intent of the comprehensive plan is to identify and encourage a general pattern of development that best meets the community goals. The plan does not map or designate specific land use areas.

The plan conveys under its Economic Development section, that the primary options for local resource development include timber harvests, natural gas extraction, sand and gravel extraction, and agriculture. The lone Economic Development goal states:

Goal 1: *Encourage development that will benefit the Point MacKenzie community.*

To create stable economy and job market, Point MacKenzie residents want a balanced economy; one that avoids over reliance on any one sector, seasonal lulls, and dependence on out-of-area resources.

REVIEW OF APPLICABLE CRITERIA AND FINDINGS

MSB 17.03 – Public Notification

Notices were mailed to all property owners within a one-mile radius of the proposed IMD site. A total of 95 notices were mailed. Notification of this request was published in the January 12, 2016 edition of the *Frontiersman*. The application material was also posted on the Borough website. Notice was also sent to the Point MacKenzie Community Council. The community council did not submit comments. One written comment opposing the IMD was submitted by a member of the public.

The Knik Road Service Area 17 Board of Supervisors submitted comments with the following concerns:

- Impacts to residents and roads.
- Point MacKenzie Road not built to withstand 100% load limits.
- Weight restrictions should be observed in the spring and fall.
- Concerns that the application material states that the borough and contractor not responsible for repairs or maintenance of the roads from damages that may occur from equipment.
- Should not impose added costs to the road service area from costs associated with developing the IMD.
- Provide a funding mechanism to maintain roads.
- Limit hours of operation to eliminate unnecessary noise at night and weekends.

Section 17.28.040 Required Compliance With State And Federal Laws

(A) All applicants for interim materials district designation are required to demonstrate compliance with state and federal law. Prior to final approval of the interim materials district, the applicant or agent shall provide written documentation of compliance with the following:

- (1) mining license as required by the Alaska State Department of Revenue, pursuant to A.S. 42.65;*
- (2) mining permit as required by the Alaska State Department of Natural Resources (ADNR) if extraction activities are to take place on state land;*
- (3) reclamation plan as required by ADNR, pursuant to A.S. 27.19;*
- (4) notice of intent (NOI) for construction general permit or multi-sector general permit and storm water pollution prevention plan, and other associated permits or plans required by the Environmental Protection Agency (EPA) pursuant to the Alaska Pollutant Discharge Elimination System (APDES) requirements; and*
- (5) United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act, 33 U.S.C. 1344, if material extraction activity is to take place within wetlands, lakes and streams.*

Finding: A State of Alaska Department of Revenue license is not required for this application because Alaska law was amended in 2012 and rock, sand and gravel quarries are now exempt from the requirement.

Finding: A State of Alaska Department of Natural Resources (ADNR) mining permit is not required for this application because the extraction activities will not take place on state land.

Finding: In 1999 a Memorandum of Understanding (MOU) was signed between the State of Alaska, Department of Natural Resources and the Matanuska-Susitna Borough (MSB). In the MOU both parties agree the MSB will implement the state mining requirements on sites owned by the MSB (copy of MOU in application material).

Finding: The application material states that a performance bond, as well as any other bonds deemed necessary to protect the best interests of the Borough, may be required to be filed by the contractor prior to development of the site.

Finding: A Storm Water Pollution Prevention Plan (SWPPP) is required and will be submitted to the Environmental Protection Agency (EPA) when a contractor is selected by the Borough to operate the proposed site.

Finding: A United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act is not required for this application as the applicant is not proposing any extraction activity to take place within identified wetlands, lakes, streams, or other waterbodies. A Jurisdictional Determination (DA) issued by the U.S. Army Corps of Engineers has been provided by the applicant.

Finding: Cook Inlet Alaska Wetland Classification and Mapping System and National Wetlands Inventory identified some wetland formations on or within one mile of the site.

Conclusion of Law: All of the requirements to demonstrate compliance with state and federal law have been met (MSB 17.28.040(A)).

Section 17.28.050 Site Development Plan Required

(A) The application for an interim materials district shall include a site development plan. The site development plan shall include, but not be limited to the following, as required by the conditions of the site, and shall be consistent with the standards in MSB 17.28.060:

(1) identification of surrounding property owners, existing land uses, and wetlands and waterbodies within one-quarter mile of the site;

Finding: Maps are included in the record identifying surrounding property ownership, wetlands and waterbodies, and existing surrounding land uses within one mile of the site.

Finding: Cook Inlet Alaska Wetland Classification and Mapping System and National Wetlands Inventory identified some wetland formations on or within one mile of the site.

Conclusion of Law: The surrounding property ownership, existing land uses, and wetlands and waterbodies within the notification area have been identified (MSB 17.28.050(A)(1)).

(2) planned location of permanent and semipermanent structures for verification of setback requirements;

Finding: Structures planned on the site include a rock screener and crusher, office trailer, and portable toilet to be placed in the designated staging and operations area within each phase.

Finding: The applicant's site plan shows the planned location of the structures.

Finding: The application material states that the relocation of structures within the operations area may be necessary depending on the project and will be determined by the contractor. Modifications will be included in the development plan required from the contractor prior to their operations within the pit.

Conclusion of Law: According to the site plan, all proposed permanent and semi-permanent structures are sufficiently set back from property lines and right-of-ways to meet MSB 17.55 setback requirements (MSB 17.28.050(A)(2)).

(3) proposed phases of mining activities;

Finding: The proposed phases of mining have been identified in the site plan and application, which are included in the record showing the location of each phase of mining activity within the subject parcel.

Finding: According to the application material, there are two phases of mining. Phase I, Cell A will be mined first, followed by Cells B through D. When the useful material of Phase I has been exhausted, mining in Phase II will begin as needed.

Conclusion of Law: Phases of proposed mining activities have been identified on the site plan (MSB 17.28.050(A)(3)).

(4) roads and access plan;

Finding: According to the application material, there are two access points.

Finding: The driveways will access directly onto Alsop Road.

Finding: The application material states that all necessary approvals will be obtained prior to development of access drives into the Alsop East Pit.

Finding: Construction-related traffic may be expected to generate a maximum of 40 trips (80 round trips) per hour, during the peak construction season.

Finding: The application material states that the level of services will still stay above a C level of service during hours of construction.

Finding: A traffic control plan is not required by the State of Alaska.

Finding: Point MacKenzie Road and Alsop Road are Borough-maintained roads located within Knik Road Service Area 17.

Finding: The borough contract requires that the contractor repair and maintain roads satisfactorily to the borough.

Conclusion of Law: The proposed traffic route and traffic volumes have been identified. Traffic generated from the proposed use will not exceed 100 vehicles during the morning or afternoon peak hours or more than 750 vehicles a day, as specified in MSB 17.61.090, Traffic Standards (MSB 17.28.050(A)(4)).

(5) visual screening measures;

Finding: A 100-foot wide natural vegetation buffer will be retained around the west, south, and east perimeters of the site.

Finding: An additional 300-foot wide natural vegetation buffer will remain between the project boundaries and Alsop Road.

Finding: In areas of the site where the natural vegetation has been previously logged up to the property line, a berm at least 10 feet in height between the work area and the 100-foot wide buffer strip will be constructed.

Finding: The only developed property adjacent to the project site, is the sawmill to the north of Alsop Road, which will be buffered by over 300 feet of natural vegetation and Alsop Road.

Conclusion of Law: Natural vegetation and earth berms will be used to meet the visual screening methods (MSB 17.28.050(A)(5)).

(6) noise mitigation measures; and

Finding: Gravel extraction will take place below grade excavated pit cells; which will become deeper as material extraction progresses.

Finding: The below-grade location of mining and processing operations will help attenuate work area noise.

Finding: The site will be buffered with berms and natural vegetation.

Finding: There are no identified significant or sensitive sound receptors within the vicinity of the proposed developed.

Finding: Hours of operation may vary depending on the project schedule, but operations may take place 24 hours per day/seven days per week.

Finding: Extraction operations will take place from March 31 through November 30, annually.

Conclusion of Law: Noise mitigation measures include retaining natural vegetation, erecting earth berms at least ten feet in high, below grade work areas and the general location of the site away from sound receptors should result in reduction of construction related noise to ensure that sounds generated from earth material extraction activities do not exceed sound levels set forth in

MSB 17.28.060(A)(5)(a). Noise levels exceeding the levels in 17.28.060(A)(5)(a) are prohibited (MSB 17.28.050(A)(6)).

(7) proposed lighting.

Finding: Most of the work will be conducted during the summer and operations will primarily occur during daylight hours.

Finding: If lighting is needed it will only be used to illuminate activities in the work area.

Finding: Any lighting will be focused away from Alsop Road and will be directed only onto the work area.

Finding: Any exterior lighting will be located and shielded to direct the light towards the ground to minimize light spillage onto adjacent properties and upward into the night sky.

Finding: Illumination or other fixtures mounted higher than 20 feet or 150 watts or more must have downward directional shielding.

Conclusion of Law: Based on the findings above, the applicant meets lighting standards in accordance with MSB 17.28.050(A)(7).

Section 17.28.060 Site Development Standards

(A) Standards for the interim materials district site development plan are as follows:

(1) identification of surrounding property owners, existing land uses, and wetlands and waterbodies within one-quarter mile of the site;

Finding: Maps are included in the record identifying surrounding property ownership, wetlands and water bodies, and existing surrounding land uses within one mile of the site.

Finding: Cook Inlet Alaska Wetland Classification and Mapping System and National Wetlands Inventory identified some wetland formations on or within one mile of the property.

Finding: The proposed activities will not take place within any wetlands.

Finding: An undisturbed buffer of 100 linear feet will be maintained between all earth material extraction activities and all identified wetlands and waterbodies.

Conclusion of Law: Based on the above findings, the surrounding property ownership, existing land uses, and wetlands and water bodies within one mile have been identified (MSB 17.28.060(A)(1)).

(2) phases of proposed mining activities including a map showing the area to be mined, a description of the topography and vegetation, approximate time sequence for mining at particular locations, and general anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants, etc.

Finding: The proposed phases of mining have been identified in the site plan and application, which are included in the record showing the location of each phase of mining activity within the subject parcel.

Finding: According to the application material, there are two phases of mining. Phase I, Cell A will be mined first, followed by Cells B through D. When the useful material of Phase I has been exhausted, mining in Phase II will begin as needed.

Finding: The application material states that areas within the active cell that are mined of their useful material will be stabilized in accordance with the reclamation plan.

Finding: The applicant's site plan shows the planned location of the structures conform to the setback requirements.

Finding: Maps showing topography, bare earth, and vegetation are included in the record.

Conclusion of Law: Phases of proposed mining activities, description of the topography and vegetation, and approximate time sequence for the duration of the mining activity have been determined. Semi-permanent equipment will not be located within the required setbacks (MSB 17.28.60(A)(2)).

(3) The road and access plan shall include anticipated routes and traffic volumes, and shall be approved by the director. If the level of activity exceeds the minimum levels specified in MSB 17.61.090, traffic standards, a traffic control plan consistent with state regulations may be required;

Finding: According to the application material, there are two access points.

Finding: The driveways will access directly onto Alsop Road.

Finding: The application material states that all necessary approvals will be obtained prior to development of access drives into the Alsop East Pit.

Finding: Construction-related traffic may be expected to generate up to a maximum of 40 trips (80 round trips) per hour, during the peak construction season.

Finding: The application material states that the level of service will stay above a C level of service during hours of construction.

Finding: A traffic control plan is not required by the State of Alaska.

Conclusion of Law: The proposed traffic route and traffic volumes have been identified. Traffic generated from the proposed use will not exceed 100 vehicles during the morning or afternoon peak hours or more than 750 vehicles a day, as specified in MSB 17.61.090, Traffic Standards (MSB 17.28.60(A)(3)).

(4) visual screening measures shall include a detailed description of the type of visual screening to be utilized, and shall be maintained as necessary during the course of

extraction activities. Visual screening may include, but is not limited to, berms, natural vegetation, solid fences, walls, evergreen hedges or other means as approved by the commission. If mining is planned to be conducted within 300 feet of the property line, berms or other visual screening methods shall be a minimum of ten feet in height. If mining is planned to be conducted greater than 300 feet from the property line, the applicant shall utilize commission-approved screening methods to minimize visual impacts of the mining operation. The commission shall adopt policies and procedures to assist applicants in developing screening plans. In its discretion, the commission may waive screening requirements where the topography of the property or the placement of natural barriers makes screening not feasible or not necessary. Screening requirements shall be required in consideration of and in accordance with existing uses of adjacent property at the time of designation of the interim materials district. An interim materials district shall not be required to screen the district from uses which arise after the designation of the interim materials district;

Finding: A 100-foot wide strip of natural vegetation will be retained around the west, south, and east perimeters of the site.

Finding: The north perimeter of the site is Alsop Road, which will be buffered by retaining a 300-foot wide strip of natural vegetation, as required by the 2010 Natural Resource Management Unit Plan.

Finding: In areas of the site where the natural vegetation has been previously logged up to the property line, a berm at least 10 feet in height between the work area and the 100-foot side buffer strip will be constructed.

Finding: All wetlands and waterbodies will be buffered by a 100 foot wide strip of natural vegetation.

Finding: Fifty-foot wide section line easements exist along the east and south boundaries of Phase I and along the west and south boundaries of Phase II. All section line easements will remain undisturbed and will be buffered by an additional 50 feet of natural vegetation.

Finding: The 100 foot wide Chugach Electric association transmission line traverses between Phase I and Phase II. This public utility easement is outside of the material site boundaries and will be buffered both from Phase II on the west and Phase I on the east by an additional 100 feet of natural vegetation.

Conclusion of Law: Natural vegetation and earth berms at least 10-feet in height will be used to meet the visual screening measure (MSB 17.28.60(A)(4)).

(5) noise mitigation measures shall include a description of measures to be taken by the applicant to mitigate or lessen noise impacts to surrounding properties and shall include, but not be limited to, hours of operation of noise-producing equipment, erecting noise barriers (i.e., berms a minimum of ten feet in height) between noise-producing equipment and adjacent uses, location of noise-producing equipment (i.e.,

below grade in excavated pit areas), and measures to utilize equipment with noise reduction features.

(a) no sound resulting from the earth materials extraction activities shall create a sound level that exceeds the limits set forth for the existing receiving land use category in Table 1 when measured at or within the property boundary of the receiving land us:

Table 1. Sound Levels by Receiving Land Use

<i>Receiving Land Use Category</i>	<i>Time</i>	<i>Sound Level Limit (dB(A))</i>
<i>Residential Use</i>	<i>7 a.m. – 10 p.m.</i>	<i>60</i>
	<i>10 p.m. – 7 a.m.</i>	<i>50</i>
<i>Commercial Use</i>	<i>7 a.m. – 10 p.m.</i>	<i>70</i>
	<i>10 p.m. – 7 a.m.</i>	<i>60</i>
<i>Industrial Use or Undeveloped Land</i>	<i>At all times</i>	<i>80</i>

(b) [Repealed by Ord. 08-150, § 2, 2008]

(c) for any sound that is of short duration, between the hours of 7 a.m. and 7 p.m. the levels established in Table 1 may be increased by:

(i) five dB(A) for a total of 15 minutes in any one hour; or

(ii) ten dB(A) for a total of five minutes in any hour; or

(iii) fifteen dB(A) for a total of one and one-half minutes in any one-hour period.

(d) an interim materials district or a conditional use permit for earth materials extraction activities shall not be required to provide noise mitigation measures to mitigate or lessen noise impacts if a land use requiring lesser noise levels than for an industrial area arises on properties adjacent to earth materials extraction sites after the designation of the interim materials district or the effective date of the conditional use permit.

Finding: Gravel extraction will take place within below grade excavated pit cells; which will become deeper as material extraction progresses. The below grade location of mining and processing operations will help attenuate work area noise.

Finding: Hours of operation may vary depending on the project schedule, but work may take place 24 hours per day/7 days a week.

Finding: Extraction operations will take place from March 31 to November 31 annually.

Conclusion of Law: Noise mitigation measures include retaining vegetation, constructing earth berms at least ten feet in high, and below grade extraction activities to ensure that sounds generated from earth material extraction activities do not exceed sound levels set forth in MSB 17.28.060(A)(5)(a). Noise levels exceeding the levels in 17.28.060(A)(5)(a) are prohibited.

(6) *lighting standards are:*

(a) *exterior lighting shall be located and shielded to direct the light towards the ground, in order to minimize light spillage onto adjacent properties and upward into the night sky.*

(b) *illumination or other fixtures mounted higher than 20 feet or 150 watts or more shall have downward directional shielding.*

Finding: According to the application material most of the work will be conducted during the summer season and operations will primarily occur during daylight hours without the need for artificial lighting.

Finding: If lighting is needed it will only be used to illuminate activities in the work area.

Finding: Any lighting will be focused away from Alsop Road and will be directed only onto the work at hand.

Finding: Exterior lighting will be located and shielded to direct light towards the ground in order to minimize light spillage onto adjacent properties and upward into the night sky.

Finding: Illumination or other fixtures mounted higher than 20 feet or 150 watts or more just have downward directional shielding.

Conclusion of Law: Based on the above finding, the applicant meets lighting standards in accordance with MSB 17.28.060(A)(6).

(7) *Except as permitted by MSB 17.30.037, the following restrictions shall apply: an undisturbed buffer shall be left and no earth material extraction activities shall take place within 100 linear feet from a lake, river, stream, or other water body, including wetlands (unless permitted by U.S. Army Corps of Engineers 404 Permit, MSB 17.28.040(A)(5)).*

Finding: A map is included in the record identifying surrounding property ownership, wetlands, and water bodies, and existing surrounding land uses within one mile of the site.

Finding: Cook Inlet Alaska Wetland Classification and Mapping System and National Wetlands Inventory identified some wetland formations on and within one mile of the property.

Finding: The proposed activities will not take place within any wetlands.

Finding: The application material indicates an undisturbed buffer of 100 linear feet will be maintained between all earth material extraction activities and all identified wetlands and waterbodies.

Finding: There is a lake southeast of Phase I which will be protected by a greater than 400 foot naturally vegetated buffer and a pond west of Phase II which will be protected by a greater than 150 foot naturally vegetated buffer zone.

Finding: The application material states that the contractor will be required to survey the outer limit of the wetland buffers and stake or demarcate the boundary prior to commencement of any work in the borrow area to ensure that no work is conducted, including, but not limited to, clearing, grubbing, staging of equipment or materials, etc., within this boundary.

Conclusion of Law: Based on the above findings, the applicant will not conduct earth material extraction activities within 100 linear feet of any identified wetland, stream, river or other waterbody (MSB 17.28.60(A)(7)).

Section 17.28.080 Procedures For Initiating An Interim Materials District (IMD)

17.28.080(C)(2) The commission shall report to the assembly on whether the applicant has met the standards delineated in MSB 17.28.050 and 17.28.060 and what effect the proposed interim materials district would have on the public health, safety, and general welfare of the Matanuska-Susitna Borough. The commission in its report to the assembly shall recommend to the assembly approval, denial, modifications, or conditions of approval for the proposed action, and shall include findings on the following:

(a) whether the proposed interim materials district is compatible with the goals and objectives of the comprehensive plan;

Finding: The proposed site is located within the Point MacKenzie Comprehensive Plan (2011) planning area.

Finding: The comprehensive plan identifies this area as the proposed Point MacKenzie townsite.

Finding: The proposed site will directly support the construction of transportation projects identified in the comprehensive plan.

Finding: Under its Economic Development section, the comprehensive plan identifies gravel extraction as a primary option for resource development.

Conclusion of Law: Based on the above findings, the proposed IMD is consistent with the Point MacKenzie Comprehensive Plan (2011) (17.28.080(C)(2)(a)).

(b) whether the proposed interim materials district negatively affects public health, safety or general welfare; and

Finding: According to the application material, a water truck and/or sweeper will be used for dust control.

Finding: According to the application material, the contractor will be required to install at least three monitoring wells per phase to monitor ground water levels and depth to ground water. Monitoring wells will be installed to a depth of at least six feet below the lowest level of excavation that takes place.

Finding: According to the application material, the operation will stay at a minimum four feet above the water table.

Finding: Slopes will be no steeper than 2H:1V to provide acceptable public safety, stability and erosion control.

Finding: The reclamation plan states that organic overburden will be stockpiled for use in reclamation and revegetation of the slopes within each respective phase.

Finding: The only developed property adjacent to the project site, is the sawmill to the north of Alsop Road, which will be buffered by over 400 feet of natural vegetation and Alsop Road.

Finding: Land uses within one mile of the site include a sawmill to the north, various undeveloped privately owned parcels, several developed residential parcels to the north, west and east, Goose Creek Correctional Center and associated water treatment plant to the west, an old gravel pit and a couple of agricultural parcels across Point MacKenzie Road to the west.

Finding: A Storm Water Pollution Prevention Plan (SWPPP) is required and will be submitted to the Environmental Protection Agency (EPA) when a contractor is selected by the Borough to operate the proposed site.

Conclusion of Law: Based on the information provided, no evidence shows the proposed use with conditions, will be harmful to the public health, safety, convenience and welfare (MSB 17.28.080(C)(2)(b)).

(c) whether the proposed interim materials district has met the site development standards of this chapter including compliance with all required local, state, and federal laws.

Finding: All of the site plan and site development requirements have been provided.

Conclusion of Law: The applicant has met all of the requirements of MSB 17.28.050 and 17.28.060 and the applicant has demonstrated the ability to comply with State and Federal laws (17.28.080(C)(2)(c)).

STAFF RECOMMENDATIONS

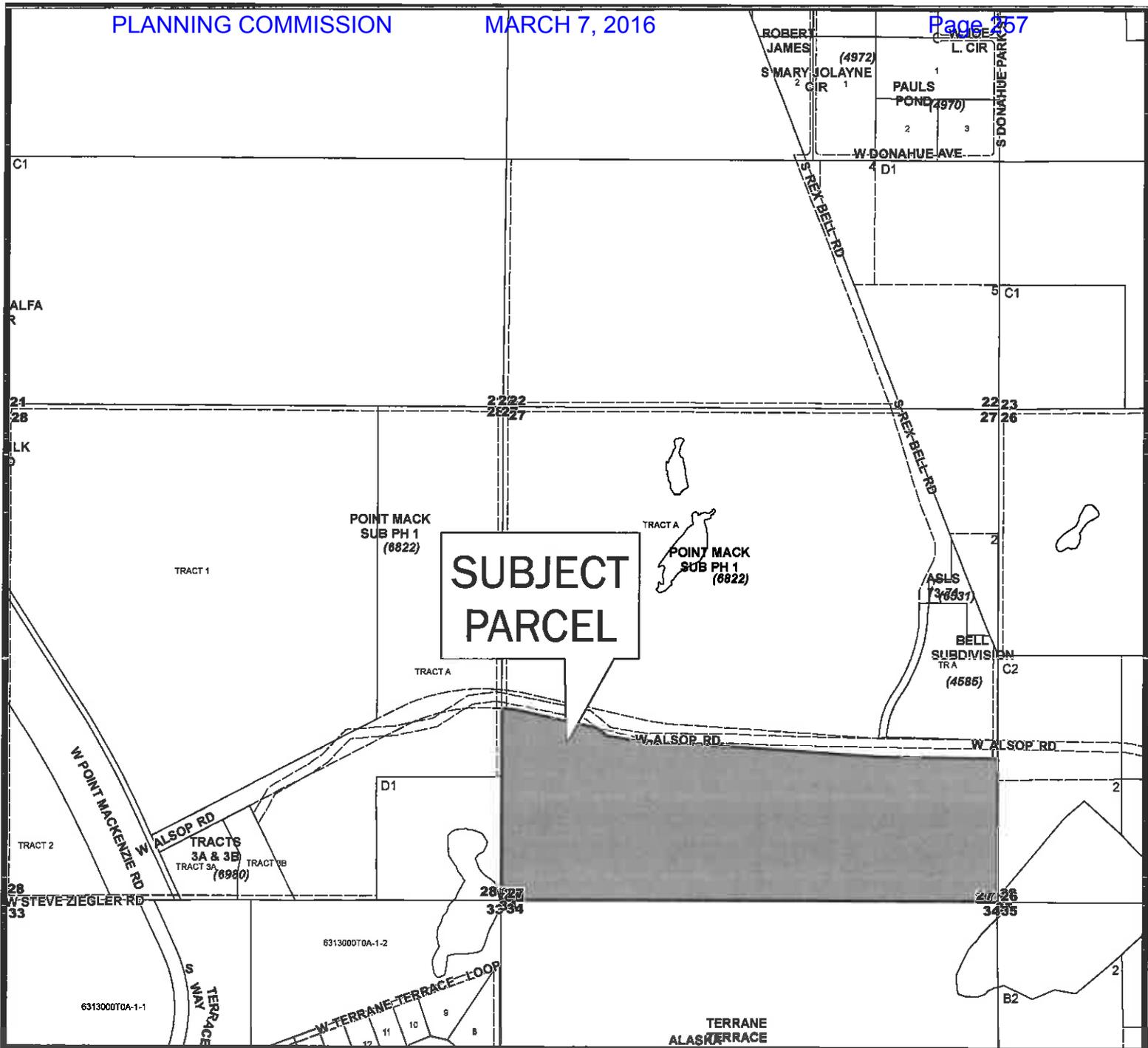
Staff recommends approval of the Interim Materials District with conditions and recommends the Planning Commission forward that recommendation to the Borough Assembly:

1. The owner and/or operator shall comply with all other applicable federal, state, and local regulations.
2. All aspects of the operation shall comply with the description detailed in the application material and an amendment to the IMD shall be required prior to any alteration or expansions of the material extraction operation.
3. Material extraction shall be limited to the areas identified in the application site plans dated August 11, 2015 and February 22, 2016.
4. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected by the operator for leaks at the end of each day.
5. On-site maintenance of vehicles shall be done in an area where all leaks can be contained with drip pans or other discharge prevention devices.

6. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
7. A Storm Water Pollution Prevention Plan (SWPPP) approved by the Environmental Protection Agency (EPA) for the cumulative impact of the IMD shall be provided to the Planning Department prior to operating.
8. All construction exits shall comply with standard Alaska Pollutant Discharge Elimination System requirements to minimize off-site vehicle tracking of sediments and discharges to storm water.
9. A four-foot vertical separation shall be maintained between all excavation and the seasonal high water table.
10. The operation shall comply with the maximum permissible sound level limits allowed in MSB Code, per the requirements of MSB 17.28.060(A)(5)(a) – Site Development Standards and MSB 8.52 – Noise, Amplified Sound, and Vibration.
11. If illumination devices are required, they shall not be greater than 20 feet in height, shall utilize downward directional shielding devices, and shall meet the requirements of MSB 17.28.060(A)(6) Lighting Standards.
12. If cultural remains are found during material extraction activities, the MSB Cultural Resources Division shall be contacted immediately so the remains can be documented.
13. Borough staff shall be permitted to enter onto any portion of the property to monitor compliance with permit requirements. Such access will at a minimum be allowed on demand when activity is occurring and, with prior verbal or written notice, and at other times as necessary to monitor compliance. Denial of access to Borough staff shall be a violation of the Interim Materials District.
14. The applicant and/or operator shall comply with the reclamation standards of MSB 17.28.067.
15. Reclamation shall be executed in accordance with the Memorandum of Understanding (MOU) dated April 26, 1999, included in the application material.
16. Visual screening shall be achieved and maintained by using a combination of a 100-foot wide natural vegetation buffer around the west, south and east perimeters of the site and an additional 300-foot wide vegetation buffer between the project boundaries and Alsop Road, as described in the application material. In areas of the site where the natural vegetation has been previously logged up to the property line, a berm at least 10 feet in height between the work area and the 100-foot wide buffer strip shall be constructed.
17. An undisturbed buffer shall be left and no earth material extraction activities shall take place within 100 linear feet from a lake, river, stream, or other water body, including wetlands. The 100-foot buffer shall be clearly demarcated prior to any work conducted, including, but not limited to, clearing, grubbing, and staging of equipment or materials, etc.
18. All permits related to access development shall be obtained prior to operating.
19. All activity shall be conducted in compliance with state or federal regulations governing the items listed in MSB 17.28.040(B)(1), 17.28.040(B)(2), and 17.28.040(B)(3).
20. The IMD must be approved by the Matanuska-Susitna Borough Assembly.

If the Planning Commission chooses to recommend denial of this IMD, findings for denial must be prepared by the Commission.

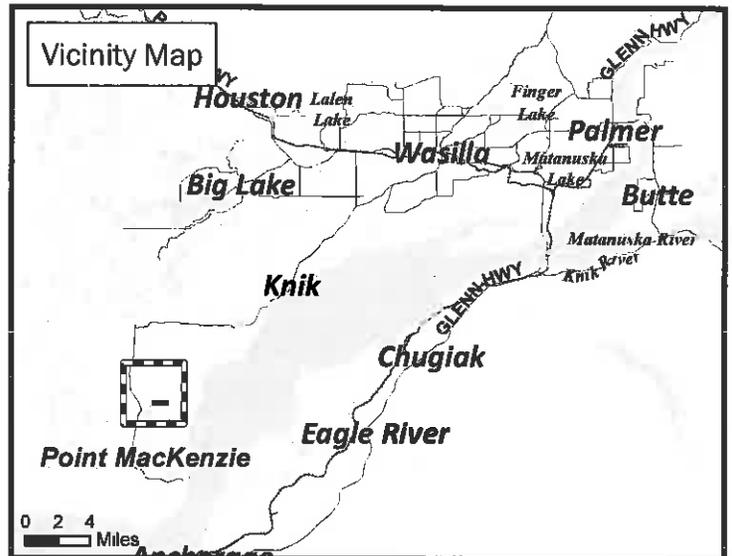
VICINITY MAP



6822000T00A



This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-861-7801.

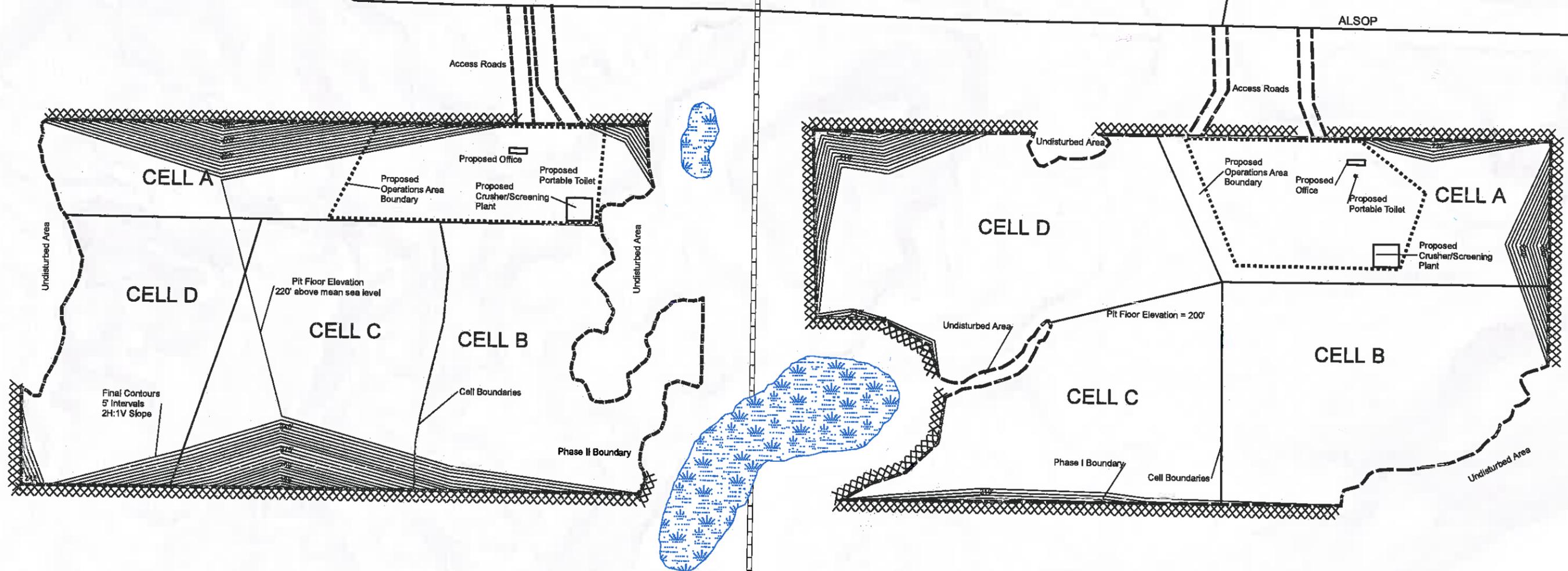


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SITE PLAN

Alsop East IMD Site Plans

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
August 11, 2015



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ALSOP EAST PIT – APPENDIX A
FIGURES AND SITE PLANS

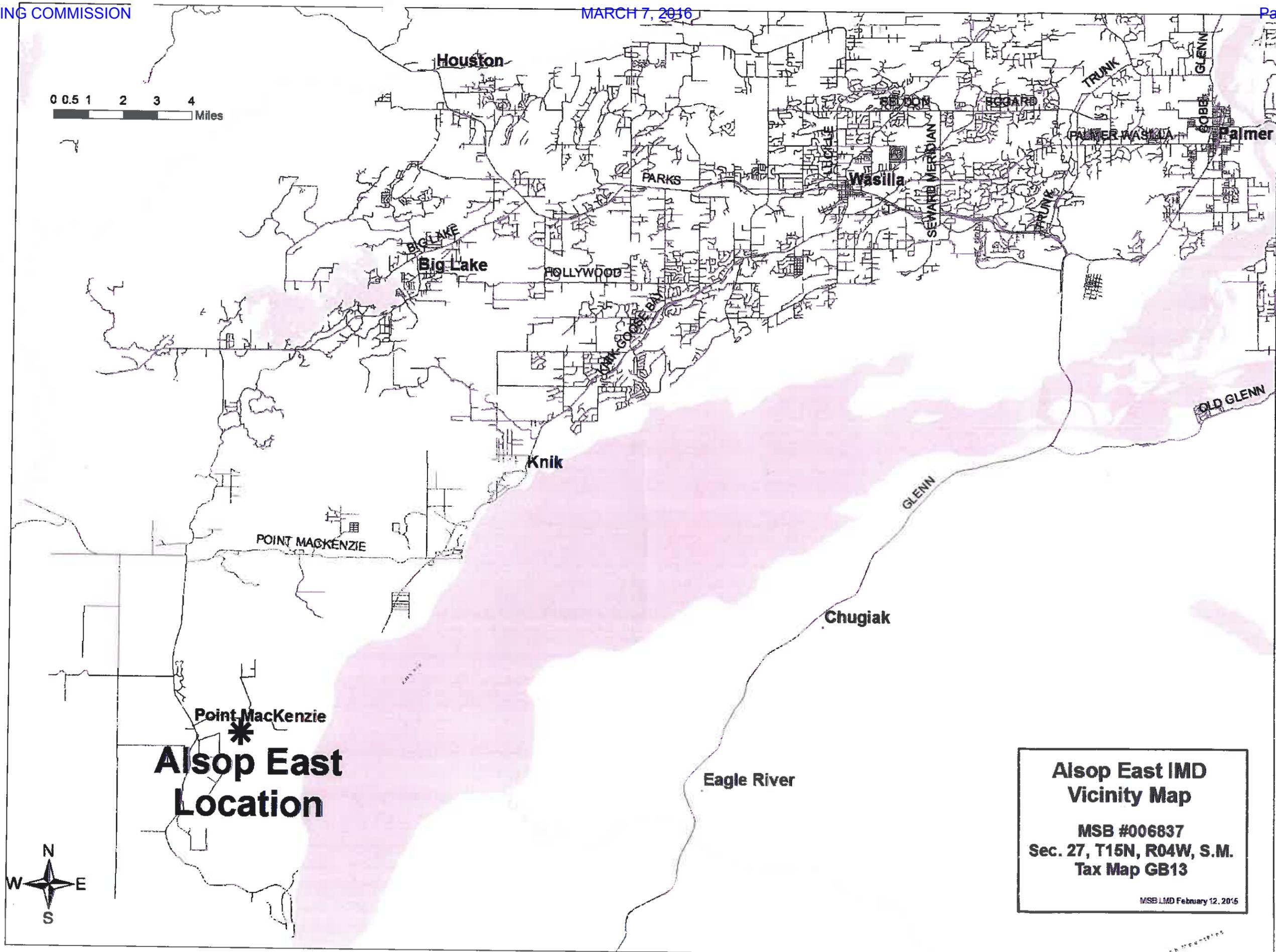
Appendix A-1: Proposed Gravel Site Vicinity Map

Appendix A-2: Site Map; including parcel identification, adjoining landowners, wetlands, waterbodies, and roads within a 1 mile radius

Appendix A-3: Site Layouts; Phase I and Phase II

Appendix A-4: Site Plans; Phase I and Phase II

Appendix A-5: Cross Sections; Phase I and Phase II

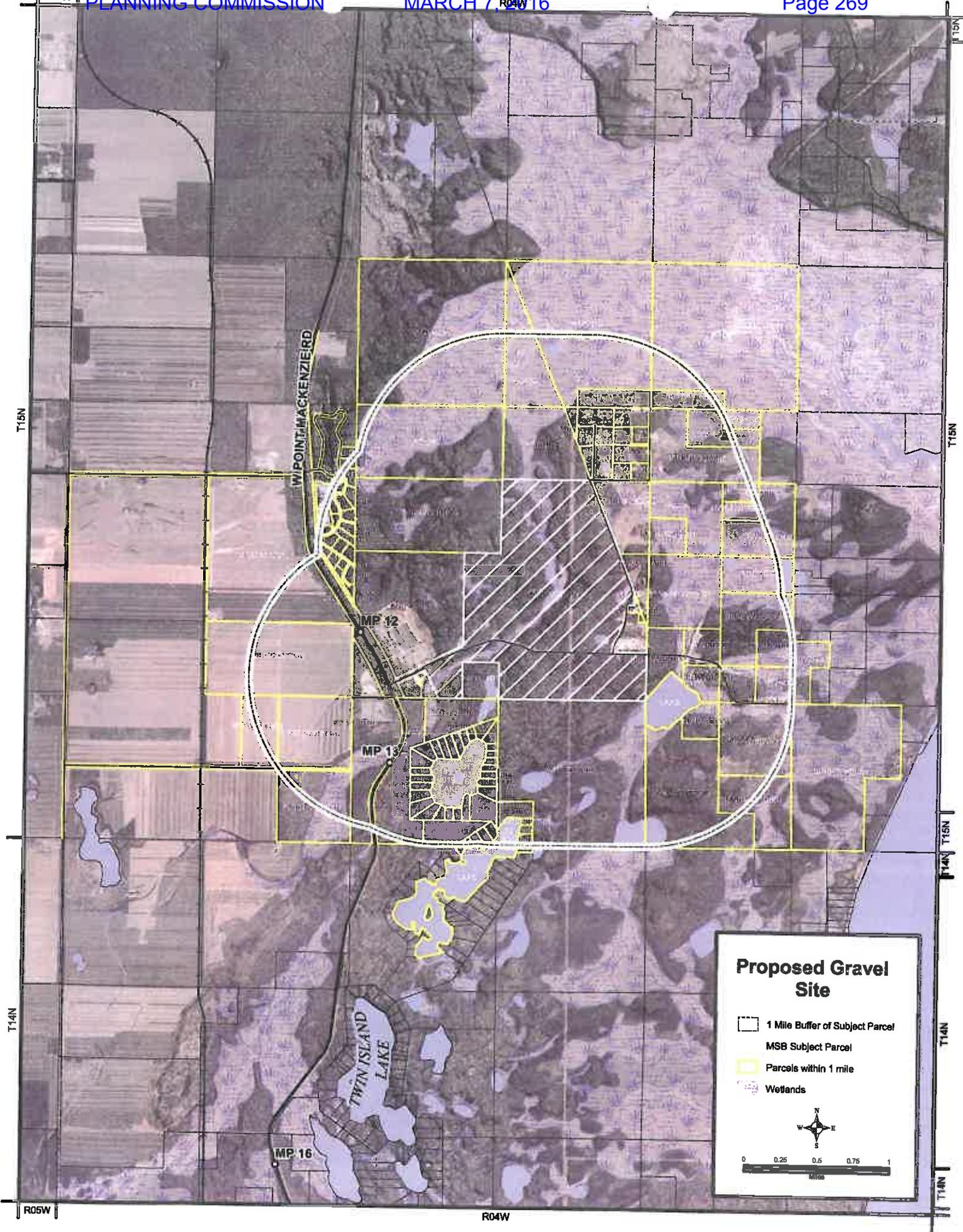


Point MacKenzie
 *
**Alsop East
 Location**

**Alsop East IMD
 Vicinity Map**
 MSB #006837
 Sec. 27, T15N, R04W, S.M.
 Tax Map GB13
 MSB IMD February 12, 2016

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APPENDIX A-2
Site Map
showing wetlands and properties
within a 1-mile radius of the
IMD boundaries
with attached list of
associated property owners



Proposed Gravel Site

-  1 Mile Buffer of Subject Parcel
-  MSB Subject Parcel
-  Parcels within 1 mile
-  Wetlands



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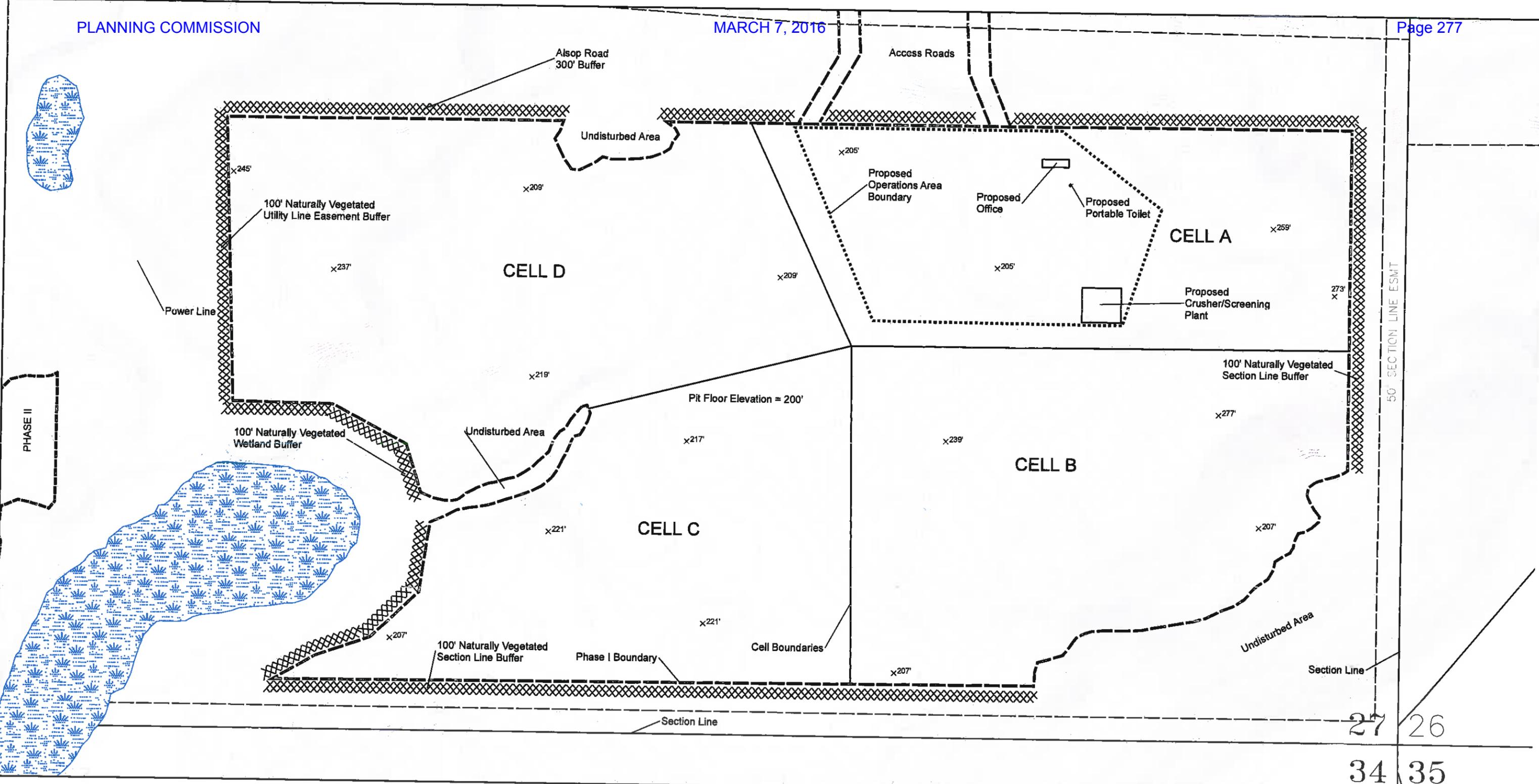
215N04W35D001	1	ALASKA GROWTH PROP LLC	529 W THIRD AVE	ANCHORAGE AK 99501-2209
5698000T003A	2	ALASKA INDUSTRIAL DEVELOP	& EXPORT AUTHORITY	813 W NORTHERN LIGHTS BLVD
5213000T00D	3	ALASKA STATE OF	AK MENTAL HEALTH TR AUTH DEPT OF NATURAL	TRUST LAND OFFICE STE 100
52130B04L002	3	ALASKA STATE OF	DEPT OF NATURAL RESOURCES DIV OF LANDS	STE 1050A
5213000T00F	3	ALASKA STATE OF	DEPT OF NATURAL RESOURCES DIV OF LANDS	STE 1050A
5213000T00A	3	ALASKA STATE OF	DEPT OF NATURAL RESOURCES DIV OF LANDS	STE 1050A
52130B05L001	3	ALASKA STATE OF	DNR DIV OF LANDS	STE 1050A
52130B01L014	3	ALASKA STATE OF	DNR DIV OF LANDS	STE 1050A
52130B05L002	3	ALASKA STATE OF	DNR DIV OF LANDS	STE 1050A
215N04W26D002	4	BELL GREG W & LANA L	2048 ESQUIRE DR	ANCHORAGE AK 99517
56531000000	5	BELL GREGORY W	2048 ESQUIRE DR	ANCHORAGE, AK 99517
215N04W35A001	5	BELL GREGORY W	2048 ESQUIRE DR	ANCHORAGE, AK 99517
54585000T00A	6	BELL GREGORY W & LANA L	2048 ESQUIRE DR	ANCHORAGE, AK 99517
215N04W23C001	7	BELL GREGORY WAYNE	BELL E S TR WILLET W E & D M	ANCHORAGE, AK 99517
215N04W22D001	7	BELL GREGORY WAYNE	BELL E S TR WILLET W E & D M	2048 ESQUIRE DR
215N04W27A001	7	BELL GREGORY WAYNE	BELL E S TR WILLET W E & D M	2048 ESQUIRE DR
215N04W35B001	8	BICKFORD JAY & COLLEEN	% HARRY BROD # A	2048 ESQUIRE DR
52130B01L012	9	BUCARIA GARVAN PAT LVG TR	PO BOX 870298	3507 WILLOW ST
52130B01L010	10	BUCARIA GARVAN PAT TR	PO BOX 870298	WASILLA, AK 99687-0298
52097000T012	11	BYLER DENNIS E & CRYSTAL	PO BOX 877750	WASILLA, AK 99687-0298
52130B05L005	12	CONNOR KEITH J & JUNKO	4381 S DEANIE DR	WASILLA, AK 99687-7750
56313B01L019	13	COOK INLET REGION INC	PO BOX 93330	WASILLA AK 99654
56313B01L011	13	COOK INLET REGION INC	PO BOX 93330	ANCHORAGE, AK 99509-3330
56313B01L022	13	COOK INLET REGION INC	PO BOX 93330	ANCHORAGE, AK 99509-3330
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56313B01L005	13	COOK INLET REGION INC	PO BOX 93330	ANCHORAGE, AK 99509-3330
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56313B02L004	14	CUSACK MICHAEL L TRE	B L C TR	ANCHORAGE, AK 99509-3330
4U03286T0AL22	15	DAVIS CHAS L & MARY TRTRE	1359 GREAT VIEW LN	% MICHAEL L CUSACK SR
4U03286T0AL20	16	DAVIS DONALD L	PO BOX 674	FAIRBANKS, AK 99712-2136
4U03286T0AL21	16	DAVIS DONALD L	PO BOX 674	GIRDWOOD, AK 99587-0674
54971000L002	17	DONAHUE JOSEPH A JR	8238 S A ST	GIRDWOOD, AK 99587-0674
54973000L001	18	DONAHUE LAWRENCE J	4500 MONTROSE CIR	WASILLA AK 99623-4926
54971000L001	18	DONAHUE LAWRENCE J	4500 MONTROSE CIR	ANCHORAGE, AK 99502-1437
54972000L002	19	DONAHUE LAWRENCE J	6701 HOLLY LN	ANCHORAGE, AK 99502-1437
54973000L002	20	DRAKE MARK	2140 S HIGH RD	ANCHORAGE, AK 99502
52130B04L006	21	ELLIS DOUGLAS LEROY II	PO BOX 48	PALMER AK 99645-8994
52130B04L001	22	ERICKSON ANN M TR TRE	188 LIONS HEAD BLVD SOUTH	ORONO ME 04473-0048
56313B02L001	23	FORTIER SAMUEL J	MIKKO DAGMAR C	BRICK, NJ 08723
52130B05L004	24	GEIGER ROBT GEO	447 BLISS ST	6800 SEQUOIA CIR
215N04W26D001	25	GEORGE THOMAS P & TAMI M	% DIANNE K MURRAY	ANCHORAGE, AK 99508
52130B04L005	26	GRIFFIN DIANNE K	4641 CANTERBURY WAY	PO BOX 671589
52130B03L006	27	HINGST ALLEN LEE	155 TAYLOR CUTOFF RD	PO BOX 2320
215N04W23B001	28	HORST MARY J	155 TAYLOR CUTOFF RD	ANCHORAGE AK 99503-7021
215N04W14C001	28	HORST MARY J	155 TAYLOR CUTOFF RD	SEQUIM, WA 98382
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52130B04L003	30	JENKS BOBBY L JR & P M	25847 W CROWN KING RD	ANCHORAGE, AK 99501-4977
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54970000L003	33	KELLY SHIRLEY J	20528 STATE ROUTE 9	ANCHORAGE AK 99507-2473
52130B03L005	34	KING SUSAN K TR/TRE	PO BOX 879795	ANCHORAGE AK 99507-2473
52130B01L011	35	KURPIUS GARY L	6961 WINDSOR PL	SNOHOMISH WA 98296-8316
52130B01L013	36	LOGAN PHILLIP M	350 E DAHLIA AVE	WASILLA, AK 99687-9795
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56822000T001	37	MATANUSKA-SUSITNA BOROUGH	MSB/PRISON SITE	
215N04W36B001	38	MATTHEW FAM CR SHELTER TR	MATTHEW PHILIP J TRE	
215N04W23D003	39	MATTHEWS VERAY H	8068 DORINDA AVE	
4U03286T0AL19	40	MATTHEWS W W JR & DONNA	8916 GLORALEE ST	
215N04W23A002	41	MESHKIN LAWRENCE D & MARIE H	20175 W DONAHUE AVE	
215N04W26C004	42	MONSTER PROPERTIES INC	BELL GREG W & LANA L	
54973000L003	43	MULLICAN JEREMIAH R MULLICAN J R	MULLICAN J R TRAXINGER L J JR	
52130B03L004	44	PAULSON DEAN & MINDY	736 WINTER HAVEN ST	
52130B03L002	45	RISCH WM F	1341 SHORE DR	
52130B04L004	46	ROBAR KURT	SCHIMMEL CASSANDRA	
54970000L001	47	RODGERS JAS BRADLEY	RODGERS DONNA JEAN	
52130B03L003	48	SICHI MARK P	711 W SCHOOL ST	
215N04W26D003	49	STRATMAN OMAR N LIV TR	STRATMAN OMAR N & JANET G TRES	
215N04W26A002	49	STRATMAN OMAR N LIV TR	STRATMAN OMAR N & JANET G TRES	
215N04W26C005	49	STRATMAN OMAR N LIV TR	STRATMAN OMAR N & JANET G TRES	
52130B05L003	50	SUMMERS JAS R REV TR TRE	% DARRELL YORK	
56313B02L003	51	TOOHEY CAMDEN & MICHELLE	WHITMORE JAY REED	
215N04W23D004	52	TRAXINGER DANIEL J & NICOLE C	22700 JUDD DR	
54972000L001	53	TRAXINGER ROBERT J IRREV LIV TRUST	TRAXINGER ROBERT & JAMES TRES	
54971000L003	53	TRAXINGER ROBERT J IRREV LIV TRUST	TRAXINGER ROBERT & JAMES TRES	
56980000T003A	54	VALLEY UTILITIES LLC	4237 E MERIDIAN LOOP	
56973000T00A	54	VALLEY UTILITIES LLC	4237 E MERIDIAN LOOP	
4U03286T0AL23	55	WEAVER GREG G & PAMELA	2213 S FOOTHILLS BLVD	
56973000T00B	56	WILLIAMS THOMAS E	5561 S BODENBURG LOOP	
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APPENDIX A-3 Site Layout Maps



Matanuska - Susitna Borough
Land and Resource Management Division

**Alsop East IMD
Site Layout - Phase I**

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
August 11, 2015

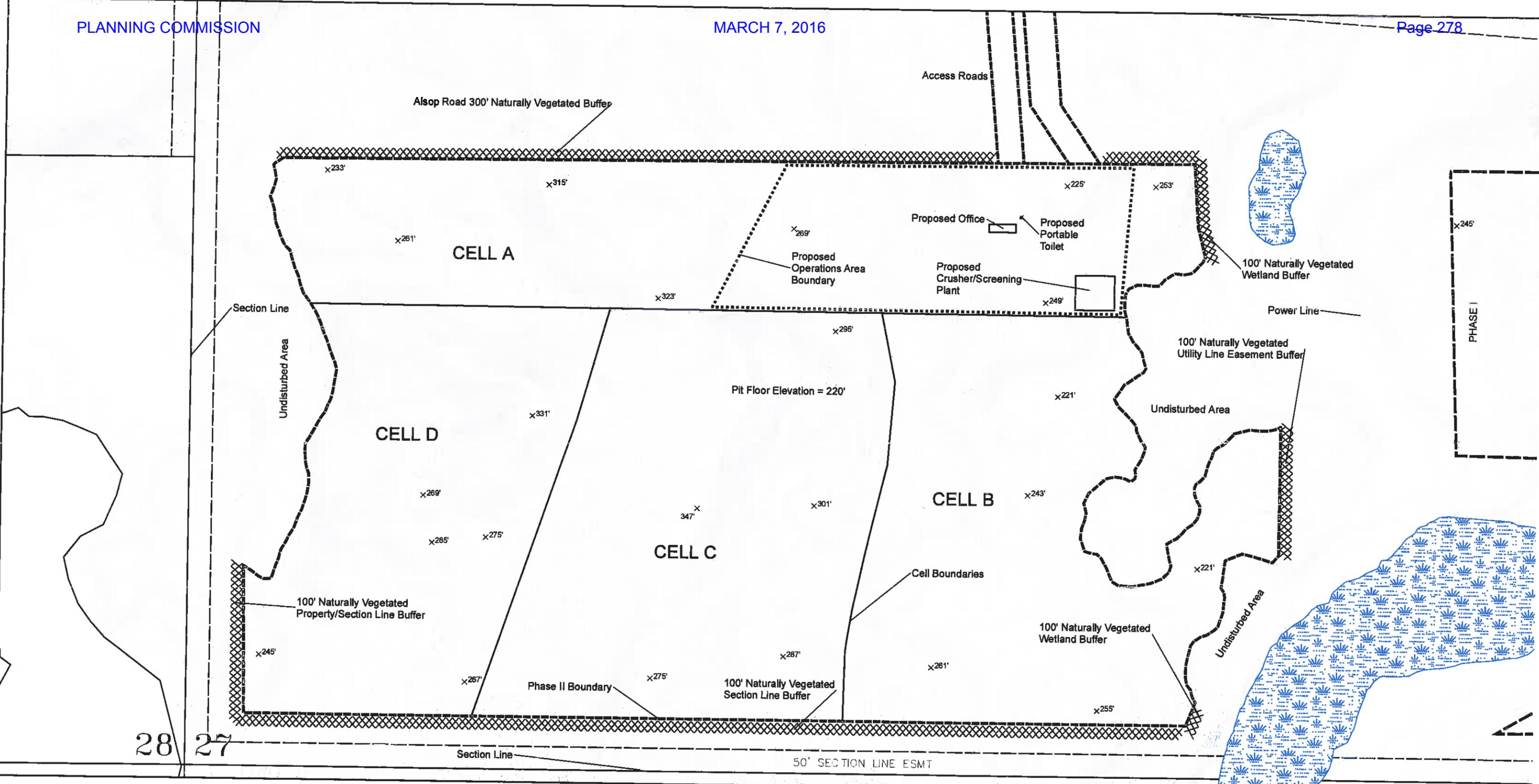


CELL	ACREAGE	APPROXIMATE VOLUME	TIME SEQUENCE
A	12.8	525,640	2016
B	15.0	867,769	2017, 2018
C	12.4	219,927	2019
D	17.8	402,744	2020

NOTES:

- Contours are taken from "Lidar Collection Matanuska-Susitna Borough, Alaska" 2011-2012 by Aerometric - Project No. 6110401 with no horizontal or vertical changes made to the data as shown hereon.
- Subject parcel is located in Section 27, Township 15 North, Range 04 West, Seward Meridian, Alaska. Subject parcel is referenced as tax parcel 6822000T00A with the Matanuska-Susitna Borough.

27 26
34 35



Matanuska - Susitna Borough
Land and Resource Management Division

**Alsop East IMD
Site Layout - Phase II**

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
August 11, 2015



CELL	ACREAGE	APPROXIMATE VOLUME	TIME SEQUENCE
A	14.2	1,006,132	2021-2023
B	13.2	442,672	2024
C	14.2	1,949,254	2025-2029
D	11.2	831,670	2030

NOTES:

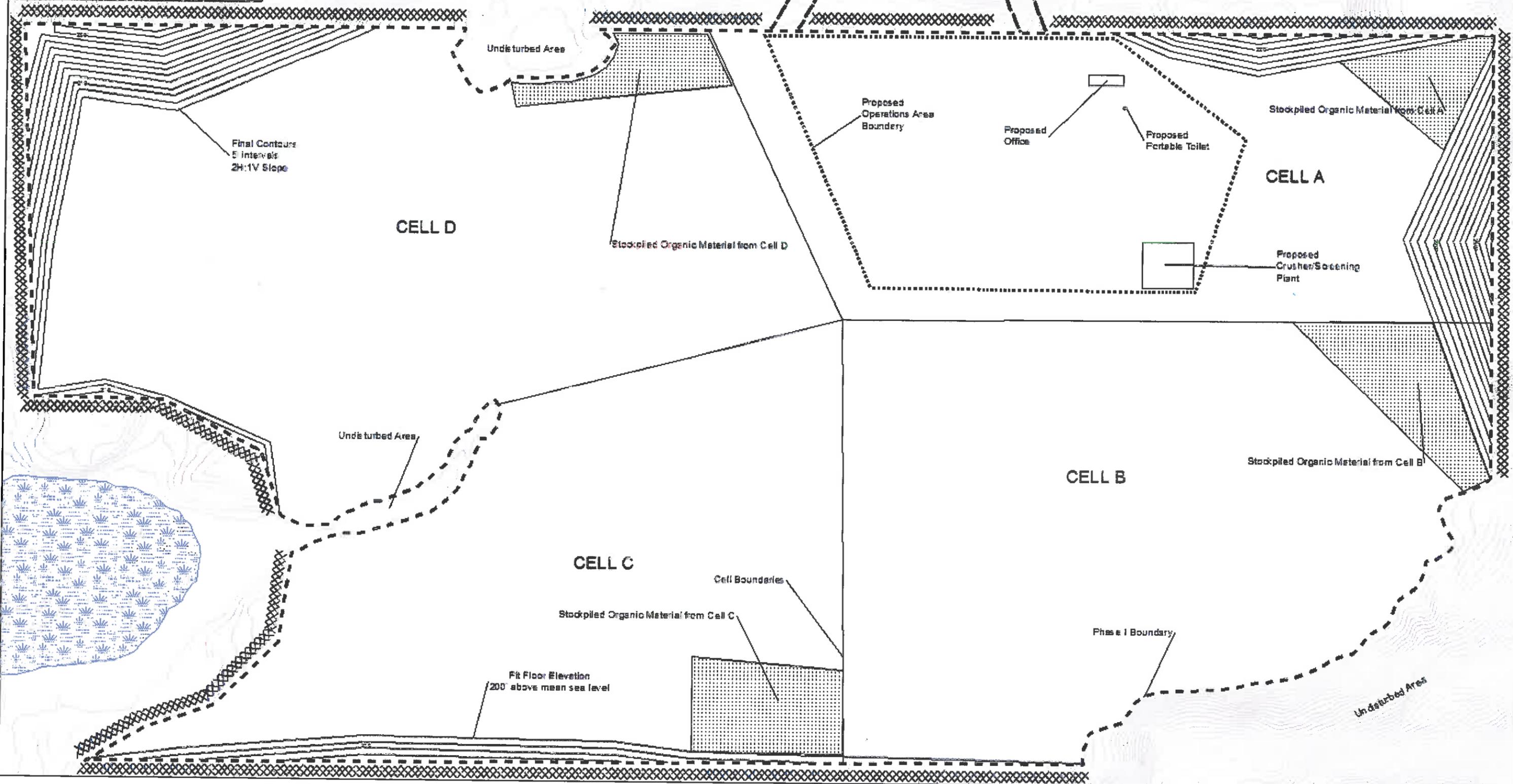
1. Contours are taken from "Lidar Collection Matanuska-Susitna Borough, Alaska" 2011-2012 by Aerometric - Project No. 6110401 with no horizontal or vertical changes made to the data as shown hereon.
2. Subject parcel is located in Section 27, Township 15 North, Range 04 West, Seward Meridian, Alaska. Subject parcel is referenced as tax parcel 6822000T00A with the Matanuska-Susitna Borough.

APPENDIX A-4 Site Plans



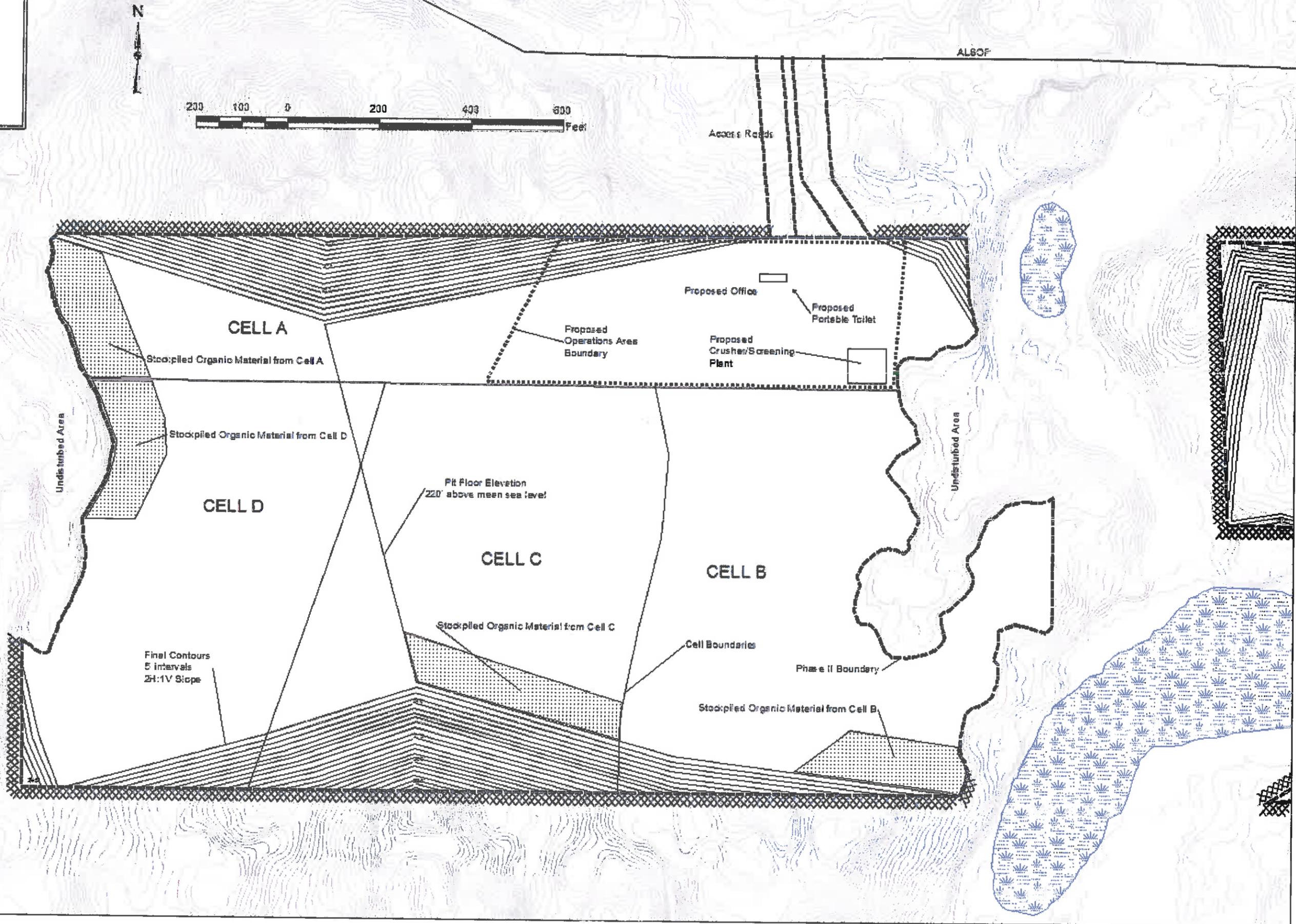
Alsop East IMD Site Plans - Phase I

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
February 22, 2016



Alsop East IMD Site Plans - Phase II

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
February 22, 2016



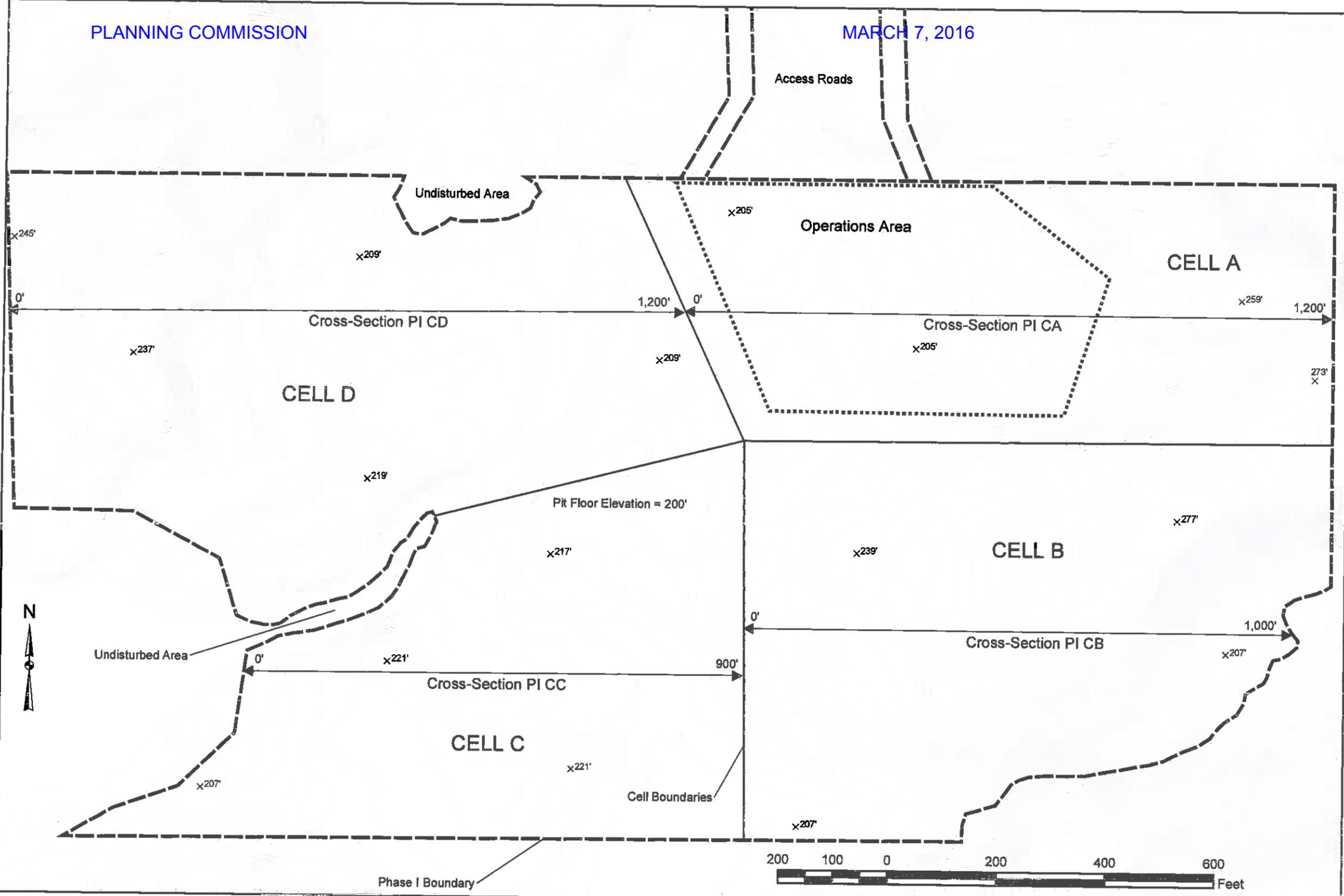
APPENDIX A-5 Cross Sections

**Matanuska - Susitna Borough
Land and Resource Management Division**



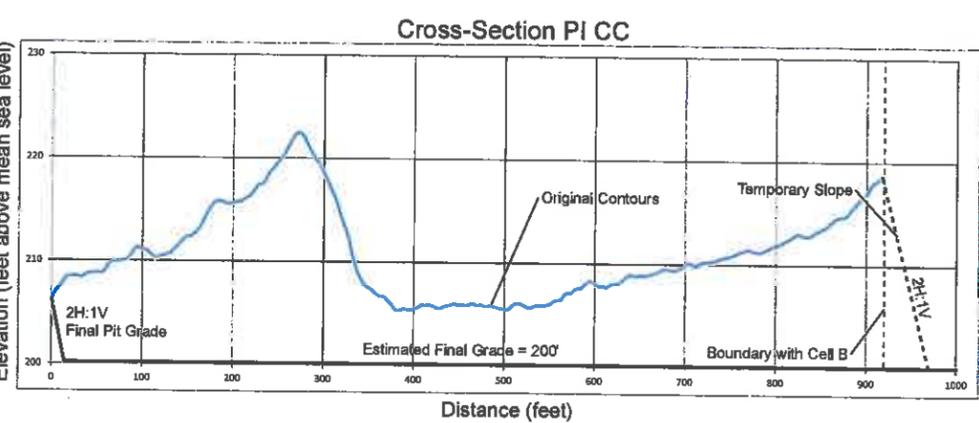
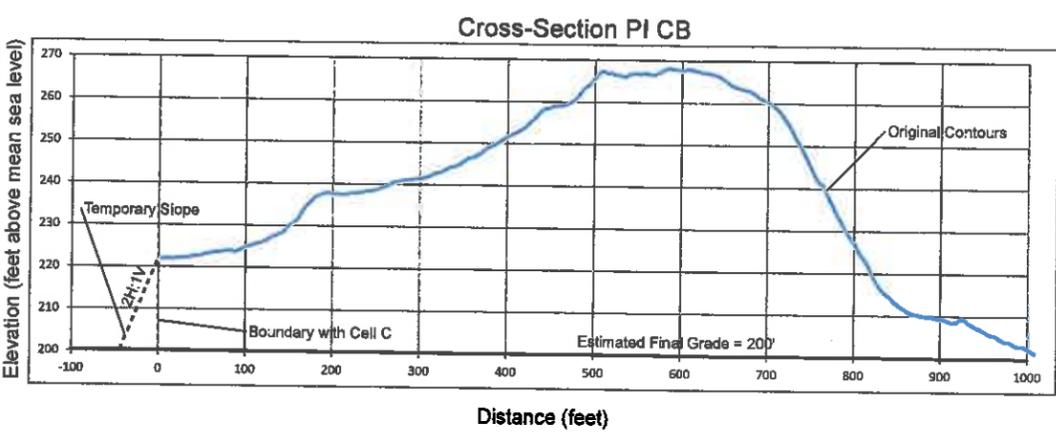
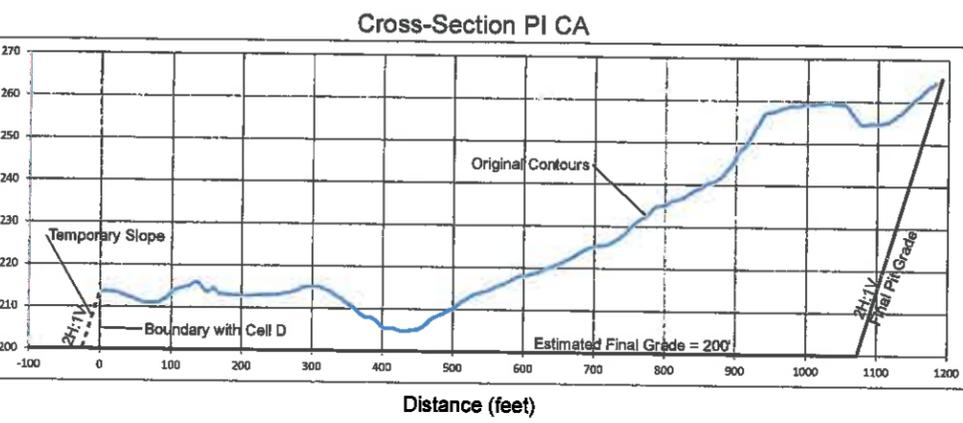
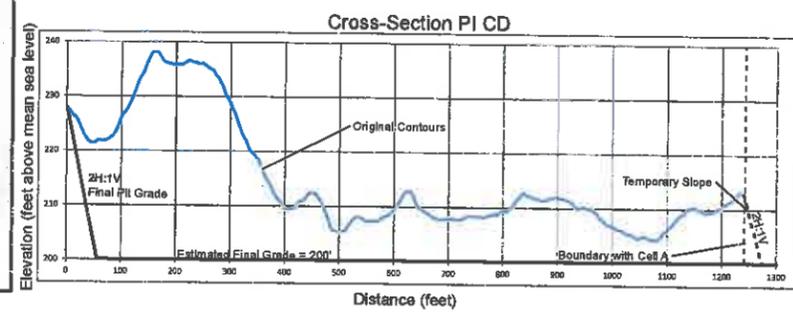
**Alsop East IMD
Cross-Sections Map
Phase I**

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
August 11, 2015



CELL	ACREAGE	APPROXIMATE VOLUME	TIME SEQUENCE
A	12.8	525,640	2016
B	15.0	867,769	2017, 2018
C	12.4	219,927	2019
D	17.8	402,744	2020

- NOTES:
1. Contours are taken from "Lidar Collection Matanuska-Susitna Borough, Alaska" 2011-2012 by Aerometric - Project No. 6110401 with no horizontal or vertical changes made to the data as shown hereon.
 2. Subject parcel is located in Section 27, Township 15 North, Range 04 West, Seward Meridian, Alaska. Subject parcel is referenced as tax parcel 6822000T00A with the Matanuska-Susitna Borough.





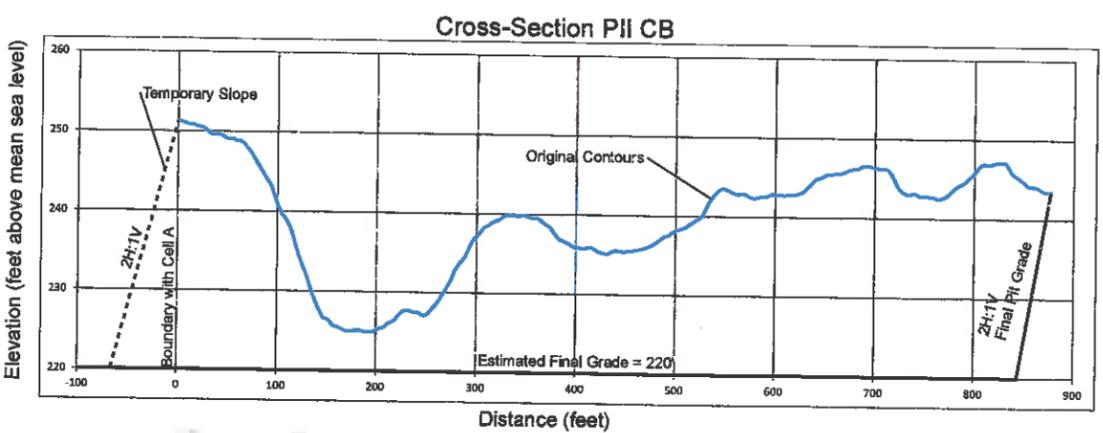
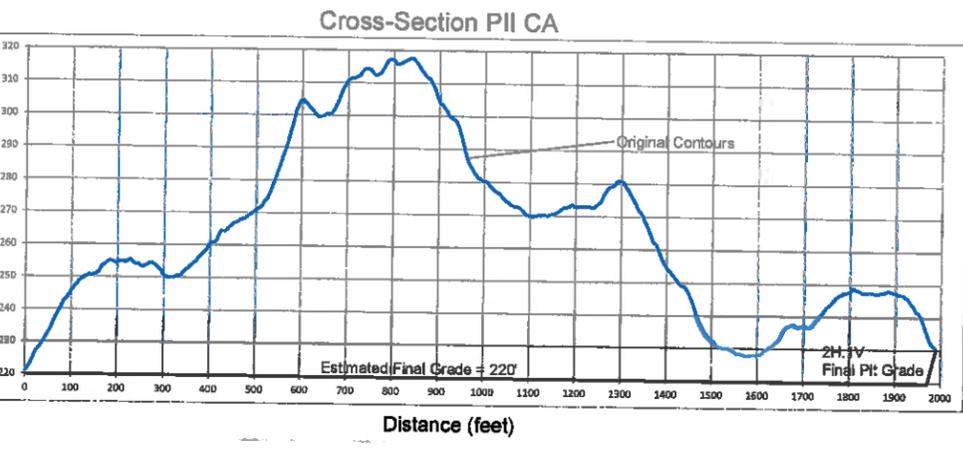
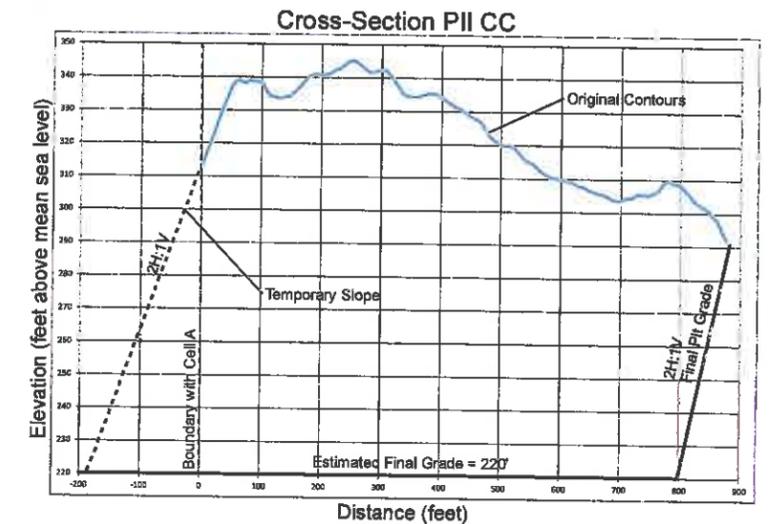
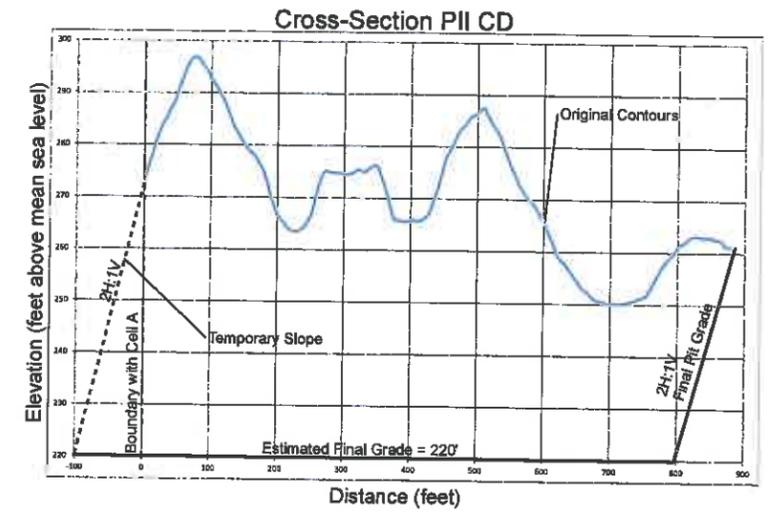
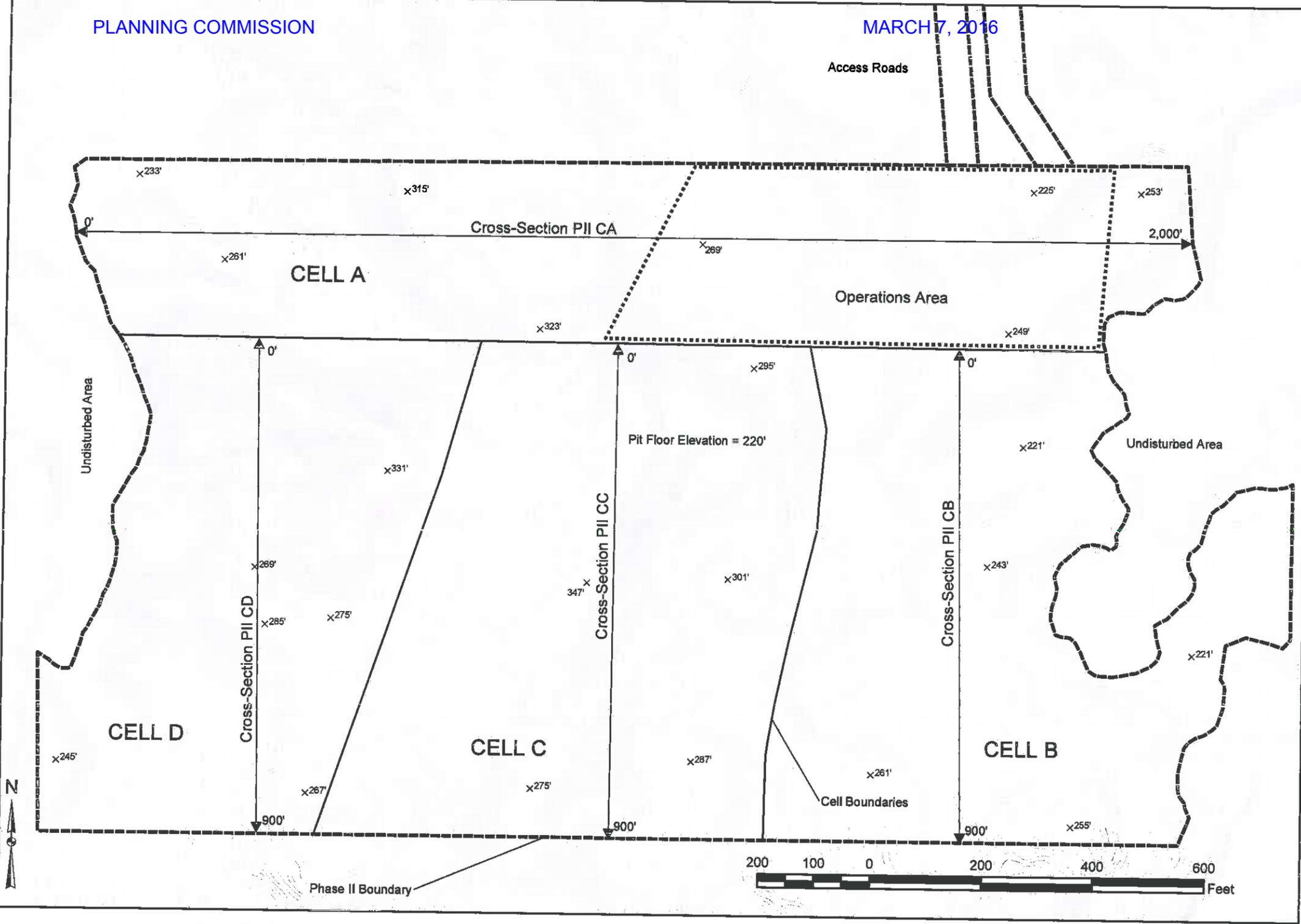
**Alsop East IMD
Cross-Sections Map
Phase II**

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
August 11, 2015

CELL	ACREAGE	APPROXIMATE VOLUME	TIME SEQUENCE
A	14.2	1,006,132	2021-2023
B	13.2	442,672	2024
C	14.2	1,949,254	2025-2029
D	11.2	831,670	2030

NOTES:

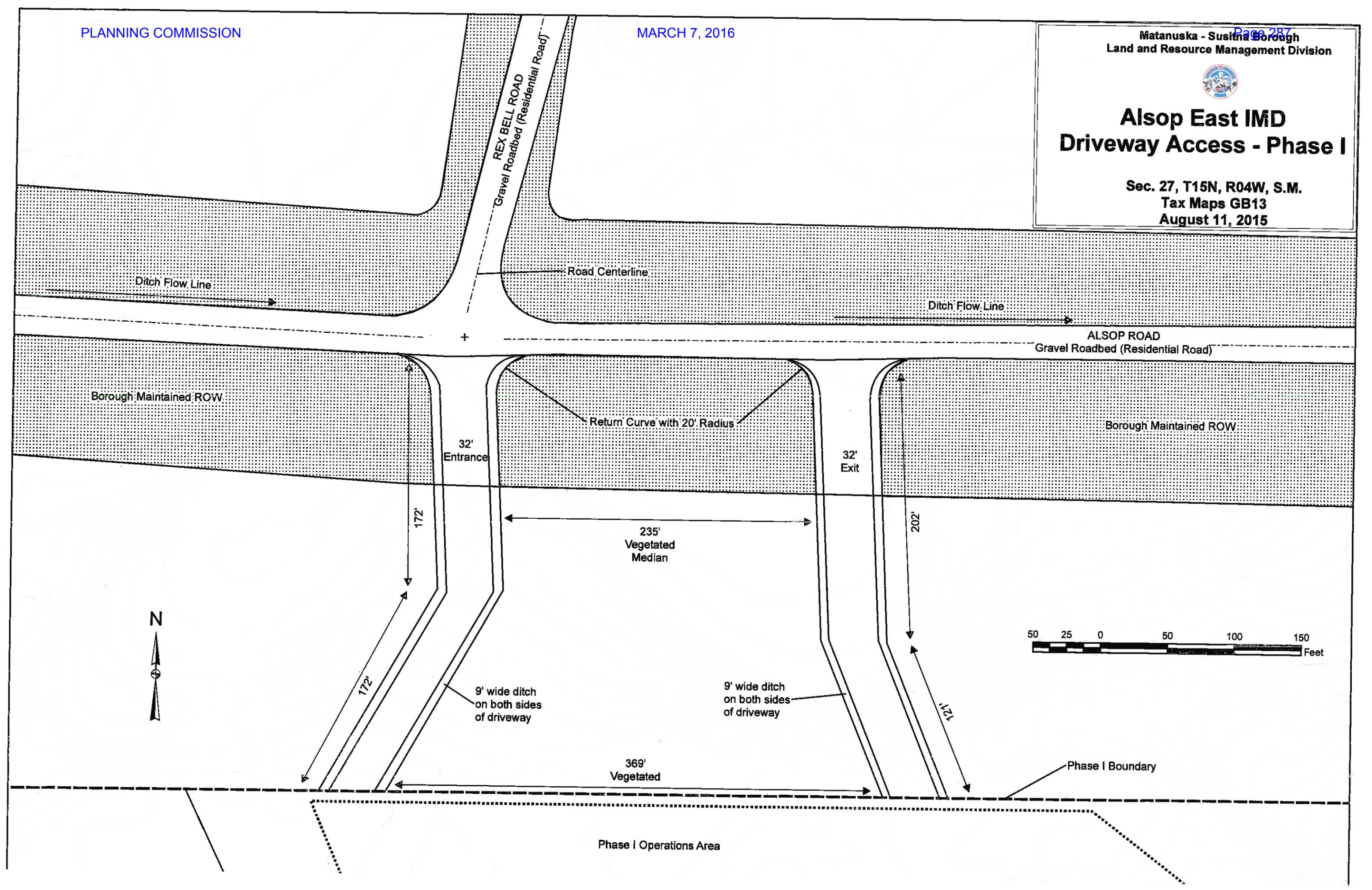
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Alsop East IMD Driveway Access - Phase I

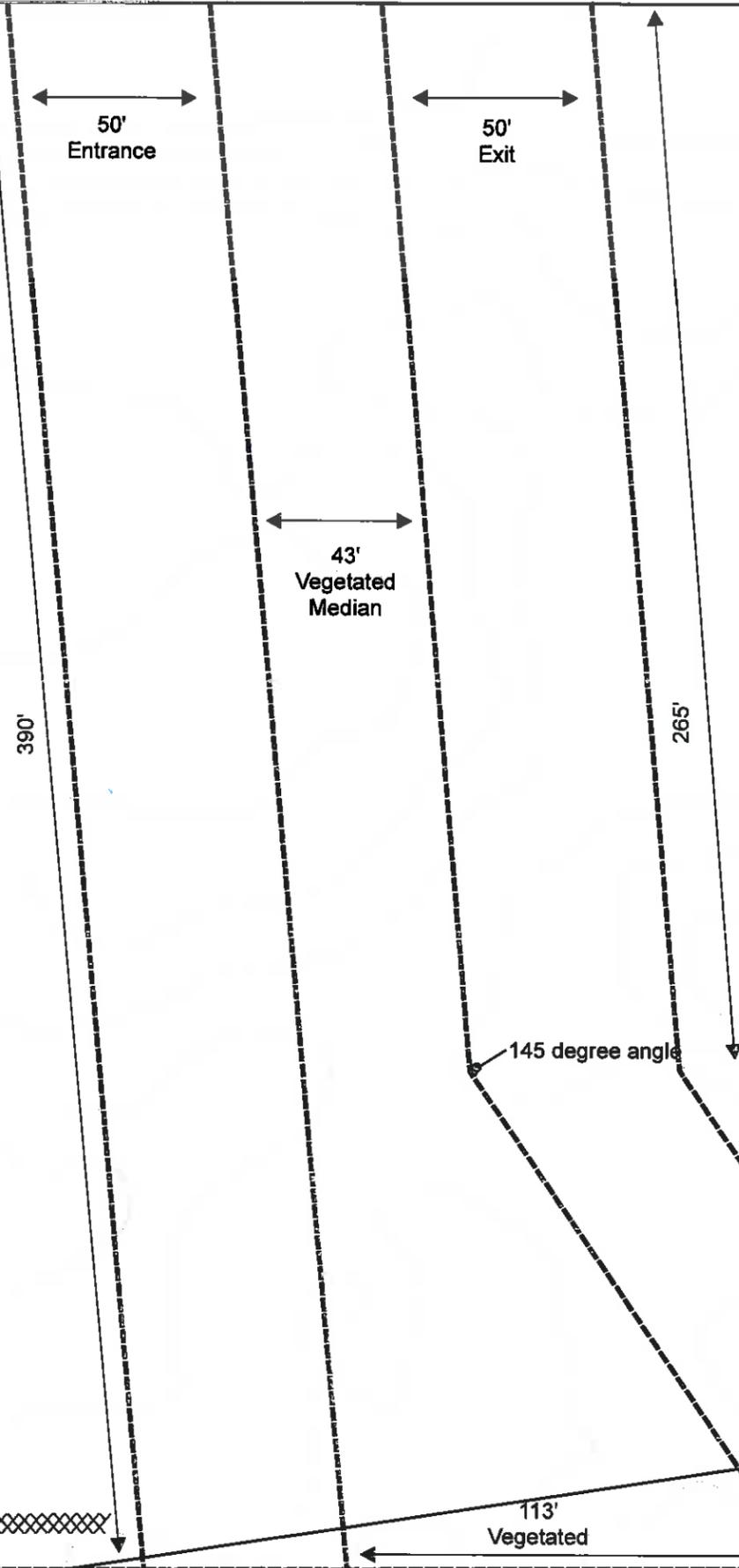
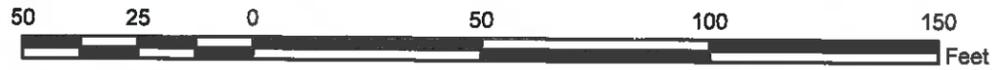
Sec. 27, T15N, R04W, S.M.
Tax Maps GB13
August 11, 2015





Alsop East IMD Access Phase II

Sec. 27, T15N, R04W, S.M.
Tax Maps GB13 & GB14
August 11, 2015



ALSOP



APPLICATION MATERIAL

EARTH MATERIAL EXTRACTION APPLICATION
INTERIM MATERIALS DISTRICT
ALSOP EAST PIT
MATANUSKA-SUSITNA BOROUGH



MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

350 East Dahlia, Palmer, Alaska 99645
(907)861-7822 * fax (907)861-7876
PermitCenter@matsugov.us

Matanuska - Susitna Borough
Development Services

JUN 04 2015

APPLICATION

Earth Materials Extraction RECEIVED

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

THIS APPLICATION IS FOR MATERIALS EXTRACTION THAT DOES NOT OCCUR WITHIN FOUR FEET OF THE SEASONAL HIGH WATER TABLE. IF YOUR PLAN INCLUDES EXTRACTION WITHIN FOUR FEET OF THE SEASONAL HIGH WATER TABLE YOU MUST COMPLETE THE APPLICATION SPECIFIC TO THAT PURPOSE.

Application fee must be attached, check one:

\$100 for Administrative Permit > earth materials extraction on sites of 20 acres or less
\$500 for Conditional Use Permit

\$1,000 for Interim Materials District - earth materials extraction on sites greater than 20 acres
Prior to public hearing, the applicant must also pay for costs of advertising and mailing of public notices.

Subject property Township: 15N, Range: 04W, Section: 27, Meridian Second

MSB Tax Account # 6822 000T00A

SUBDIVISION: Point Mack Phase 1 BLOCK(S): LOT(S): Tract A

STREET ADDRESS:

(US Survey, Aliquot Part, Lat. /Long. etc)

** A legal description must be provided for partial-lot Interim Materials Districts**

Ownership If the applicant is different from the owner, then a Letter of Authorization must be included.

Is authorization attached? Yes No X N/A

Name of Property Owner

Name of Agent/ Contact for application

Matanuska-Susitna Borough

Ryan Johnston

Address: 350 E. Dahlia Ave.

Address: 350 E. Dahlia Ave.

Palmer, AK 99645

Palmer, AK 99645

Phone: Hm Fax

Phone: Hm Fax

Wk 907-861-7572 Cell 907-355-9607

Wk 907-861-7572 Cell 907-355-9607

E-mail ryan.johnston@matsugov.us

E-mail ryan.johnston@matsugov.us

Description What type(s) of material is being extracted? sand & gravel

Total acreage area of all parcels on which the activity will occur: 968

Total acreage area of earth material extraction activity: 110.8

Total cubic yards extraction per year: 1,000,000

Total projected cubic yards to be extracted: 6,285,000

What is the estimated final year extraction will occur? 2050

Required information

1. Attach a plan of sufficient detail to demonstrate compliance with the requirements of MSB 17.28.050 and MSB 17.28.060.

Plan of Operation	Attached
Provide seasonal start and end dates	Mining Plans
Provide days of the week operations will take place.	↓
Provide hours of operation.	
Estimated end date of extraction	
Estimated end date of reclamation	
Describe all other uses occurring on the site	
Describe methods used to prevent problems on adjacent properties, such as lateral support (steep slopes), water quality, drainage, flooding, dust control and maintenance of roads	↓
Provide quantity estimates and topographical information such as cross section drawings depicting depth of excavation, slopes and estimated final grade	

2. Submit a site plan. Drawings must be detailed and drawn to scale. Drawings under seal of an engineer or surveyor are recommended but not required.

SITE PLAN REQUIREMENTS	Attached
Identify location of permanent and semi-permanent structures on the site for verification of setback requirements. Include wells and septic systems.	App. A-3
Depict buffer areas, driveways, dedicated public access easements, and noise buffers (such as fences, berms or retained vegetated areas), and drainage control such as ditches, settling ponds etc.	App. A-3
Identify wetlands and waterbodies on site and within one mile	App. A-2
Identify existing surrounding land uses within one mile	Mining Plans
Identify surrounding property ownership (i.e. public vs. private) within one mile of exterior boundaries	App. A-2
Show entire area intended for gravel/material extraction activity and the boundary of the lot(s) containing the operation. Identify areas used for past and future phases of the activity. Identify phases of proposed mining activities including a map showing the area to be mined, a description of the topography and vegetation, approximate time sequence for mining at particular locations, and general anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants, etc.	App. A-3 App. A-4
Road and access plan that includes anticipated routes and traffic volumes. If the level of activity exceeds the minimum levels specified in MSB 17.61.090, traffic standards, a traffic control plan consistent with state regulations may be required	Mining Plan
Visual screening measures that include a detailed description of the type of visual screening to be utilized. Visual screening may include, but is not limited to, berms, natural vegetation, solid fences, walls, evergreen hedges or other means as approved by the commission	mining Plan
Noise mitigation measures that include a description of measures to be taken by the applicant to mitigate or lessen noise impacts to surrounding properties. Measures shall include, but not be limited to, hours of operation of noise-producing equipment,	Mining Plan

erecting noise barriers (i.e., berms a minimum of 10 feet in height) between noise-producing equipment and adjacent uses, location of noise-producing equipment (i.e., below grade in excavated pit areas), and measures to utilize equipment with noise reduction features	
Proposed lighting plan	Mining Plan
Other (as required by MSB Planning Department)	

3. Submit a reclamation plan including the following:

Reclamation Plan	Attached
Provided timeline for reclamation at particular locations	Mining Plan
Provide copy of reclamation financial assurance filed with the State of Alaska (If exempt, provide qualifying documents for exemption)	App. B

4. Submit documentation of compliance with borough, state and federal laws:

COMPLIANCE WITH BOROUGH, STATE AND FEDERAL LAWS	Applied for (list file #)	Attached (list file #) or N/A
Mining license as required by the Alaska State Department of Revenue, pursuant to A.S.42.65		N/A - App. C-2
Mining permit as required by the Alaska State Department of Natural Resources (ADNR) if extraction activities are to take place on state land		N/A - App. C-2
Reclamation plan as required by ADNR, pursuant to A.S. 27.19		N/A - App. B
Notice of intent (NOI) for construction general permit or multi-sector general permit and storm water pollution prevention plan, and other associated permits or plans required by the Environmental Protection Agency (EPA) pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements		To be required by Contractor
United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act, 33 U.S.C. 1344, if material extraction activity is to take place within wetlands, lakes and streams.		N/A - App. C-3
Others (list as appropriate)		

5. OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel(s) ID #(s) 6822000T00A
and,

I hereby apply for approval of material extraction activity on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.28, MSB 17.30 and with all other applicable borough, state or federal laws, including but not limited to, air quality, water quality, and use and storage of hazardous materials, waste and explosives, per MSB 17.28.040.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

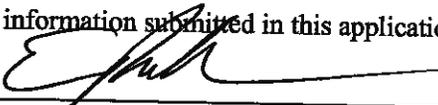
I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to operators on this property, and to the buyer when I sell the land.

I understand that changes from the approved operational plan may require further authorization by the borough planning commission or Assembly. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I understand it is my responsibility to provide the borough code compliance division with up to date reports, notification of proposed changes, and contact information for approved person(s) to whom I sell this property and to whom I assign responsibility for daily operations on the site.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance with permit requirements. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

	<u>Eric Phillip</u>	<u>6/4/15</u>
Signature: Property Owner	Printed Name	Date
	<u>Ryan Johnston</u>	<u>6/4/15</u>
Signature: Agent	Printed Name	Date



MSB USE ONLY: MSB file # _____
 Date complete application received: _____, **Approved, Yes** ___ **No** ___
 Additional conditions: Yes ___ (see attached) No ___ **Comments:** _____
 Planning Commission Action (date): _____ **Resolution No.:** _____
 Assembly Action (date): _____ **Ordinance No.:** _____
 Date permit (circle one) issued or denied: _____

Susan Lee

From: Ryan Johnston
Sent: Tuesday, November 24, 2015 10:42 AM
To: Susan Lee
Subject: Alsop East Pit IMD - Legal Description
Attachments: Legal Description.docx

Ryan Johnston
Land Management Specialist
Matanuska-Susitna Borough
907-861-8572 (office)
907-355-9607 (cell)

Township 15 North, Range 4 West, Seward Meridian, Alaska

Section 27: S1/2 S1/2

Containing 160 acres, more or less, according to the Point Mack Subdivision, Phase I, Tracts 1 through 3 and Tract A, recorded in the Palmer Recording District on August 28, 2008, as Plat 2008-68.

Subject to:

A setback 300-feet in width from Alsop Road, pursuant to the Natural Resource Management Unit Plan.

A setback 100-feet in width around any wetlands or water bodies, pursuant to the Natural Resource Management Unit Plan.

A setback 100-feet in width along the west, south, and east boundaries of S1/2 S1/2 Section 27, pursuant to the Natural Resource Management Unit Plan.

A utility right-of-way 300-feet in width along the east boundary of the S1/2 SW1/4.

Matanuska - Susitna Borough
Development Services

NOV 24 2015

Received

**MATANUSKA-SUSITNA BOROUGH
LAND AND RESOURCE MANAGEMENT DIVISION
ALSOP EAST PIT
PROPOSED GRAVEL MINING PLAN OF OPERATIONS
AND SITE PLAN REQUIREMENTS**

Location: Sections 22, 27, & 28,
Township 15 North, Range 4 West, Seward Meridian
Tax ID: 56822000T00A

The following information is an attachment to the Matanuska-Susitna Borough (MSB) application for Earth Materials Extractions activities that do not occur within four feet of the water table under MSB 17.28, Interim Materials District (IMD).

I. Plan of Operations General Description

The Alsop East Pit is located approximately 1 mile east along Alsop Road from the intersection with Point MacKenzie Road, approximately mile post 12.5. This Proposed Gravel Mining Plan of Operations and Site Plan (Plan) details the activities and dates of operation of the Alsop East Pit relative to MSB Parcel Tax ID No. 56822000T00A.

The general location, adjacent landowners, buffers, wetlands and waterbodies, site access, site plans, and cross sections of the proposed gravel pit are included in Appendix A. The location of the parcel is shown in Appendix A-1, Proposed Gravel Site Vicinity Map. The landowners within one-mile, wetlands, waterbodies, and other features are shown in Appendix A-2, Alsop East Pit Site Map. Appendix A-3 depicts the site layouts for each phase of operations and shows proposed access, existing topography, buffers, cell size and boundaries, approximate cell volumes and time sequencing. Appendix A-4 shows the site plans for each phase of operations and depicts the proposed operation areas, depth of excavation, slopes, and estimated final grade. Appendix A-5 depicts the cross sections for each cell within each phase of operations.

The Alsop East Pit is located on a 968-acre parcel occupied by a portion of Alsop Road, a portion of Rex Bell Road, ponds, wetlands, a wildlife corridor, and an electric intertie, none of which are included in the current Plan. The current Plan includes two borrow sources located in the south one-half of the south one-half of Section 27 (160-acres), Township 15 North, Range 4 West, Seward Meridian. The maximum area available for gravel extraction within this 160-acre section of the larger 968-acre parcel is approximately 110.8 acres; the remaining acreage contains wetlands with buffers, a public utilities easement with buffers, section line easements with buffers, undisturbed areas with elevations below proposed pit depth, and all necessary boundary setbacks and screening.

The goal of the gravel extraction activities are to extract up to approximately 6,285,000 cubic yards of material for nearby projects, with mining extraction coordinated through MSB Land and Resource Management Division (MSB-LRMD), including but not limited to Alsop Road upgrades, development of the Point MacKenzie Town-site, the Port MacKenzie Rail Extension project, and other Port & Point MacKenzie Road improvements. The property is currently owned by the MSB. The development plan included herein is the initial proposal. Modifications to the development plan will be submitted to MSB-LRMD, as needed, by the Contractor authorized to develop the site prior to the commencement of any mining activities. Full development of the borrow source is anticipated to be complete by 2050. Intermediate reclamation will be ongoing throughout development. Final reclamation will be concurrent with closure, in 2050 (Appendix B).

Operations in the pit are expected to begin approximately March 1st and continue through November 30th, annually. Hours of operation may be up to 24 hours per day, seven days per week, based on the undeveloped land setting, absence of nearby residential/commercial receiving lands, and allowances specified in Chapter 17.28.060(5) of the MSB IMD Ordinance.

Phased development will commence with the construction of the access roads to the staging and processing area for Phase I. These areas will then be constructed and Phase I, Cell A will be mined first, followed by Cells B through D. Phase II will be reserved by the Borough for future use, or when the useful material in Phase I has been exhausted. Once Phase I has been depleted of materials in conjunction with the contracted requirements, the access roads for Phase II will be constructed to the staging and processing area for Phase II, Cells A through D. These areas will then be developed and the mining of Phase II will commence. Reorientation of equipment, trailers, and other structures may be required depending on the contractor activities.

A development plan will be prepared by the Contractor, based on project needs and request for access and/or use made to the MSB-LRMD. If a modification of the site plan, development plan, or location of structures is unavoidable, a modified plan will be submitted to MSB-LRMD to determine if an amendment to the IMD will be required. No structures will be moved outside of the IMD designated operations area prior to a written determination. All contract specifications or use agreements for authorized use of this site shall require the following to be submitted to the MSB-LRMD by the Contractor for review and approval prior to site development and/or material extraction.

MSB Borrow Sources ¹

General Requirements:

- a. Prior to beginning work in the MSB Borrow Pit the Contractor shall be required to provide a detailed plan to the MSB-LRMD which includes the following at a minimum:
 - 1) Planned location of permanent and semi permanent structures.
 - 2) Identification of any marketable timber to be cut or removed.
 - 3) Proposed phases of mining activities: Each phase will include a detailed

¹ Extracted from Bid Specifications for project segments pertaining to the Port Mackenzie Rail Extension (PMRE). Specifically bid specifications for Segment 3. These requirements were generalized to accommodate multiple users and identify the MSB-LRMD as the owner. Some modifications have been made for this IMD based on solutions to questionable interpretations in prior contracts.

- description of the work to take place at the borrow source site, equipment to be used, staging areas, duration of activities, and the approximate volume and type of material to be excavated.
- 4) An approved Traffic Control Plan to include anticipated routes and traffic volumes.
 - 5) Proposed lighting.
 - 6) Proposed dust control methods and permitted water source(s).
 - 7) Reclamation plan showing the proposed grades upon completion of the work in the borrow source site.
- b. Upon approval from the MSB-LRMD the Contractor may dispose of grubbing and/or unsuitable materials in the MSB Borrow Source. Items that will be taken into consideration prior to approval of the disposal of grubbing and/or unsuitable materials:
- 1) The Contractor shall submit a detailed plan showing the location, placement details, volumes and types of materials being proposed for disposal.
 - 2) Materials shall be accessible by the MSB for possible sale or processing.
 - 3) The disposed of materials must not interfere with the future development plans of the borrow source site.
 - 4) Location, height, width, length and finished slopes of any proposed permanent stockpiles of grubbing and/or unsuitable material.
 - 5) The disposal of the materials must meet the requirements of the Contract Documents and any Local, State and/or Federal requirements.
 - 6) Living trees may not be buried or partially buried by disposal of grubbing and/or unsuitable materials.
 - 7) Stumps and root wads shall be stockpiled separately from other grubbing and/or unsuitable materials.
- c. The Contractor shall be required to provide original and final cross sections necessary for determination of excavation quantities. Cross sections shall be taken after clearing and grubbing. Cross section surveying shall be conducted. No excavation may begin until a satisfactory cross section survey has been submitted and approved.
- Quantities of gravel mined will be provided to MSB-LRMD on a monthly basis for resource reports and invoicing.
 - After all work on the borrow source is completed the Contractor shall provide final cross section and compute the yardage of material removed from the borrow source and provide this information to the MSB-LRMD.
- d. The Contractor is responsible for the clearing of timber. The disposition of any marketable timber will be at the discretion of the MSB-LRMD. The Contractor is responsible for the appropriate notification of MSB-LRMD personnel prior to any clearing activities.
- e. On an as-needed basis, the Contractor may cut brush and alders along access roadways for vehicular passage. Trees and substantial growth vegetation may not be cut without a prior plan with written approval from the MSB-LRMD that shall include appropriate disposal of marketable timber.
- f. The MSB shall not provide security of any kind and shall not be liable to anyone for, or for lack of, security.
- g. The Contractor shall maintain the occupied borrow sources to ensure compliance with the provisions of all erosion, sediment control and pollution prevention plans, MSB permits and any Federal, State and/or Local agency requirements; and, shall restore all occupied

- borrow sources as stated in applicable permits and/or plans prior to completion of the project. All debris, contaminated soil, fencing, and other objectionable materials shall be removed. No fueling or similar operations with potential for site contamination will be allowed without prior approval of a hazardous material handling plan by the MSB-LRMD.
- h. If topsoil, grubbing, or other excavation materials (not including processed ballast or sub-ballast) are to be stockpiled on these sites for periods over one year, the soil piles must be contoured and permanently stabilized which includes revegetation as necessary.
 - i. Restoration will be completed in accordance with required permits and plans allowing the work. Additional requirements may be identified by the MSB-LRMD and shall include but not be limited to the following revegetation protocol:
 - The contractor will revegetate disturbed areas using native vegetation where necessary following development. Natural vegetation may be given the opportunity to recolonize in areas of small disturbance to maintain native plant communities. Revegetation will be used only in large areas and approved seed mixes will be used based upon seed mixes recommended by the Alaska Plant Material Center or similar to plant species in the vicinity of the disturbed area.
 - j. Site Use – Contractor may utilize this site for processing, crushing, and/or stockpiling gravel in conjunction with the approved development plan. Stockpiles of processed materials must be graded to drain. Any permits required to perform work at the MSB borrow source not obtained by the MSB shall be the Contractor's responsibility to obtain and follow.
 - k. Access Roads – Currently proposed access routes to borrow source sites are indicated on the attached site plans (Appendix A-3). Any additional access roads or alterations to the approved site plans shall be subject to review by the MSB-LRMD. Construction of steep hillside roads shall be avoided. Temporary access roads shall be rehabilitated upon termination of the use of the road. The roads shall be graded to conform to original topography to the degree possible. Cut slopes shall be reduced to a grade consistent with adjacent topography, erosion protected, and revegetated. All cost associated with leasing, constructing, using, maintaining and rehabilitating roads and/or trails shall be at the Contractor's expense.
 - No payment will be made to the Contractor by the MSB for any work done in constructing, improving, using, repairing or maintaining any road or structure thereon for use in the performance of the work. The MSB assumes no responsibility for the condition or maintenance of any road or structure thereon that may be used by the Contractor in performing the work or in traveling to and from the site of the work.
 - All haul routes and access roads within the project property shall be reviewed and approved by the MSB-LRMD.
 - l. Utilities – A water source for gravel operation and dust control shall not be furnished by the MSB.

Areas of proposed development are included in Appendix A; however, further plans for the development within these areas will be as identified and submitted by the Contractor and approved by the MSB-LRMD.

Geotechnical studies were conducted by Shannon and Wilson in January 2007, February 2008, and January 2011. Copies of both reports are on file at MSB-LRMD. The reports include field logs of the

borings and test pits and laboratory testing results on field samples obtained from the borings and test pit excavations.

The schedule for phase and individual cell excavation and reclamation are proposed on the attached site plans, will be more thoroughly defined by the Contractor developing the site, and will be required in all contractor bid packages. It is anticipated that material extraction will begin in 2016, but is dependent on the need and schedule of the Contractor. Reclamation will begin after material extraction has ceased for each identified phase of development. A reclamation plan will be submitted to the MSB-LRMD by the Contractor. MSB-LRMD may accept or amend the plan. Final reclamation is anticipated to occur in 2050. Planned uses for the property are likely to include gravel extraction, gravel processing, and reclamation. The site will be developed, managed, and reclaimed with the objective to convert the location to commercial and residential parcels, post closure. The site's future use is intended to be the Point MacKenzie Town-site, as specified in the Point MacKenzie Community Comprehensive Plan, adopted July 2011.

II. Site Plan Description of Activities

Sand and Gravel Extraction

An estimated 100,000 to 1,000,000 cubic yards (CY) of material will be extracted annually from one of two phases (Appendix A-2). Phase I, contains four cells (A-D), is 58 acres in size, is located on the southeast side of the parcel, and contains approximately 2,015,000 CYs of material. Phase I, Cells A through D contain approximately 525,000 CYs, 870,000 CYs, 220,000 CYs, and 400,000 CYs, respectively. Phase II, also contains four cells (A-D), is 52.8 acres in size, is located on the southwest side of the parcel and contains approximately 4,270,000 CYs of materials. Phase II, Cells A through D contain approximately 1,000,000 CYs, 440,000 CYs, 2,000,000 CYs, and 830,000 CYs, respectively. The borrow sources include approximately 18 inches to 35 inches of overburden followed by gravel, sand, and other materials.

Hours of operation may vary depending on the project schedule, but because the site is not located in or near a commercial or residential area, work may take place 24 hours per day/seven days per week.

Conventional bulldozers, track-mounted backhoes, rubber-tired loaders, and 10-12 cubic yard (CY) capacity dump trucks, and 18-30 CY capacity side or belly dump trucks will be used in the operation of the mine. Additional equipment, including a screener, crusher, office trailer, and portable toilets are likely to be used on site, but equipment and structures will be considered on a project specific basis. Additionally, relocation of these structures may be considered once development of Phase I is complete and development of Phase II commences.

The Contractor will be responsible for detailing equipment and operations in their development plan, to be submitted for review prior to operating in the site. All activity will be kept within the IMD designated operations area.

No blasting is anticipated to occur on site. The working depth will typically be 20-75 feet below original ground, as long as the depth of excavation remains a minimum of four feet above the ground water

level. Ground water monitoring wells will be installed prior to mining activities to ensure that excavation does not encroach within four feet of the ground water level. During active mining, working faces will be as natural angle of repose (approx. 1.5 horizontal (H): 1 vertical (V)), to maximize amount of material extracted from a given cell. Upon cessation of mining all slopes will be graded to maximum steepness of 2H:1V to provide for public safety.

Most of the material extracted will be leaving the site via haul truck. Truck haul routes will occur on a project specific basis. A water truck and/or sweeper may be used for dust control as needed.

Site Preparation and Phasing

Proposed phasing of the Alsop East Borrow Pit is expected to proceed as follows:

- 1) Removal of trees within Phase I access roads and Phase I Cell A, with marketable timber disposed of per the plan approved by MSB-LRMD (This applies to all tree removal associated with all phases of material extraction site development). All organic overburden and topsoil for Phase I will be stockpiled within the cell from which it was removed, as per the attached Site Plans. All inorganic overburden from Phase I will be removed and relocated to the Alsop Pit. These resources will be utilized in the backfilling of the Alsop Pit. No burning of material will be permitted.
- 2) Construction of access roads to Phase I
- 3) Material Extraction within Phase I Cell A and development of staging and processing areas
- 4) Removal of trees and overburden within Phase I Cell B, followed by material extraction
- 5) Removal of trees and overburden within Phase I Cell C, followed by material extraction
- 6) Removal of trees and overburden within Phase I Cell D, followed by material extraction
- 7) Remediation and reclamation of Phase I to final grade.
- 8) Removal of trees within Phase II access roads and Phase II Cell A. All organic overburden and topsoil for Phase II will be stockpiled within the cell from which it was removed, as per the attached Site Plans. All inorganic overburden from Phase II will be removed and relocated to the Alsop Pit. These resources will be utilized in the backfilling of the Alsop Pit. No burning of material will be permitted.
- 9) Construction of access roads to Phase II
- 10) Material Extraction within Phase II Cell A and development of staging and processing areas
- 11) Removal of trees and overburden within Phase II Cell B, followed by material extraction
- 12) Removal of trees and overburden within Phase II Cell C, followed by material extraction
- 13) Removal of trees and overburden within Phase II Cell D, followed by material extraction
- 14) Remediation and reclamation of Phase II to final grade.

Phased development is expected to begin in Phase I Cell A, where the site has less variable terrain. After the construction of the approved site access roads, material will be extracted from the proposed staging and processing area first. A flat pad at 200-feet above mean sea level will be constructed as an operating area for activities pertaining to the development of Phase I. The primary processing, staging, stockpiling, and operations area for Phase I will be approximately 6 acres, to accommodate for maneuvering of trucks, placement of structures, and stockpiles (if necessary).

Once the staging and processing area is developed, material extraction will continue within the remaining cells of Phase I. Topsoil and organic material will be stripped conservatively to reduce the open and erodible face to the maximum extent practicable, in order to minimize implementation and maintenance of BMPs around the site. The Contractor will be required to submit a development plan identifying specific locations, quantities, and practices for working in the borrow site. Areas within the active cell that are mined of their useful material will be stabilized in accordance with the reclamation plan.

Phase II will likely be reserved by the Borough for future use, or when the useful material in Phase I has been exhausted. Once the majority of the useful material has been mined from Phase I, Phase II's access roads, staging and processing areas will be constructed. Phase II will then be developed and mined similarly to Phase I. The primary processing, staging, stockpiling, and operations area for Phase II will be approximately 6 acres.

All staging and processing will occur in the area designated as such for each phase of operations; proposed staging and processing areas are indicated on site plans. These processing areas are intended for placement of a site trailer, screening and crushing equipment, portable toilets, and other necessary equipment as described herein.

Organic overburden and topsoil from both Phases, Cells A-D, will be removed and stockpiled, within the cell from which it was removed, for use in final reclamation, remediation and revegetation of all mined areas. Surplus inorganic overburden from both Phases, Cells A-D, will be removed and relocated to the Alsop Pit. Both phases' post mining use is intended to be commercial and residential parcels, however, there is no timeframe for when this conversion may take place. Therefore, the mined areas will be excavated to create a flat surface for the intended conversion, but also reclaimed and revegetated until which time they are converted to residential and commercial parcels. All excavation cut will be flattened and boundaries stabilized and sloped to 2H:1V or flatter using excavated materials from the cell, as specified in Appendix A-4 Site Plans. After the desired gradation is achieved, all mined areas within both phases will be covered by a minimum compaction depth of four (4) inches of organic materials and topsoil, and revegetated with approved seed mix, applied in accordance with state specifications. In cases where there is insufficient organic material and topsoil within a cell to provide this minimum coverage, all available organic material and topsoil will be stockpiled and utilized for reclaiming and revegetating the cell.

There are approximately 185,000 cubic yards of overburden for each phase. Overburden is approximately 18 inches to 35 inches thick, but may vary. Overburden and Peat not needed for reclamation may be sold by MSB-LRMD and/or processed.

III. Structures

A 25-foot setback is required from all property lines for structures, permanent or portable facilities, and equipment or material storage per MSB code (17.28.070(A)). Structures planned on the site include a rock screener and crusher, office trailer, and portable toilet to be placed in the designated staging and operations area within each phase (Appendix A). The relocation of structures within the operations area

may be necessary depending on the project and will be determined by the Contractor. Modifications will be included in the development plan required from the Contractor prior to their operations within the pit. There are no septic systems or water wells planned to be constructed on the site. Three ground water monitoring wells will be constructed prior to developing each phase, and will be capped during reclamation of the site.

IV. Buffer areas, Driveways, Drainage Control

Buffers

Buffers will be achieved by retaining a 100-foot wide strip of natural vegetation around the west, south, and east perimeters of the site on the inside of the property line. Alsop Road, the north perimeter of the site, will be buffered by retaining a 300-foot wide strip of natural vegetation, as per 2010 Natural Resource Management Unit Plan requirements. All wetlands, as well as the electrical transmission line easement, bordering the site boundaries will be buffered by 100-foot wide strips of natural vegetation.

Driveways

All traffic will ingress and egress the site via one or both of two proposed access points for each phase of development. These access roads will be directly onto Alsop Road, which is an unpaved MSB road that is outside road service area coverage. An MSB driveway permit application has been submitted for the access roads to Phase I (Appendix C-1). Phase II access roads will be permitted once the materials have been exhausted from within Phase I.

Easements

An ADL public use easement, serialized as ADL 32386, travels diagonally through the southeast corner of Phase I and north-south through the eastern portion of Phase II. State of Alaska, Department of Natural Resources was contacted on February 13, 2015 in regards to this easement, and stated that, "It appears that subsurface hydrocarbons were conveyed to the Mental Health Trust while surface lands, subject to the easement, were conveyed to Mat Su Borough some time ago. The area of the easement was not charged against Mat-Su's Municipal Entitlement acreage since it was authorized for public access, but so far I do not see that we reserved management of it to the State." Due to the layout of the land, the ADL public use easement across the material sites will be impeded only during the operation activities and will retain viability once the project has been completed.

Fifty foot section line easements exist along the east and south boundaries of Phase I and along the west and south boundaries of Phase II. All section line easements will remain undisturbed and are to be buffered by an additional 50-foot strip of natural vegetation. A 100-foot public utility easement, ADL 63268, for a Chugach Electric Association transmission line traverses north-south between Phase I and Phase II of pit operations. This public utility easement is outside of the material site boundaries and will be buffered both from Phase II on the west and Phase I on the east by an additional 100-foot strip of natural vegetation.

V. Wetlands and Waterbodies

Wetland mapping for this site was conducted using National Wetland Inventory (NWI) and delineation using stereoscopic high resolution aerial photography. No wetlands or other jurisdictional waters of the

United States were identified on the project parcels and were confirmed in a Jurisdictional Determination issued by the U.S. Army Corps of Engineers dated June 4, 2015 (Appendix C-3). No wetland impacts are authorized in the development of this project. Project areas are all located in upland locations, including steeply sloping ridges up to 100-foot or more high. There are two NWI recognized wetlands between Phase I and II. Neither of these wetlands are within the project boundaries and both will be protected by a 100-foot naturally vegetated buffer zone. There is a lake to the southeast of Phase I which will be protected by a greater than 400-foot naturally vegetated buffer zone, and a pond to the west of Phase II which will be protected by a greater than 150-foot naturally vegetated buffer zone. Any use of water from these water bodies has not been authorized. Temporary Water Use Permits (TWUP) from the Alaska Department of Natural Resources would be required and will be the responsibility of the contractor to secure. Copies of any TWUP will be provided to MSB-LRMD for inclusion in the IMD case file.

The contractor will be required to install at least three monitoring wells per phase to monitor ground water levels and depth to ground water. Monitoring wells shall be installed to a depth of at least 6 feet below the lowest level of excavation that takes place.

The contractor will be required to survey the outer limit of the wetland buffers and clearly stake or otherwise demarcate this boundary prior to commencement of any work in the borrow area to ensure that no work is conducted, including, but not limited to, clearing, grubbing, staging of equipment or materials, etc., within this boundary.

VI. Existing and Surrounding Land Uses

The Alsop East Pit is currently undeveloped land owned by the MSB. Surrounding lands within a mile radius of the IMD parcel include a neighboring sawmill to the north, various undeveloped parcels under private ownership, several developed residential parcels to the north, west and east, a correctional facility and associated water treatment plant to the west, and an old gravel pit and a couple of agricultural parcels across Point MacKenzie Road to the west. It is expected that MSB lands are used by the public for recreational purposes. Surrounding properties are identified in Appendix A-2.

VII. Road and Access Plan

All traffic will ingress and egress the site via one or both of two proposed access points for each phase of development. These access roads will be directly onto Alsop Road, an unpaved MSB road. All necessary approvals will be obtained prior to development of access drives into the Alsop East Pit.

Construction-related traffic may be expected to generate up to 40 trips maximum per hour, during the peak construction season. This will change the current level of service on the roadway, but level of service will still stay well above a C level of service (see MSB 17.61.090) during hours of construction. No additional stop signs are anticipated to be required on Alsop Road. Neither is it anticipated that the truck loadings will have any detrimental effect on the roadway.

Currently, there are no access restrictions to the parcel. When the site is finished being mined and reclamation has been achieved by the Contractor, MSB will gate and lock the access or ditch and berm the access to prevent access by highway vehicles, if necessary.

VIII. Visual Screen Measures

Visual screening will be achieved by retaining a 100-foot wide buffer strip of natural vegetation around the entire perimeter of the site on the inside of the property line. An additional 200-foot strip of natural vegetation will remain between the project boundaries and Alsop Road. In areas of the site where the natural vegetation has been previously logged up to the property line, the contractor will be required to construct a berm at least 10 feet in height between the work area and the 100-foot wide buffer strip. There are no developed properties adjacent to the project sites aside from the sawmill to the north of Alsop Road, which will be buffered by over 400-feet of natural vegetation and Alsop Road.

IX. Noise Mitigation

There are no identified significant or sensitive sound receptors within the vicinity of the proposed area of development. This area is currently undeveloped and therefore it is not anticipated that noise will exceed levels set forth for the undeveloped land use category. It is anticipated gravel extraction will take place within below grade excavated pit cells; which will become deeper as material extraction progresses. These below-grade excavated cells will also provide potential set up sites for crushing and screening operations. The below-grade location of mining and processing operations will help attenuate work area noise. The combination of berms, buffer areas, below-grade work areas, and the general location of the site away from sound receptors should result in reduction of construction-related noise to acceptable levels consistent with the stipulations of MSB 17.28.060(A)(5).

X. Lighting Plan

Most of the work will be conducted during the summer season and operations will primarily occur during daylight hours without the need for artificial lighting. The contractor will be required to obtain approval from MSB for any artificial lighting. Lighting may be used to illuminate activities in the work area, if needed. All lighting will be focused away from Alsop Road and will be directed only onto the work at hand. Exterior lighting must be located and shielded to direct light towards the ground, in order to minimize light spillage onto adjacent properties and upward in to the night sky. Illumination or other fixtures mounted higher than 20 feet or 150 watts or more must have downward directional shielding, in accordance with MSB 17.28.060(A)(6).

XI. Dust Plan

Road dust control is a concern of high priority. The Contractor involved in development of this mine site shall contain a specific bid item to provide watering for dust control. The Contractor will be required to obtain a temporary water use permit from the Alaska Department of Natural Resources (ADNR). Borough staff or their agent will monitor conditions throughout construction and direct the construction contractor to water the roadway and haul routes as needed to prevent dust from becoming a problem.

Is it also anticipated that measures to reduce any by-product dirt transport from the borrow site by vehicle tires will be implemented within the borrow pit as described in the SWPPP.

XII. Stormwater Pollution Prevention Plan (SWPPP)

This project is subject to the Alaska Pollution Discharge Elimination System (APDES) for construction projects disturbing greater than one acre of soil, therefore the project shall be subject to the Alaska Department of Environmental Conservation Construction General Permit (AK-CGP). The Contractor authorized to operate in the Alsop East Pit will be required to acquire an AK-CGP and produce a SWPPP meeting all requirements of the AK-CGP and submit it to the Borough for review and approval. The contractor will be responsible for submitting all notifications, maintaining all records, and documenting compliance with the AK-GCP. The Contractor will be responsible for installing, maintaining, updating, and removing all Best Management Practices (BMPs) in accordance with detailed bid specifications (Department of Transportation Standard Bid Specifications Section 641; Appendix C-4) to be incorporated into every contract.

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ALSOP EAST PIT – APPENDIX B

RECLAMATION PLAN

APPENDIX B-1: Reclamation MOU, Matanuska-Susitna Borough letter dated April 26, 1999

APPENDIX B-2: Cooperative Management Agreement between Alaska Department of Natural Resources and Matanuska Susitna Borough for Mining Reclamation on Borough-Owned Land.

MATANUSKA-SUSITNA BOROUGH

ALSOP EAST PIT RECLAMATION PLAN

Reclamation on lands owned by the Matanuska-Susitna Borough is subject to a Memorandum of Understanding between the Matanuska-Susitna Borough and the Alaska Department of Natural Resources allowing for reclamation requirements on borough-owned lands to be set by the Matanuska-Susitna Borough. The MOU is included with this reclamation plan (Appendix B-1).

Schedule

The schedule for interim reclamation is dependent on the Contractor's schedule. Interim reclamation plans will be required of the Contractor authorized to use the Alsop East Pit and will be submitted to the MSB-LRMD for review and acceptance. Final reclamation should occur no later than December 2050. Reclamation of the proposed mine will generally occur according to the following schedule:

1. Reclamation will take place as developed areas of the mine are closed, with no further plan for material extraction.
2. Reclamation of Phase I will take place prior to the development of Phase II.
3. Organic overburden and topsoil from all cells of both phases of mining will be stockpiled for use in reclamation and revegetation of the mined areas within that respective cell.
4. Phase I will be converted to a flat tract at 200-feet above mean sea level with boundaries consisting of stabilized 2H:1V or less slopes. Any erosion or destabilization of boundary slopes will be remediated by the contractor.
5. Phase II will be converted to a flat tract at 220-feet above mean sea level with boundaries consisting of stabilized 2H:1V or less slopes. Any erosion or destabilization of boundary slopes will be remediated by the contractor.
6. All mined areas, including slopes, within the Alsop East Pit will be covered by a minimum of four (4) inches of organic materials and topsoils, and stabilized with approved seed mix applied in accordance with state specifications. Appropriate BMPs will be required to assess site drainage, and will be the responsibility of the contractor.
7. Surplus inorganic overburden from both Phases will be used to backfill the Alsop Pit and will not be left within the boundaries of the Alsop East Pit.

Temporary Stabilization

In accordance with the Alaska Pollution Discharge Elimination System Construction General Permit, temporary stabilization will be initiated as soon as practicable in areas of the site where construction activities have temporarily or permanently ceased, but no later than 14 days after the construction activities have temporarily or permanently ceased. Temporary stabilization is not needed if construction activities are scheduled to resume within 14 days. In the event that temporary stabilization is precluded

by snow cover or frozen ground, the temporary stabilization measures will be implemented as soon as practicable.

Final Grading

Cut slopes may be no steeper than 2H:1V to provide acceptable public safety, stability, and erosion protection, but variability in the grade averaging to approximately 3H:1V is preferred. Bottom grades must be 2% or less across or to one corner of each cell. Phase I shall be graded flat with natural draining corridors to the north, southwest, and southeast of the cell. Phase II shall be graded to drain to the east side of the cell. Slight gradations will be made within each phase to ensure that no intermediate collection points or ponds occur within the phase boundaries post mining activities. Stabilization must be conducted in accordance with Best Management Practices called out in the SWPPP, and to a standard equal to or greater than that stipulated in Alaska Statute 27.19.

Stabilization

Organic overburden and topsoils from each cell will be stockpiled within the respective cell, as indicated by the attached Site Plans. Immediately following mining activities for each phase, the organic material and topsoil stockpiled within each cell will be utilized in the reclamation of both the pit floor and the bordering slopes within that respective cell. All mined areas within both phases will be covered by a minimum of four (4) inches of organic materials and topsoil, and revegetated with approved seed mix, applied in accordance with state specifications. Slopes will be cut no steeper than 2H:1V, and will require proper stabilization techniques to include at a minimum tracking and blading the soil to a stable compaction, after which the slopes will be revegetated as per state specifications. All surplus inorganic overburden removed within both Phases will be relocated and used to backfill the Alsop Pit.

Revegetation

The objective of the revegetation procedures for mined areas will be to grow native grasses, without introducing non-native species. This will be accomplished by first using mineral waste material (silt and sand) to cover cut slopes. Next, stockpiled organic material and topsoils will be spread over the cut slopes to provide growing medium for approved seed and native plants to establish themselves. The organic material will be spread in a layer not less than four (4) inches thick or more than 2 feet in thickness, except such material may be placed in greater thickness as required to flatten cut slopes out to no steeper than 2H:1V. The spread organic material shall be tracked, bladed, or otherwise manipulated so that no tree trunks, branches, roots, or stumps protrude more than four (4) inches above the finished ground surface.

To assist in the re-establishment of native species, and to help to control erosion during the revegetation period, the spread of organic overburden material will receive an application of temporary grass seed mixture and fertilizer. The fertilizer application will consist of standard nitrogen, phosphorus, and potassium (N-P-K) 20-20-10 mix applied at a rate of 500 pounds per acre. The temporary seed mixture will be applied at a rate of 43 pounds per acre and will meet the applicable requirements of the

State of Alaska Seed Regulations, 11 AAC 34, Article 1 and Article 4, using a seed mixture for the area as outlined in *A Revegetation Manual for Alaska*, by Stony J. Wright, Alaska Plant Materials Center and will use a seed product certified not to include prohibited and restricted noxious weeds.

Annual Reclamation Statement

An Annual Reclamation Plan shall be submitted to MSB-LRMD. The LRMD will administer reclamation to standards no less than that required by the State of Alaska.

Financial Assurance

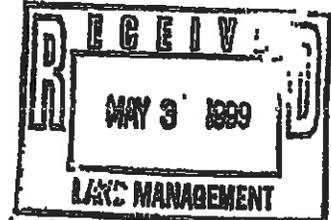
Reclamation financial assurance filed with the State of Alaska is not required for governmental units. Since the site is owned by the MSB, no financial assurances are required through the State. However, a performance bond, as well as any other bonds deemed necessary to protect the best interests of the MSB, may be required to be filed by the Contractor prior to development of the site. A final site investigation prior to reclamation of both phases will be made by MSB-LRMD staff to determine the disposition of said bonds.

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APPENDIX B-1
Reclamation MOU

**MATANUSKA-SUSITNA BOROUGH****Borough Manager**350 E. Dahlia Avenue, Palmer, Alaska 99645-6488
Phone (907) 745-9689 FAX (907) 745-9669

April 26, 1999

Jane Angvik, Director
Division of Land
3601 C Street, Suite 1122
Anchorage, AK 99503-5947**RE: Reclamation MOU**

Alaska Statute (27.19) requires DNR to administer mining reclamation on all state, federal, municipal and private land subject to mining operations which includes sand, gravel and other material.

The Borough has similar provisions to AS 27.19 in our ordinances. We feel it would much easier and efficient to administer these reclamation requirements on our own land. This would relieve some potential work load requirements from DNR and ensure that the Borough is in compliance with both state and Borough reclamation requirements.

Working with your staff, we have drafted the enclosed MOU dealing with the reclamation issue for material sites on Borough owned land.

There are two originals. After your review and signature please return one original to Ron Swanson, Community Development Director at the above address.

Thank you for your help and consideration on this issue.

Sincerely,

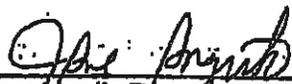
Michael J. Scott
Borough Manager

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**APPENDIX B-2
DNR MSB Reclamation
Cooperative Management Agreement**

**COOPERATIVE MANAGEMENT AGREEMENT BETWEEN
ALASKA DEPARTMENT OF NATURAL RESOURCES AND
MATANUSKA-SUSITNA BOROUGH FOR
MINING RECLAMATION ON BOROUGH-OWNED LAND**

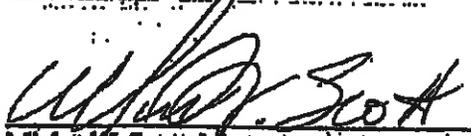
Under the authority of Alaska State Constitution Article X Section 13, AS 27.19.060, AS 29.35 and 11 AAC 97.700, the Department of Natural Resources and the Matanuska-Susitna Borough hereby enter into a cooperative management agreement by which the Matanuska-Susitna Borough will implement state mining reclamation requirements (AS 27.19 and 11 AAC 97) for material sites owned by the Matanuska-Susitna Borough. The Department of Natural Resources and the Matanuska-Susitna Borough find that this agreement will promote uniform compliance with state reclamation requirements and those set by municipal ordinances, providing for more consistent and effective reclamation of borough-owned land and reducing government paperwork costs. The Department of Natural Resources further finds that this agreement is in the state's best interests.



 Jane Angvik, Director
 Division of Land
 Alaska Department of Natural Resources

4/30/99

 Date



 Michael J. Scott, Manager
 Matanuska-Susitna Borough

4/23/99

 Date

**ALSOP EAST PIT- APPENDIX C
COMPLIANCE WITH BOROUGH, STATE, AND FEDERAL LAWS**

- Appendix C-1:** Matanuska-Susitna Borough Driveway Permit Application (Permit # P015194)
- Appendix C-2:** Statement addressing: Mining License as required by the Alaska State Department of Revenue & Mining Permit as required by the Alaska State Department of Natural Resources (ADNR) if extraction activities are to take place on state land.
- Appendix C-3:** United States Army Corps of Engineers (USACE) Jurisdictional Determination (JD) pursuant to Section 404 of the Clean Water Act 33. USC 1344. No material extraction is to take place within wetlands, lakes, and streams in the development of this project. Also attached is a letter of "No objection" from the MSB Cultural Resource Division made in conjunction with the USACE JD.
- Appendix C-4:** Alaska Department of Transportation Erosion, Sediment, and Pollution Control Specification Section No. 641
- Others:** At this time, no other permits are required. If at any time, additional authorizations are required, they shall be submitted to the MSB as an addendum to this application. If the Phase II Access is to be constructed a Driveway and Construction Permit will be required from the MSB.

**APPENDIX C-1
MSB Driveway Permit**



**AUTHORIZATION TO CONSTRUCT DRIVEWAY
PERMIT # I015194
TAX PARCEL ID # 56822000T00A**

May 15, 2015

The Matanuska-Susitna Borough has authorized the construction of your driveway. Please construct your driveway in accordance with the conditions below, and provisions and standards listed on the 'Acknowledgement of Application'. Please reference these provisions to determine required culvert size and type.

This authorization to construct your driveway will expire one year from the date of this letter. If you are unable to construct the driveway within that time frame, please call the office to request an extension of the permit.

Please be aware that if this property is in a Special Flood Hazard Area a Flood Plain Development Permit is Required. Please contact the Permit Center to help determine if you are in a Designated Flood Plain Area.

PLEASE POST THIS PERMIT IN A CONSPICUOUS PLACE AT THE ACCESS POINT.

When driveway construction is complete, please call the Inspection Request Call-In Line at **861-7822** or by e-mail at PermitCenter@masugov.us, to request a Final Inspection. Be sure to reference the permit number above.

NO CULVERT REQUIRED

CULVERT REQUIRED (SEE NOTES BELOW)

NOTES:

Culvert is needed
gr05058 - 5/13/2015 3:37:50 PM

Sincerely,

Michelle Olsen, CFM
Permit Technician

Alsop East IMD - Phase I Driveway Cross-Section

Not to Scale



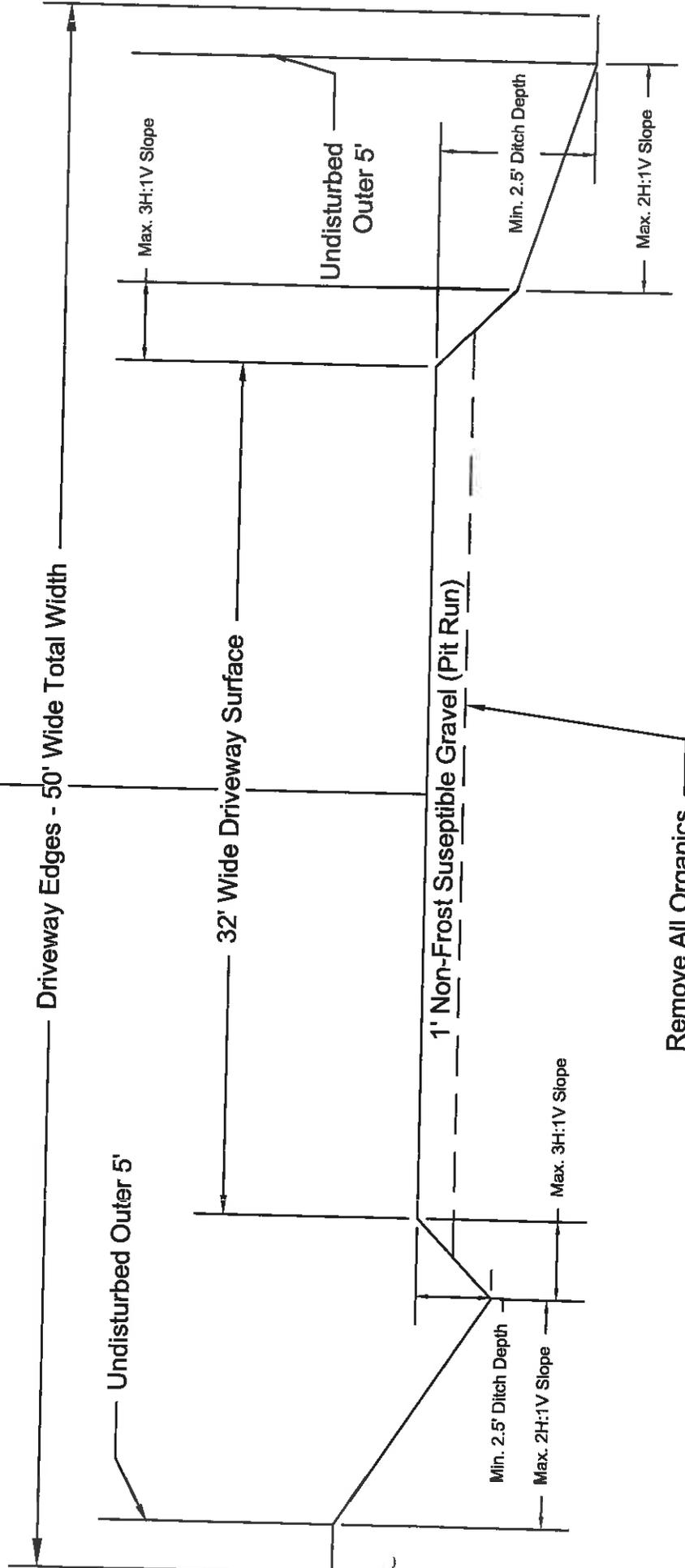
C/L

Driveway Edges - 50' Wide Total Width

32' Wide Driveway Surface

1' Non-Frost Susceptible Gravel (Pit Run)

Remove All Organics



APPENDIX C-2
Mining License

MINING LICENSE – A mining license is not required for the Alsop East Pit.

On May 24, 2012, Governor Parnell signed legislation (HB 298) into Law. This legislation, with a retroactive effective date of January 1, 2012, exempts quarry rock, sand and gravel, and marketable earth mining operations from the mining license tax. Anyone who mines quarry rock, sand and gravel, and/or marketable earth exclusively is no longer required to obtain a mining license or file a mining license tax return for activities conducted on or after the effective date.

MINING PERMIT – A mining permit is not required for the Alsop East Pit. A mining permit is required if extraction activities are to take place on State-owned lands. The Alsop East Pit is located on Matanuska-Susitna Borough-owned lands.

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APPENDIX C-3
US ACE Jurisdictional Determination
&
MSB Cultural Resource Division
Letter of “No Objection”



**DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
P.O. BOX 8686
JBER, AK 99506-0898**

JUN 04 2015

**Regulatory Division
POA-2015-225**

**Matanuska-Susitna Borough LMD
Attention: Mr. Ryan Johnston
350 East Dahlia Ave
Palmer, AK 99645**

Dear Mr. Johnston:

This letter responds to your April 28, 2015, request for a Department of the Army (DA) jurisdictional determination for your proposed gravel extraction. It has been assigned number POA-2015-225, Lost Lake, which should be referred to in all correspondence with us. The property is located within Section 27, T. 15 N., R. 4 W., Seward Meridian, USGS map AK-Anchorage B-8; at Latitude 61.3575° N., Longitude 149.9740° W.; Matanuska-Susitna Borough, in Wasilla, Alaska.

Based on our review of the information you provided, we have determined that although the subject property may contain waters of the United States (U.S.), including wetlands, your proposed project would not involve an activity we regulate. Therefore, a DA permit is not required. However, a permit may be required if you alter the method, scope, or location of your proposed work. You should contact us if you make changes to your project.

Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands (33 U.S.C. 1344). The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 10 waters are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified by the Alaska District.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

-2-

Please contact me via email at michael.r.gala@usace.army.mil, by mail at the address above, by phone at (907) 753-2821, or toll free from within Alaska at (800) 478-2712, if you have questions. For more information about the Regulatory Program, please visit our website at <http://www.poa.usace.army.mil/Missions/Regulatory.aspx>.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael R. Gala", with a long horizontal flourish extending to the right.

Michael R. Gala
Regulatory Specialist

Enclosures



MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

Cultural Resources Division

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 745-9859 • Fax (907) 745-9876

MEMORANDUM

DATE: 28 April 2015
TO: Michael Gala, Regulatory Specialist, USACE
FROM: Heather Ralston, Archaeological Site Supervisor
SUBJECT: POA-2015-225, Lost Lake
LEGAL: Sec. 27, T15N, R04W, SM
TAX MAP: GB 14

SPECIAL NOTE: NO OBJECTION – GENERAL CAUTION

The Cultural Resources Division has determined that is one known Cultural Resources site on above said property. This conclusion was derived through research of the documented sites on file in the Cultural Resources Division of the Matanuska-Susitna Borough and sites documented in Alaska Heritage Resource files at the State Office of History and Archaeology.

We recommend caution during site prep or related ground disturbance activities in the event cultural remains may come to light or be recovered. If cultural resources are found as a result of the above mentioned activity we request the chance to document them and to determine their augment our knowledge of local history. Cultural remains may be found on the surface and subsurface and include features such as cache pits, house pits, garbage pits, depressions and/or other non removable indications of human activity, as well as, artifacts, buildings, machinery, etc.

Note: recording of cultural resources or other remains does **not** change ownership status of materials found, they belong to the property owner, **nor** does it prohibit your activity request. If cultural remains are located please contact this office at (907) 861-8655 as soon as possible. This would enable us to photograph and record any cultural materials that may be observed. Thank you for your cooperation. We appreciate you helping us learn more about our past.

Sincerely,

Heather Ralston
 Archaeological Site Supervisor
 Heather.ralston@matsugov.us

NOTE§A.S.11.46.482 (a) of the Alaska Statutes states that

- (a) A person commits the crime of criminal mischief in the third degree if, having not right to do so or any reasonable grounds to believe the person have such a right...
- (3) If a person knowingly
- (A) defaces, damages or desecrates a cemetery or the contents of a cemetery or a tomb, grave, or memorial regardless of whether the tomb, grave, or memorial is in a cemetery or whether the cemetery, tomb, grave, or memorial appears to be abandoned, lost, or neglected; (B) removes human remains or associated burial artifacts from a cemetery, tomb, grave, or memorial regardless of whether the cemetery, tomb, grave, or memorial appears to be abandoned, lost or neglected.

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APPENDIX C-4
Alaska Department of Transportation Erosion,
Sediment, and Pollution Control Specification
Section No. 641

Standard Modification

Replace Section 641 with the following:

SECTION 641

EROSION SEDIMENT AND POLLUTION CONTROL

641-1.01 DESCRIPTION. As approved by the Engineer, provide project administration and construction activities to control erosion, sedimentation, and pollution from the Project, according to this section and applicable local, state and federal requirements, including the Construction General Permit.

Utilities will be relocated by others concurrently with construction of this project. The Contractor will be responsible for controlling sediment and erosion and stabilizing areas disturbed during underground and aboveground utility relocation.

The Borough will develop a Storm Water Pollution Prevention Plan (SWPPP) necessary to cover certain utility relocation work that may precede issuance of a Notice to Proceed. The Contractor will incorporate the provisions of that SWPPP document into any documents prepared by the Contractor under this Section.

641-1.02 DEFINITIONS.

Alaska Certified Erosion and Sediment Control Lead (AK-CESCL). Certification documenting the person has completed training, testing and other requirements recognized by the Borough to satisfy the APDES Construction General Permit for "qualified personnel". AK-CESCL certificates issued in conformance with, and under authority of the AK-CESCL Memorandum of Understanding are recognized by the Borough as meeting this standard. An AK-CESCL certification must be recertified every three years. CPESC, Certified Professional in Erosion and Sediment Control; CISEC, Certified Inspector in Sediment and Erosion Control; and CESCL, Washington Department of Ecology Certified Erosion and Sediment Control Lead are the only other recognized substitution for the AK-CESCL certification.

Alaska Department of Conservation (ADEC). The State Department that has been authorized to administer the Clean Water Act's National Pollutant Discharge Elimination System in a phased process.

Alaska Pollutant Discharge Elimination System (APDES). The Alaska Pollutant Discharge Elimination System, administered by ADEC.

Area of Land Disturbance. The area of land (soil) that will be disturbed by Construction Activity. Area of Land Disturbance does not include pavement removal or pavement milling if the activity does not remove aggregate underlying the pavement.

Best Management Practices (BMPs). Temporary or permanent structure and non structural devices, schedules of activities, prohibition of practices, maintenance procedures and other management practices to prevent or reduce the discharge of pollutants to waters of the United States. BMPs also include but are not limited to, treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal.

Clean Water Act (CWA). United States Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.)

Construction Activity. Physical activity by the Contractor or any Subcontractor or Utility Company that may result in land disturbance, erosion, sedimentation, or a discharge of pollutants in storm water. Construction activity includes, but is not limited to, grubbing, excavation, constructing embankment, grading, stockpiling erodible material, processing material and installation or maintenance of BMP's.

Construction General Permit (CGP). The Alaska Pollutant Discharge Elimination System General Permit for Discharges from Large and Small Construction Activities.

Electronic Notice of Intent (eNOI). The Electronic Notice of Intent submitted to ADEC, to begin Construction Activities under the CGP.

Electronic Notice of Termination (eNOT). The Electronic Notice of Termination submitted to ADEC, to end coverage under the CGP.

Erosion and Sediment Control Plan (ESCP). A project-specific document that illustrates measures to control erosion and sediment problems on a project. The ESCP normally consists of a general narrative and a map or site plan. It is developed by the Borough and may be included in the project plans and specifications. It serves as a resource for bid estimation and a frame work from which the Contractor develops the project SWPPP.

Final Stabilization. Soil disturbing activities at the site have been completed and one of the following methods, as identified in the contract, has been completed:

- Establish a uniform and evenly distributed perennial vegetative cover with a density of 70 percent of the native background vegetative cover, or
- Construct non-erodible permanent stabilization measures (such as riprap, gabions, geotextiles, pavement, or crushed aggregate base course) where vegetative cover is not required or practical.

Hazardous Material Control Plan (HMCP). The Contractor's detailed project-specific plan for the prevention of pollution from storage, use, transfer, containment, cleanup, and disposal of hazardous material, including but not limited to, petroleum products related to construction activities and equipment. The HMCP is included as an appendix to the SWPPP.

Operator(s). The party or co-parties associated with a regulated activity that has responsibility to obtain storm water permit coverage. "Operator" for the purpose of CGP and in context of stormwater associated with construction activity, means any party associated with a construction project that meets either of the following two criteria:

1. The party has operational control over construction plans and specifications, including the ability to make modifications to those plans and specifications; or
2. The party has day to day operational control of those activities at a project which are necessary to ensure compliance with a SWPPP for the site or other permit conditions (e.g. they are authorized to direct workers at a site to carry out activities required by the SWPPP or comply with permit conditions).

Pollutant. Any substance or item meeting the definition of pollutant contained in 40 CFR 122.2

Project Area. The physical limits of the construction site, Borough furnished project staging and equipment areas, Borough furnished haul routes where deposition of sediments or erodible materials may result from material hauling activities and Borough furnished material and disposal sites directly related to the Contract. The project area also includes all areas of utility relocation and installation, including adjacent utility easements and tie-ins that may extend beyond the defined project limits. Contractor or Commercial Operator furnished material sites material processing sites, disposal sites, haul routes, staging areas and equipment storage are not included in the Project Area.

Spill Prevention, Control, and Countermeasure Plan (SPCC). The Contractor's detailed plan for petroleum spill prevention and control measures that meet the requirements of 40 CFR 112.

Storm Water Pollution Prevention Plan (SWPPP). The Contractor's detailed project -specific plan to minimize erosion and contain sediment within the Project site and to prevent discharge of pollutants that exceed applicable water quality standards. The SWPPP includes, but may not be limited to, amendments, records of activities, inspection schedules and reports, qualifications of key personnel and all other documentation required by the CGP and this specification.

Temporary Stabilization. The protection of exposed soils (disturbed land) from wind, and water erosion during construction process, until final stabilization is established.

Utility Company. A Utility Company or their contractor performing work concurrently with the construction of this project.

641-1.03 SUBMITTALS. Submit three signed copies of the SWPPP and HMCP to the Engineer. Submit two signed copies of the SPCC Plan (if required under subsection 641-2.03) to the Engineer at or before the pre-construction meeting.

The Borough will review the SWPPP and HMCP submittals within fourteen (14) calendar days. Submittals will be returned to the Contractor as either requiring modification, or as approved by the Borough. The 14 day review period will restart when the Contractor submits to the Borough the revised SWPPP and or HMCP. The approved SWPPP must contain certification, and be signed according to the Standard Permit Conditions of the APDES Construction General Permit.

Upon acceptance of the SWPPP by the Borough submit an eNOI for the Project to ADEC with the required fee. Submit a copy of the eNOI to the Project Manager when the eNOI is submitted to ADEC. The Borough will submit the Borough's eNOI to the ADEC and provide a copy to the Contractor for inclusion in the SWPPP.

No construction activities will take place on the Project until the eNOI has been posted on the ADEC website for seven (7) calendar days.

The active status NOI's, SWPPP, HMCP and SPCC Plan (when required) become the basis of the work required for the project's erosion, sediment, and pollution control.

Within fifteen (15) calendar days after the Engineer has determined you may end SWPPP activities for the Project, submit your eNOT for the Project to ADEC and send a copy of the eNOT to the Engineer. Within fifteen (15) calendar days of the Project Manager's determination the Borough will submit the Borough's eNOT to the ADEC and send a copy to the Contractor.

When CGP, Part 10, F requires ADEC SWPPP review: transmit a copy of the SWPPP with the required fee to ADEC using delivery receipt confirmation. Transmit a copy of the delivery receipt confirmation to the Engineer within seven (7) calendar days of receiving the confirmation. Transmit a copy of the ADEC SWPPP review letter to the Project Engineer within seven (7) calendar days of receipt from ADEC. Amend the SWPPP as necessary to address ADEC comments and transmit a copy of the SWPPP amendments to the Engineer within seven (7) calendar days of receipt of ADEC review comments. Include a copy of the ADEC SWPPP review letter in the SWPPP.

641-1.04 PERSONNEL QUALIFICATIONS. The Superintendent and any designated Relief Superintendent must meet the following qualifications:

- Current certification as AK-CESCL
- Duly authorized representative, as defined in Appendix F of the CGP.

641-1.05 SIGNATURE/CERTIFICATION REQUIREMENTS AND DELEGATIONS.

eNOI and eNOT. The eNOI and eNOT must be signed and certified by a responsible corporate officer, in accordance with the CGP Appendix F. Signature and certification authority, for eNOI and eNOT, cannot be delegated.

Delegation of Signature Authority for Other SWPPP Documents and Reports. Delegate signature and certification authority to the Superintendent, in accordance with CGP Appendix F, for the SWPPP inspections, and other reports required by the CGP. Include a copy of the written delegation in the

SWPPP. Delegation is not required if the Superintendent is a responsible corporate officer for the Contractor, as defined in CGP Appendix F.

Subcontractor Certification. Subcontractors must certify that they have read and will abide by the CGP and the conditions of the project SWPPP.

641-2.01 STORM WATER POLLUTION PREVENTION PLAN. Prepare a Storm Water Pollution Prevention Plan. When provided in the plan set use the Borough's ESCP to develop a SWPPP based on scheduling, equipment, and use of alternative BMPs. The SWPPP preparer must visit the project site before preparing the SWPPP. The plan must include both erosion control and sediment control measures. The plan must first address preventing erosion, then minimizing erosion and finally trapping sediment before it leaves the project site.

The SWPPP must follow the format presented in Appendix A, of Developing Your Storm Water Pollution Prevention Plan (EPA 833-R-060-04 May 2007). An electronic copy of the SWPPP template is available on EPA's web site at <http://www.epa.gov/npdes/swpppguide>

The plan must address the site specific controls and management plan for the construction site as well as for material sites, waste disposal sites, haul roads and other affected areas, public or private. The plan must also include copies of and incorporate the requirements of the project permits.

The contractor is responsible for identifying, in their SWPPP, other work that is on-going or will be undertaken within or adjacent to the project during the contract period and to coordinate erosion and sediment control measures with the other operators.

641-2.02 HAZARDOUS MATERIAL CONTROL PLAN (HMCP) REQUIREMENTS.

Prepare a HMCP for handling, storage, cleanup and disposal of petroleum products and other hazardous substances. (See 40 CFR 117 and 302 for listing of hazardous materials).

Compile Material Safety Data Sheets in one location and reference in the HMCP. List and give location of hazardous materials, including office materials, to be used and/or stored on site, and estimated quantities. Detail a plan for storing these materials as well as disposing of waste petroleum products and other hazardous materials generated by the project.

Identify the locations where storage, fueling and maintenance activities will take place, describe the maintenance activities and list controls to prevent the accidental spillage of oil, petroleum products, and other hazardous materials.

Detail procedures for containment and cleanup of hazardous substances, including a list of types and quantities of equipment and materials available on site to be used.

Detail a plan for the prevention, containment, cleanup and disposal of soil and water contaminated by accidental spills. Detail a plan for dealing with unexpected contaminated soil and water encountered during construction.

Detail methods of disposing of waste petroleum products and other hazardous materials generated by the project. Identify haul methods and final disposal areas. Assure final disposal areas are permitted for hazardous material disposal.

Specify the line of authority and designate a field representative for spill response and one representative for each subcontractor. Include their names and contact information in the SWPPP.

641-2.03 SPILL PREVENTION, CONTROL AND COUNTERMEASURE (SPCC) PLAN REQUIREMENTS.

Control

Prepare and implement a SPCC Plan when required by 40 CFR 112, including:

1. When oil spills may reach navigable waters; and
2. Total above ground oil storage capacity is greater than 1,320 gallons.

Prevention and Countermeasures

Comply with 40 CFR 112 and address the following issues in the SPCC Plan:

1. Operating procedures that prevent oil spills;
2. Control measures installed to prevent a spill from reaching navigable waters; and
3. Countermeasures to contain, cleanup and mitigate the effects of an oil spill.

Self-certify the SPCC Plan if the total above ground oil storage capacity is 10,000 gallons or less, and the requirements for self certification in 40 CFR 112 are met. Otherwise the SPCC Plan must be certified, stamped with the seal of, date by, and signed by a Professional Engineer registered in the State of Alaska.

641-2.04 RESPONSIBILITIES AND AUTHORITY OF THE SUPERINTENDENT.

The Superintendent is responsible for the overall operations of the Project and all Contractor-furnished sites and facilities directly related to the Project. The Superintendent shall sign and certify the SWPPP, SWPPP inspections, and other reports required by the CGP, except the NOI and NOT. The Superintendent may not delegate the task or responsibility of signing and certifying the SWPPP, SWPPP inspections, and other reports required by the CGP. If the Superintendent is unavailable, a relief Superintendent may sign and certify reports required by the CGP. If the relief Superintendent is used, document the personnel change, including a photo copy of their AK-CESCL certification, and include their beginning and ending dates in the SWPPP.

641-2.05 MATERIALS. Comply with the material requirements described in the Plans and Specifications.

Use materials suitable to withstand hydraulic, wind, and soil forces, and to control erosion and trap sediments in accordance with the requirements of the CGP.

Straw that is certified as free of noxious weed by the United States Department of Agriculture, Natural Resources Conservation Service, Local Soil and Water Conservation District, Alaska Weed Free Forage Certification Program must be used when available. Hay may not be substituted for straw.

Silt fences	Subsection 729-2.04,
Sediment Control	
Temporary Seed	Section 724
Erosion, Sediment, and Pollution Control-Material	Section 744

641-3.01 CONSTRUCTION REQUIREMENTS. Comply with the SWPPP and the requirements of the CGP.

Ensure all subcontractors and utility companies understand and comply with the SWPPP and the CGP. Provide SWPPP information to the utility companies. Notify the Project Manager immediately if actions of any utility company or subcontractor do not comply with the SWPPP and the CGP. Provide training to subcontractors & utility companies on control measures at the site and applicable storm water pollution prevention procedures and document the dates and attendees to these trainings in Appendix J of the SWPPP.

Post notices on the outside wall of the Contractor's project office, and at publicly accessible locations near the beginning and end of the Project. Protect postings from the weather and locate so the public can read them without obstructing construction activities (for example, at an existing pullout). Include the following information in each of the posted notices:

- Copy of all eNOIs related to this project
- Name and phone number of Project Superintendent
- Location of the SWPPP available for public viewing.

Comply with requirements of the HMCP, the submitted SPCC Plan, and the State and Federal regulations that pertain to handling, storage, cleanup and disposal of petroleum products or other hazardous substances. Contain, cleanup and dispose of discharges of petroleum products and other materials hazardous to the land, air, water and organic life forms. Perform fueling operations in a safe and environmentally responsible manner. Comply with requirements of 18 AAC 75 and AS 46, Oil and Hazardous Substance Pollution Control. Report oil spills as required by Federal, State and local Law and, as described in the SPCC Plan.

Comply with requirements of the APDES Construction General Permit, implement temporary and permanent erosion and sediment control measures identified in the SWPPP, and ensure that the SWPPP remains current. Maintain temporary and permanent erosion and sediment control measures in effective operating condition.

Coordinate BMPs with Utility Companies doing work in the project area.

641-3.02 INSPECTIONS

Perform inspections and prepare inspection reports to comply with the project SWPPP and the APDES Construction General Permit.

1. Joint Inspections. Before start of construction, conduct a joint on-site inspection with the Engineer, the SWPPP Preparer, and the Contractor's Superintendent for the project to discuss the implementation of the SWPPP.
 - a. Before each winter shutdown, to ensure that the site has been adequately stabilized and devices are functional.
 - b. At project completion, to ensure final stabilization of the project.
2. During Construction. In addition, the Contractor will perform inspections meeting the requirements of the APDES Construction General Permit. The project Superintendent shall review the Project Site, Materials Sites, Waste Sites and the SWPPP for conformance with the APDES Construction General permit at least once per month and after every major change in earth disturbing activities for compliance with the Construction General Permit.
3. Inspection Reports. Prepare and submit, within three (3) working days of each inspection, a Inspection Report. At a minimum the report will contain the following:
 - a. A summary of the scope of the inspection
 - b. Name(s) and titles of personnel making the inspection
 - c. The date of the inspection
 - d. Observations relating to the implementation of the SWPPP
 - e. Any actions taken as the result of the inspection
 - f. Incidents of non-compliance

Where a report does not identify and incidents of noncompliance, certify that the facility is in compliance with the SWPPP and the APDES Construction General Permit.

The Contractor's Superintendent will sign the report according to the Standard Permit Conditions of the APDES Construction General Permit. Include reports as an appendix to the SWPPP.

Record Retention

Keep the SWPPP up to date at all times. The SWPPP shall denote location, date of installation, date maintenance was performed and the date of removal of BMPs. It shall also contain copies of inspection reports and amendments.

Maintain the following records as part of the SWPPP:

1. Dates when major grading activities occur;
2. Dates when construction activities temporary or permanently cease on a portion of the site; and
3. Dates when stabilization measures are initiated.

Provide the Engineer with copies of SWPPP revisions, updates, records and inspection reports at least weekly.

Retain copies of the SWPPP and other records required by the APDES Construction General Permit for at least three years from the date of final stabilization.

If unanticipated or emergency conditions threaten water quality, take immediate suitable action to preclude erosion and pollution.

Amendments

Submit amendments to the SWPPP to correct problems identified as a result of:

1. Storm or other circumstance that threatens water quality, and
2. Inspection that identifies existing or potential problems.

Submit SWPPP amendments to the Engineer within seven (7) calendar days following the storm or inspection. Detail additional emergency measures required and taken, to include additional or modified measures. If modifications to existing measures are necessary, complete the implementation before the next storm event whenever practicable.

Stabilize area disturbed before the seeding deadline or within seven (7) calendar days of the temporary or permanent cessation of ground-disturbing activities.

Notice of Termination

For projects that require an eNOI, submit the signed eNOT to the ADEC with a copy to the Project Manager when the Project Manager notifies that:

1. The project site (including material sources, and disposal sites) has been finally stabilized and that storm water discharges from construction activities authorized by the permit have ceased, or
2. The construction activity operator (as defined in the APDES Construction General Permit) has changed.

641-4.01 METHOD OF MEASUREMENT.

Items 641(2) and (4) will be measured as specified in the Contract or Owner's Action authorizing the work.

641-5.01 BASIS OF PAYMENT.

1. Item 641(1) Erosion and Pollution Control Administration. At the Contract lump sum price for administration of work under this Section. Includes, but is not limited to, plan preparation, plan amendments and updates, inspections, monitoring, reporting and record-keeping.

2. Item 641(2) Temporary Erosion and Pollution Control. At the prices specified in the Contract or as provided in the Owner's action authorizing the work to install and maintain temporary erosion, sedimentation and pollution control measures.
3. Item 641(3) Temporary Erosion and Pollution Control. At the Contract lump sum price to install and maintain temporary erosion, sedimentation and pollution control measures required to complete the project according to the Plan and with the current approved SWPPP and HMCP.
4. Item 641 (4) Temporary Erosion and Pollution Control Amendments. At the price specified in the Owner's action for extra, additional or unanticipated work to install and maintain temporary erosion, sedimentation and pollution control measures. Work paid under this item will be shown as amendments to the original SWPPP or HMCP.

Temporary erosion and pollution control measures that are required at Contractor -furnished sites are subsidiary to Pay Item 641(3).

Work that is paid for directly or indirectly under other pay items will not be measured and paid under this Section, including but not limited to dewatering, shoring, bailing, installation and removal of temporary work pads, temporary accesses, temporary drainage pipes and structures and diversion channels.

Perform temporary erosion and pollution control measures that are required due to negligence, carelessness, or failure to install permanent controls as a part of the work scheduled or ordered by the Project Manager, or for the Contractor's convenience, at the Contractor's expense.

Permanent erosion and pollution control measures will be measured and paid for under other Contract items, when shown on the bid schedule.

Failure

If the Contractor fails to coordinate temporary or permanent stabilization measures with the earthwork operations in a manner to effectively control erosion and prevent water pollution, the Project Manager may suspend the earthwork operations and withhold monies due on current estimates for such earthwork items until aspects of the work are coordinated in a satisfactory manner.
If there is failure to:

1. Pursue the work required by the SWPPP,
2. Respond to inspection recommendations and/or deficiencies in the SWPPP, or
3. Implement erosion and sedimentation controls identified by the Project Manager.

The Project Manager may suspend construction activities and withhold monies due on current estimates until the SWPPP is in compliance with the APDES Construction General Permit.

The Contractor shall be due no additional monies or Contract time extension as result of delays resulting from suspension of earthwork for failure to perform required erosion, sedimentation, or pollution duties as outlined in this Section 641.

If listed in the bid schedule payment will be made under:

<u>Pay Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
641(1)	Erosion and Pollution Control Administration	Lump Sum
641(2)	Temporary Erosion and Pollution Control	Contingent Sum
641(3)	Temporary Erosion and Pollution Control	Lump Sum
641(4)	Temporary Erosion Pollution Control Amendments	Contingent Sum

COMMENTS

Susan Lee

From: Toby Riddell <mackenziekayaker@gmail.com>
Sent: Tuesday, January 19, 2016 9:39 AM
To: Susan Lee
Cc: John Moosey; Terry Dolan; Scott Sanderson; Dan Huttunen; debsu20@hotmail.com; Tammy Hoerauf; Jennifer Ballinger; Dan Mayfield; Debra Wetherhorn
Subject: Alsop Rd. IMD
Attachments: RSA 17-MSB Planning-IMD Signed.tiff

Hi Susan,

Attached is a letter from our Knik RSA #17 board regarding the planned IMD for Alsop Road. Please call me at 373-7768 if you have any questions or new information. Thank you.

Toby Riddell, Chair

Knik RSA #17

mackenziekayaker@gmail.com

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**Knik Road Service Area 17
Board of Supervisors
Art and Boot Scates Public Safety Building
Station 6-4**

January 19, 2016

Susan Lee, Planner II
Matanuska-Susitna Borough
350 E. Dahlia
Palmer, AK 99645

Matanuska - Susitna Borough
Development Services

JAN 19 2016

RE: Interim Materials District; Alsop Road

Received

Dear Ms. Lee:

The Board of Supervisors of Knik RSA #17 reviewed the documents concerning establishing an Interim Materials District (IMD) adjacent to Alsop Road at our regular board meeting on October 13, 2016. Though the board recognizes the need to set aside and develop resources for projects we have concerns on the impacts to our residents and roads.

The documents state the contractors are permitted to work 24 hours per day, 7 days a week from March through November. Contractors would be utilizing 10-30 cubic yard trucks to transport the gravel products. Point Mackenzie road was not built to withstand 100% load limits and contractors should be required to observe weight restrictions during spring and fall. The documents further state that the borough and contractors are not responsible for repairs or maintenance of our roads from damages that may occur from heavy equipment.

The first 7 miles of Point Mackenzie Rd. is in poor condition and the pavement is basically being held together by crack sealing materials. Estimates to repave or rebuild this portion of the road range from \$1.3M to \$13M depending upon the scope of work. This far exceeds our area's taxpayers' ability to address repaving without alternative funding sources. We do not believe it is fair to impose added costs to our road service area due to the borough's development of the IMD without some method to cover the costs associated with developing this resource. Possibly a cost/cubic yard could be required to address the maintenance of our area roads utilized by the contractors. The approximately 6.2M cubic yards at \$3.00/cy would generate about \$18.6M for the expected life of the IMD (35 years). Rebuilding 17-22 miles of Pt. Mackenzie Rd. could easily surpass this amount.

We realize our area is not the only area with mineral resource development but without providing a funding mechanism to maintain our roads other than relying on the local taxpayers contributions we may be sacrificing our infrastructure without gain.

Another concern is noise associated with the IMD development and operation. There is a nearby subdivision to the Southwest that may be impacted by prolonged hours of operation. Limiting the hours the contractor may work would eliminate unnecessary noise levels at night and weekends.

Please call me at 982-8535 or 373-7768 if you have any questions regarding our concerns. Thank you.

Sincerely,



Toby Riddell, Chair
Knik RSA #17

cc: MSB Assembly
John Moosey, MSB Manager
Terry Dolan, MSB O&M
Point Mackenzie Community Council
MSB Local Road Service Advisory Board

February 19, 2016

Attention: Susan Lee

Subject: Application for an Interim Materials District (IMD), MSB17.28 – Interim Materials District MSB Land & Resource Management Division Tract A, Point Mack Phase 1 Subdivision; 21601 W. Alsop Road, T15N, R4W, Sec. 27, Seward Meridian

Position: I must oppose this application!

History has a way of repeating itself. In a Frontiersman Opinion Spectrum article dated Friday, May 7, 1999, I described a proposal by Valley Sawmill to manage some 9,500 acres of the Point MacKenzie mixed coniferous/deciduous forest and wetlands of the Point MacKenzie area. That proposal was roundly defeated, yet much has transpired subsequently to degrade the area:

- The Port has been developed and the Port Commission has taken over on reclassified MSB lands.
- A failed State Agricultural Project has transitioned to secondary ownerships including a State Prison farm
- A LNG processing facility— now State owned
- A costly Goose Creek Correctional center
- An Alaska Railroad takeover of much of the formerly designated agricultural lands including a two mile long AK RR siding, and an incomplete unfunded route to be deforested for the railroad link to Houston
- A private utility buyout of an agricultural parcel for an “arsenic free” water source for the prison
- The distribution of human waste from the Goose Creek Correctional Center (illegally at first) and the City of Seward (under private contract) applied to agricultural lands
- An essentially failed Knik Arm Crossing that was used to justify a MSB town site

This demonstrates a plethora of broken promises by the MSB Assembly and Planning Commission relating to Point MacKenzie Community Council (PMCC)/public concerns. I refer to Planning Commission Resolution 06-056, 12/18/2006 and MSB Assembly Resolution 07-002, 1/16/2007. Both resolutions “Designates a site for the prison and states concerns raised by the community need to be addressed during the design, construction and operation of the prison, including protection of watershed and wildlife corridors between Goose Bay and Susitna Flats State Game Refuge.”

These aforementioned developments have deforested considerable areas and have shifted formerly Borough public use lands to the MSB Port Commission, and to the Alaska Railroad. This will result in continued reduction of forest canopy and loss to the essential watershed, water quality, and free access by the public.

The Alsop East Pit proposal needs revision: “... the sites future use is intended to be the Point MacKenzie town site as specified in the Point MacKenzie comprehensive plan adopted July 2011.” This

reference needs updating since the PMCC subsequently retracted a position of support for the Point MacKenzie Town Site. Please correct this oversight. Projecting a town site located at the proposed Alsop east pit after 2050 is somewhat speculative.

A town site is poor justification to establish the proposed Alsop East Pit.

The MSB may be seduced to approve the proposed contractor development of Alsop East Pit, yet caution is the byword. Too much reliance seems to be placed upon the good faith performance by contractors. A criteria of low bid competition for selection may result in poor performance. I refer to the Saturday February 6, Alaska Dispatch News (ADN) article specifically describing MSB rejection of permits for the Meadow Lakes and Trapper Creek private gravel pits. B & E Construction and Trapper Creek Gravel have violated Borough and DEC regulations by illegally dumping construction & other waste. ADN has identified owners of these pits as "bad actors."

This Alsop East Pit proposal and potential future development as a town site needs special scrutiny in light of the failed Knik Arm Crossing and potential future development. Specifically:

1. Alteration of the Elmendorf Moraine uplands would potentially negatively affect the watershed of nearby lakes, natural seeps and temporary ponds and springs and alter subterranean water flow serving the wetlands of the Goose Bay State Game Refuge, Dollar Lake, and Mule Creek – an anadromous fish stream.
2. Deforestation with delayed remediation would adversely affect native wildlife in particular owls and other raptors dependent on climax forest. These avian species are now establishing and occupying nest sites from late February through July.
3. Increased fire hazard is a given with current prolonged early spring breakup, tinder dry vegetation and potential use of heavy equipment. The area is far outside the Art and Boots Scates Public Safety Building fire service. A fire in the Alsop Road area would threaten the safety of nearby Prison inmates and local residents. Immense volumes of smoke generated would virtually block sunlight and preclude safe escape travel. More importantly Alsop Road offers only one entrance and exit – a potential Millers Reach/ Sockeye Fire catastrophe.
4. Heavy truck use of gravel and paved roads will surely impact these road beds and greatly increase the hazard to road travelers

Retention of natural topography and forested watershed for public uses is the highest and best use of the PMCC area now and in the future.

The Borough Planning Commission should forgo development at Alsop Road as a gravel removal site and shift emphasis to already committed gravel sites (Section 9 Pit) near the intersection of Point Mack with Ayrshire Road. I understand this site has already been committed to for Alaska Railroad purposes.

A real opportunity and benefit exists within the Matanuska River floodplain as a gravel resource. I propose joining with the Alaska Department of Transportation and Public Facilities and the Borough to access and extract floodplain gravel sources for:

1. Protection of the Glenn Highway from stream erosion by rerouting the streambed away from the road.
2. Use as an easily accessible, continuously replaceable source of gravel for rail transportation to complete the railroad bed from Port MacKenzie to Houston and for gravel shipments statewide.

Please carefully consider these recommendations before committing to any future Alsop East Pit and future town site development.

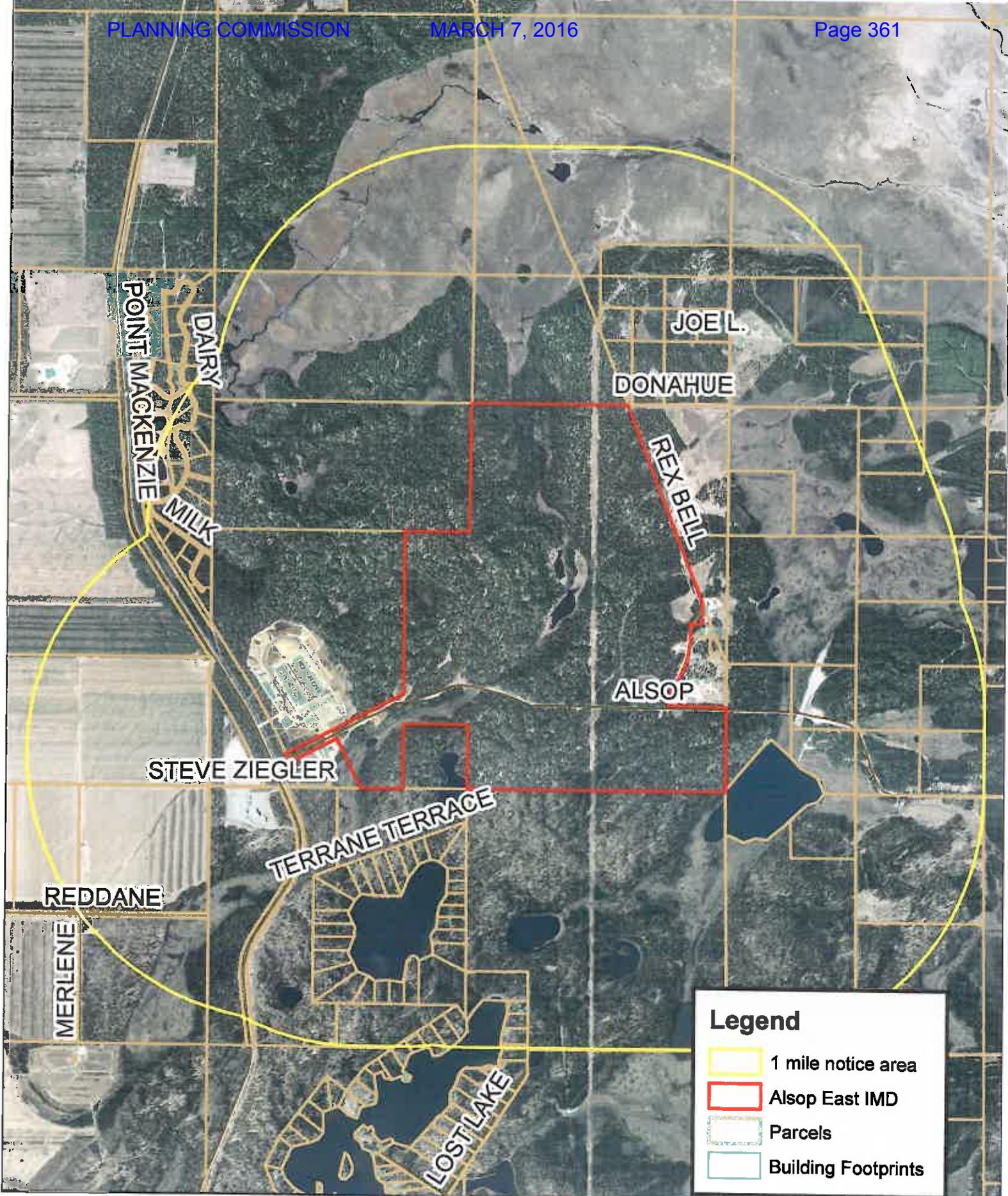
Sincerely,

Garvan P. Bucaria

Cc: PMCC

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MAPS



Legend

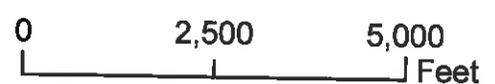
- 1 mile notice area
- Alsop East IMD
- Parcels
- Building Footprints

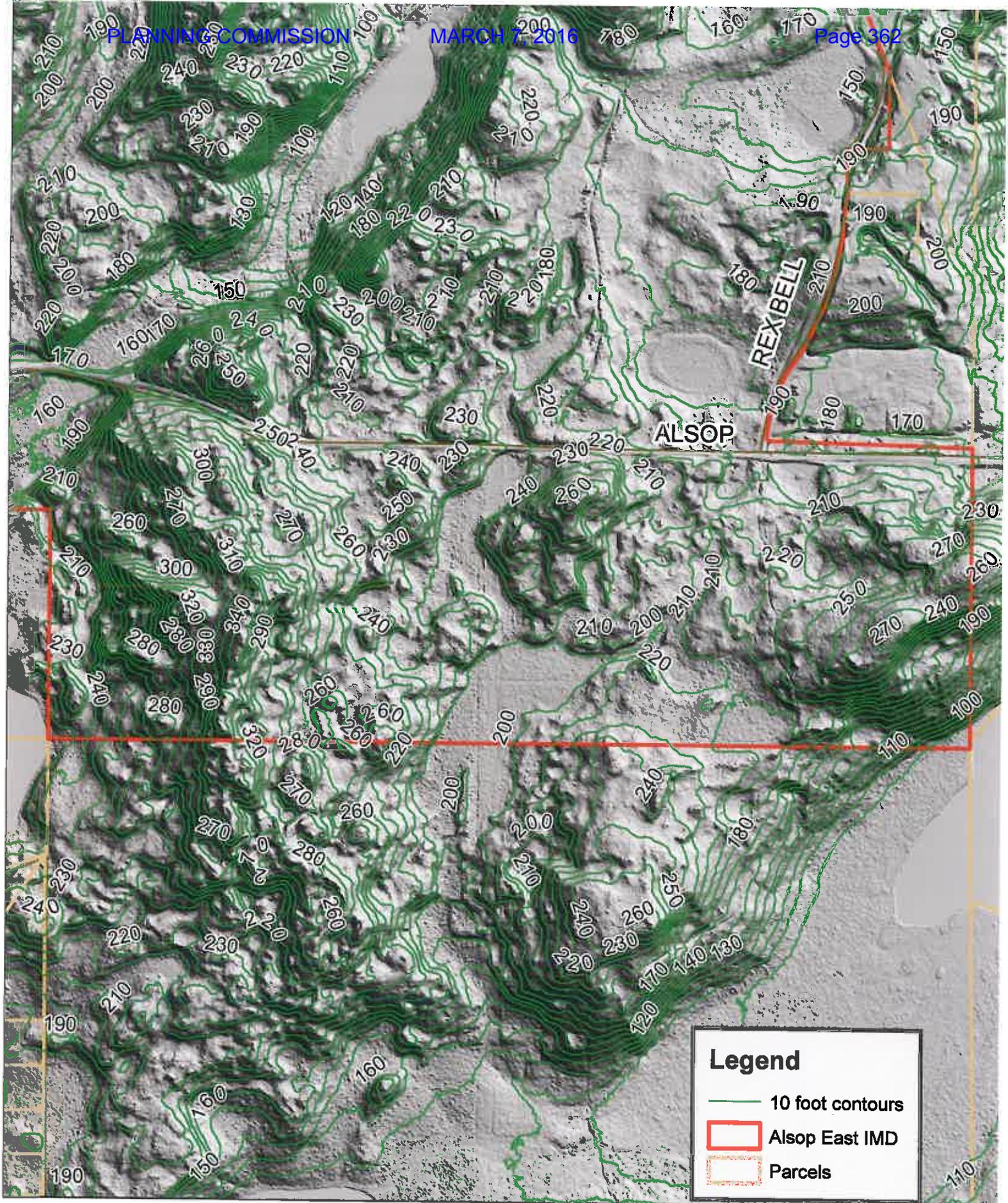
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6822000T00A

1 inch = 2,500 feet





Legend

-  10 foot contours
-  Alsop East IMD
-  Parcels

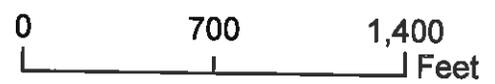


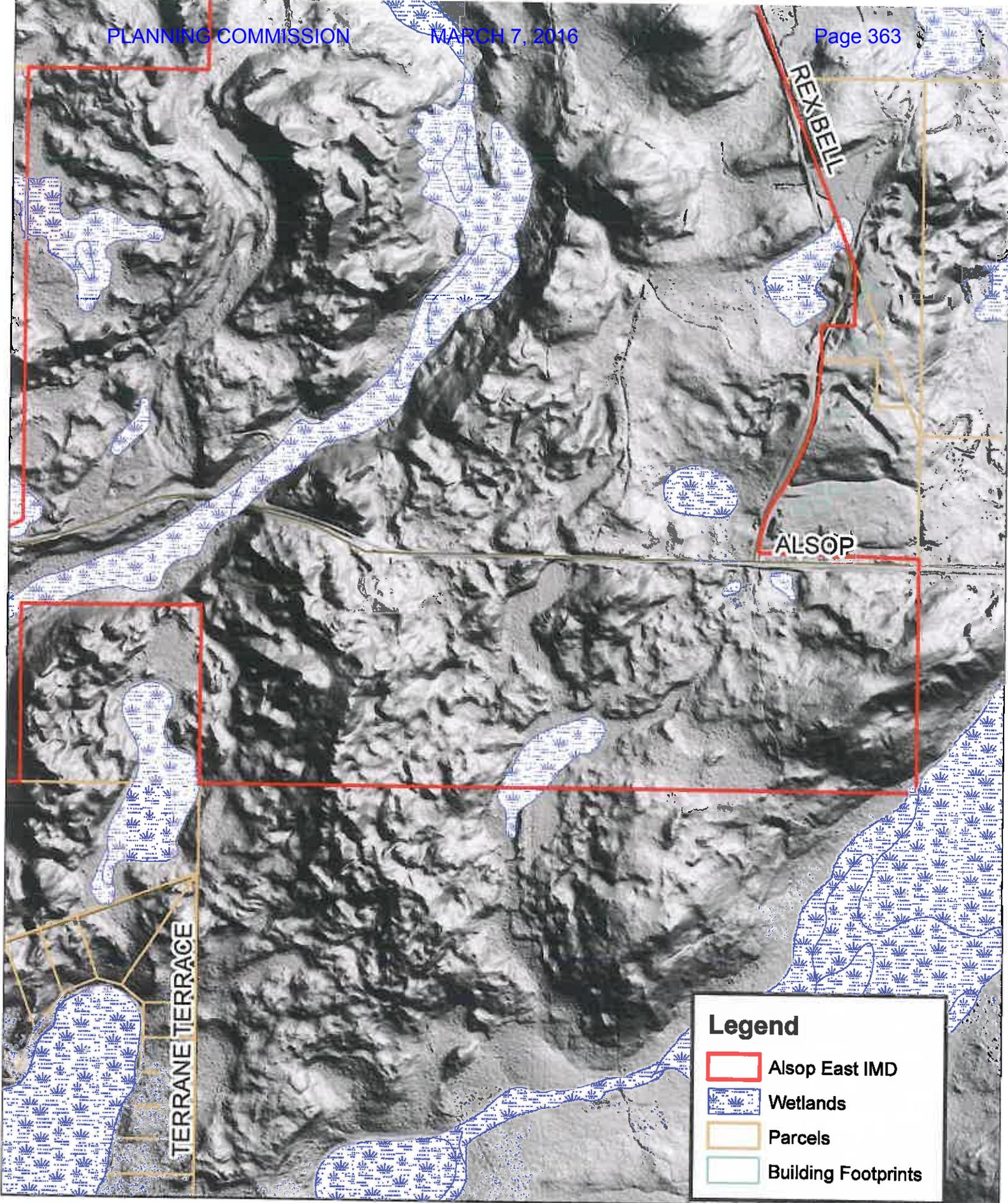
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6822000T00A

1 inch = 700 feet





Legend

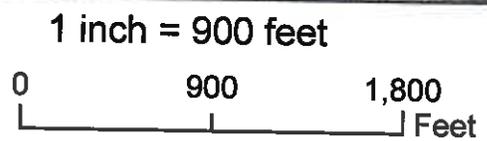
-  Alsop East IMD
-  Wetlands
-  Parcels
-  Building Footprints



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PLANNING COMMISSION RESOLUTION

By: Susan Lee
Introduced: February 1, 2016
Public Hearing: March 7, 2016
Action:

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-07**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING ASSEMBLY APPROVAL OF AN INTERIM MATERIALS DISTRICT, KNOWN AS ALSOP EAST PIT, LOCATED ON POINT MACK PH. I IN SUBDIVISION, TRACT A, WITHIN TOWNSHIP 15 NORTH, RANGE 4 WEST, SECTION 27, SEWARD MERIDIAN.

WHEREAS, an application for an Interim Materials District (IMD) was submitted by the MSB Land & Resource Management Division to remove earth materials from Tract A, Point Mack Ph. I Subdivision, located within Township 15 North, Range 4 West, Section 27, Seward Meridian; and

WHEREAS, it is the intent of the Matanuska-Susitna Borough to recognize the value and importance of promoting the utilization of natural resources within its boundaries; and

WHEREAS, the purpose of MSB 17.28 is to establish an Interim Materials District within the Borough to allow resource extraction activities as an interim use of land while promoting the public health, safety, order, prosperity, and general welfare of the borough through regulation of land use to reduce the adverse impacts of land uses and development between and among properties; and

WHEREAS, it is the further purpose of MSB 17.28 to promote compatible and orderly development; and

WHEREAS, the Planning Commission has reviewed this application, associated materials, and the staff report, with respect to standards set forth in MSB 17.28; and

WHEREAS, findings of fact and conclusions of law have been listed in the staff report; and

WHEREAS, the Planning Commission conducted a public hearing on March 7, 2016 regarding this IMD request; and

WHEREAS, the Planning Commission finds that the proposed Interim Materials District is compatible with the goals and policies of the Point MacKenzie Community Comprehensive Plan (2011); and

WHEREAS, the Planning Commission finds that the proposed Interim Materials District does not negatively affect public health, safety or general welfare; and

WHEREAS, the Planning Commission finds that the proposed Interim Materials District has met the site development standards of this chapter including compliance with all required local, state, and federal laws; and

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby finds this application does meet the standards of MSB 17.28 and adopts the findings of fact and conclusions of law within the staff report and hereby recommends approval of the designation of Interim Materials District known as Alsop East Pit, with the following conditions:

1. The owner and/or operator shall comply with all other applicable federal, state, and local regulations.
2. All aspects of the operation shall comply with the description detailed in the application material and an amendment to the IMD shall be required prior to any alteration or expansion of the material extraction operation.
3. Material extraction shall be limited to the areas identified in the application site plans dated August 11, 2015 and February 22, 2016.
4. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected by the operator for leaks at the end of each day.
5. On-site maintenance of vehicles shall be done in an area where all leaks can be contained with drip pans or other discharge prevention devices.
6. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
7. A Storm Water Pollution Prevention Plan (SWPPP) approved by the Environmental Protection Agency (EPA) for the cumulative impact of the IMD shall be provided to the Planning Department prior to operating.
8. All construction exits shall comply with standard Alaska Pollutant Discharge Elimination System

requirements to minimize off-site vehicle tracking of sediments and discharges to storm water.

9. A four-foot vertical separation shall be maintained between all excavation and the seasonal high water table.
10. The operation shall comply with the maximum permissible sound level limits allowed in MSB Code, per the requirements of MSB 17.28.060(A)(5)(a) - Site Development Standards and MSB 8.52 - Noise, Amplified Sound, and Vibration.
11. If illumination devices are required, they shall not be greater than 20 feet in height, shall utilize downward directional shielding devices, and shall meet the requirements of MSB 17.28.060(A)(6) Lighting Standards.
12. If cultural remains are found during material extraction activities, the MSB Cultural Resources Division shall be contacted immediately so the remains can be documented.
13. Borough staff shall be permitted to enter onto any portion of the property to monitor compliance with permit requirements. Such access will at a minimum be allowed on demand when activity is occurring and, with prior verbal or written notice, and at other times as

necessary to monitor compliance. Denial of access to Borough staff shall be a violation of the Interim Materials District.

14. The applicant and/or operator shall comply with the reclamation standards of MSB 17.28.067.
15. Reclamation shall be executed in accordance with the Memorandum of Understanding (MOU) dated April 26, 1999, included in the application material.
16. Visual screening shall be achieved and maintained by using a combination of a 100-foot wide natural vegetation buffer around the west, south and east perimeters of the site and an additional 300-foot wide vegetation buffer between the project boundaries and Alsop Road, as described in the application material. In areas of the site where the natural vegetation has been previously logged up to the property line, a berm at least 10 feet in height between the work area and the 100-foot wide buffer strip shall be constructed.
17. An undisturbed buffer shall be left and no earth material extraction activities shall take place within 100 linear feet from a lake, river, stream, or other water body, including wetlands. The 100-foot buffer shall be clearly demarcated prior to any work

conducted, including, but not limited to, clearing, grubbing, and staging of equipment or materials.

18. All permits related to access development shall be obtained prior to operating.

19. All activity shall be conducted in compliance with state or federal regulations governing the items listed in MSB 17.28.040(B)(1), 17.28.040(B)(2), and 17.28.040(B)(3).

20. The IMD must be approved by the Matanuska-Susitna Borough Assembly.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Planning Commission recommends approval of the designation of Interim Materials District for the Alsop East Pit and will forward their recommendation to the Borough Assembly.

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ADOPTED by the Matanuska-Susitna Borough Planning
Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

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CORRESPONDENCE & INFORMATION

(Page 375 - 384)

CORRESPONDENCE & INFORMATION

Mary Brodigan

From: Lauren Driscoll
Sent: Monday, February 08, 2016 11:13 AM
To: Mary Brodigan
Cc: Eileen Probasco
Subject: FW: MSB Planning Commission Resolution 16-01 - MSB Assembly Ordinance 16-003

Please include with the next PC packet the comment from Wasilla.

Thank you, Lauren

From: Lauren Driscoll
Sent: Monday, February 08, 2016 7:00 AM
To: Lauren Driscoll
Subject: FW: MSB Planning Commission Resolution 16-01 - MSB Assembly Ordinance 16-003

From: Tina Crawford [<mailto:tcrawford@ci.wasilla.ak.us>]
Sent: Wednesday, February 03, 2016 4:07 PM
To: Eileen Probasco; Lauren Driscoll
Subject: RE: MSB Planning Commission Resolution 16-01 - MSB Assembly Ordinance 16-003

Would you please let me know if my email below was provided to the Borough Planning Commission at their meeting on January 18, 2016? Thanks!

From: Tina Crawford
Sent: Monday, January 18, 2016 1:04 PM
To: 'Eileen Probasco (Eileen.Probasco@matsugov.us)'; 'Lauren Driscoll'
Subject: MSB Planning Commission Resolution 16-01 - MSB Assembly Ordinance 16-003

I apologize for my late comments, however, it just recently came to my attention that the MSB Planning Commission has a resolution on the January 18, 2016 agenda dealing with marijuana facilities, including proposed setbacks from a residence on an adjacent property. Due to public hearing notice requirements, there has been insufficient time to bring forward a resolution to the Wasilla Planning Commission or the City Council that officially provides recommendations to the MSB Planning Commission and Assembly.

However, as a first-class city with planning powers, it is the City's right to protect the health, welfare, and safety of the Wasilla city residents as outlined in the City Comprehensive Plan and Title 16, Land Development Code. Therefore, I am requesting that the MSB Planning Commission and Assembly revise the referenced legislation to require a marijuana retail facility or marijuana cultivation facility have a minimum setback of 1000' feet from any property the existing boundary of the City of Wasilla.

Please let me know if you have any questions or would like additional information.

Thanks,
Tina

Tina Crawford, AICP

City Planner
City of Wasilla Planning Department
290 E. Hering Avenue
Wasilla, AK 99654
(907) 373-9022
(907) 373-9021 fax

Mary Brodigan

From: Chris Humble <CHumble@houston-ak.gov>
Sent: Monday, February 08, 2016 11:32 AM
To: Mary Brodigan
Subject: Public Hearing notice
Attachments: Public Notice letter for CUP & Re Zoning Annexed Properties.docx

Good Morning,

The City of Houston Planning Commission will be having a public hearing on February 25, 2016 about a land use/rezoning request. Please find the attached notice with all the information.

Thank you,
Chris Humble
Public Works Clerk
City of Houston, Alaska
PO Box 940027, Houston, AK 99694
OFFICE: (907) 892-6869 FAX: (907) 892-7677
<http://www.houston-ak.gov/>

Public Records Law Disclosure: This e-mail may be considered public record and be subject to public disclosure.
Confidentiality Notice: This e-mail may contain confidential or privileged information. It is intended only for the use of the recipient named above. If you believe you have received this message in error, please notify me immediately by reply email, delete the message from your computer, and destroy any paper copies.

City of Houston, Alaska
Public Works Department



The City of Houston Planning Commission will consider the following:

Application or Item: Application for a land use amendment (rezone) Resolution 16-PC-01

City of Houston Code Section: HMC 10.08.030 – Land use Map Amendment (rezoning)

Applicant: Rodney Wayne Oliver

Request: To rezone one 34.10 acre parcel from MFR Multi-family Residential, to PH Parks HWY

Location: MSB Tax Parcel# 18N03W35D004 Section 35 Lot D4

The public hearing for this Resolution and Application will be at the **February 25, 2016 Regular Planning Commission meeting**. You are being noticed per Houston Municipal Code 10.08.050 which states "The owners of all property within 600 feet of the boundaries of the properties affected by the proposed zoning change shall also be notified in writing of the hearing."

This notice serves as an invitation to comment on the proposed changes both at the Public Hearing on **February 25, 2016**, and/or in writing using this form. To view the complete application for land use amendment visit the Clerk's Office at 13878 W Armstrong Road, Houston, AK 99694. Additionally, all application materials and the Resolution to be publicly heard may be accessed on our website www.houstonak.com.

Commission members may not receive or engage in ex-parte contact with the applicant, other parties interested in the application, or members of the public concerning the application or issues presented in the application.

If you have any questions or, would like to send us comments, concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to The City of Houston, Clerks Office, P.O. Box 940027, Houston, Alaska 99694. You may fax comments to 892-7677 or e-mail to sdukes@houston-ak.gov.

Comments received prior to **February 18, 2016** will be included in the Planning Commission packet for the Commissioner's review and information. Please be advised that comments received from the public after that date will be provided as hand-outs to the Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ **Address:** _____

Location/Legal Description of your property: _____

Comments: _____

Note: Vicinity Map included

MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARDREGULAR MEETING MINUTES
Wednesday, January 27, 2016

I. CALL TO ORDER

The regular meeting of the Matanuska-Susitna Borough Transportation Advisory Board was held on Wednesday, January 27, 2016, at the Matanuska-Susitna Borough Lower Level Conference Room, 350 E. Dahlia Avenue, Palmer, Alaska. The meeting was called to order at 2:05 pm by Acting Chair Mr. Don Carney.

II. ROLL CALL AND DETERMINATION OF A QUOROM

Transportation Advisory Board members present and establishing a quorum were:

Ms. Cindy Bettine
Mr. Don Carney
Mr. Dan Elliott
Ms. Beth Fread
Mr. David Lundin
Ms. Sonya Larkey-Walden – joined us at 2:07

Transportation Advisory Board members absent and excused were:

Staff and Agency Representatives in attendance were:

Mr. Brad Sworts, Transportation Manager
Mr. Mike Weller, Traffic Data Technician
Ms. Debbie Passmore, Administrative Secretary
Ms. Jessica Smith, MSB Planner II
Ms. Sara Jansen, MSB Planner II

III. AUDIENCE INTRODUCTION

Mr. Eugene Carl Haberman
Allen Kemplen, ADOT&PF
Ms. Melanie Nichols, ADOT&PF Planner II
Mr. Tom Healy, City of Palmer
Mr. Dave Palmer, Parks, Rec. and Trails Board
Mr. Paul Carpenter, NIT and Transit Coalition

IV. APPROVAL OF TODAY'S AGENDA

MOTION: Ms. Beth Fread moved to approve today's agenda; Ms. Sonya Larkey-Walden seconded. Discussion to move the Presentation so it will be held before the Agency and Staff reports. The Board decided to let the agenda stand.

MOTION: Mr. David Lundin moved that we postpone the approval of the minutes until our next meeting so the Board members have a chance to read them.

VOTE: no objections and that amendment passes.

VOTE: Motion to approve the agenda as amended passes without objection.

V. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mr. Brad Sworts, MSB Transportation Manager

VI. NOMINATIONS AND ELECTIONS

A. Chair

MOTION: Mr. Dan Elliott nominated Mr. David Lundin; seconded by Ms. Sonya Larkey-Walden; Ms. Sonya Larkey-Walden nominated Ms. Beth Fread; not seconded. Ms. Sonya Larkey-Walden nominated Mr. Dan Elliott, he declined. No other nominations.

VOTE FOR MR. DON CARNEY: Yay's: Ms. Cindy Bettine, Mr. Dan Elliott, Mr. Don Carney, Mr. David Lundin

Nay's: Ms. Sonya Larkey-Walden, Ms. Beth Fread

There were 4 yes's and 2 no's; this motion does not pass because there needs to be 5 votes one way or the other

Mr. Don Carney will continue as the Acting Chair until our next meeting

B. Vice Chair

MOTION: Mr. Dan Elliott nominated Ms. Beth Fread; seconded by Ms. Cindy Bettine.

Discussion.

VOTE: to postpone this election next meeting.

5 yes's and 1 no; this motion passes and the elections will be postponed until our next meeting.

VII. APPROVAL OF MINUTES OF PRECEDING MEETINGS

During the Agenda Approval, it was discuss and agreed that the approval of the minutes of the preceding meetings will be postponed to our next meeting so the Board has time to read them.

VIII. INFORMATION FROM THE CHAIR

A. Is pleased with the snow removal and road conditions and how the RSA's have taken care of them so well.

B. Is glad that the Mayor and Assembly approved two new TAB members: Cindy Bettine and David Wilson.

XI. REPORTS FROM OTHER BOARDS AND COMMITTEES

A. AAB – David Lundin

1. Attended a recent meeting. DOWL gave an update of the RASP Phase II and their economic impact study. There's been lots of discussion about the Talkeetna floatplane basin.

B. Parks & Trails – Sonya Walden

1. No meeting on Monday. Their Chair is here and he will give a presentation at the TAB meeting in February.

C. RSA's – Dan Elliott

1. Reviewed the checklist for supervisors and will have a meeting soon.
2. Discussed the State funding and the lack of it.
3. Discussed the RSA's and/or the Matanuska-Susitna Borough taking over the maintenance of some State roads. There may be a proposal coming soon with a proposed solution. Some people are not pleased.

Discussion about the Assembly meeting last night and possible solutions with the RSA's and the FSA's helping.

X. AGENCY AND STAFF REPORTS

- A. Cities
 - 1. Palmer, Tom Healy, Public Works Director and Acting City Manager
 - a. Legislative requests for this year with handout
- B. State Agencies

None today
- C. MSB Staff
 - 1. Jessica Smith, MSB Transportation Planner
 - a. Project updates
 - i. RASP Phase II Economic Impact Study is available on our website. Will send out a link.
 - ii. Transportation Planning Partnership Program – forming partnerships with ADOT&PF, the cities and the Borough so we look at projects together before engineering begins on projects
 - 2. Ms. Sara Jansen, MSB Planner II
 - a. FY 2017-2022 CIP passed 1/12/2016 and will be printed and available next week. (see handout; Sara will outline what we supported versus what the Assembly passed)
 - b. FY 2018-2023 CIP Timeline
- D. Tribal Organizations

No one here today
- E. Transit
 - 1. Transit Coalition. Paul Carpenter introduced.

XI. PRESENTATIONS

- A. “Statewide Transportation Improvement Program 101 (STIP 101)” by Ms. Melanie Nichols, ADOT&PF Planner II and Ms. Jessica Smith, MSB Planner II

XII. AUDIENCE PARTICIPATION (*limited to three minutes*)

Mr. Eugene Carl Haberman.

- A. Noted in his previous comments that the Assembly and the Planning Commission committed fraud. They did not get the TAB’s list.
- B. Spoke on the Assembly meeting last night and Reso _____ re Big Lake. Believes that there was a conflict when Assembly member Dan Mayfield spoke at thee Planning Commission.
- C. Is frustrated that the Advisory Board’s lists are not being considered.
- D. Thanked the Chair when he was at those meetings.

XIII. UNFINISHED BUSINESS

XIV. NEW BUSINESS

- A. Ms. Jessica Smith, MSB Planner II
 - 1. Discuss TAB’s goals and priorities for this year with the Board; to be continued in February.
 - 2. Discussed the current code. It is old and may be in need of review and revision. Jessica will work with Law to get some of the terms clarified, then bring that back to us for review and discuss.
 - 3. Urged the Board to think about what we want our 2016 priorities to be for discussion at our next meeting.

XV. UPCOMING MEETING REMINDER(S)

- A. Our next regular TAB meeting will be on Wednesday, February 24, 2016, 2:00 - 4:30 pm in the MSB Assembly Chambers.

XVI. MISC. INFORMATIONAL HANDOUTS AND COMMUNICATIONS

- A. Calendar for the Planning Commission 2016 Meetings
 - 1. Seldon Road Corridor Access Management Plan will be on the agenda January 18 (introduction) and February 1 (hearing)
- B. TAB Vacancy Report
- C. Meeting Deadlines for Next TAB Meeting

XVII. COMMENTS FROM THE BOARD

Ms. Beth Fread
Nothing

Ms. Sonya Larkey-Walden
Nothing

Mr. Dan Elliott
Wants to be sure to hear about lighting on the highways

Mr. David Lundin
Had a question about the vacant position

Mr. Brad Sworts, MSB Acting Capital Projects Director
We need to continue the ORV discussion

Mr. Don Carney
Just wants to thank everybody for coming
Looks forward to coming back to elections at our next meeting

XVIII. ADJOURNMENT

With no further business at hand, the meeting was adjourned at 4:29 p.m.

Mr. Don Carney, Acting Chair

ATTEST:

Debbie Passmore, Admin. Support

COMMISSION BUSINESS
Upcoming PC Agenda Items

(Page 385 - 394)

COMMISSION BUSINESS

MATANUSKA-SUSITNA BOROUGH**Planning and Land Use Department**

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7833 • Fax (907) 861-7876

Email: planning@matsugov.us**MEMORANDUM**

DATE: February 26, 2016

TO: Planning Commissioners

FROM: Eileen Probasco, Director of Planning and Land Use

SUBJECT: Items tentatively scheduled for future PC Meetings or Administrative Actions and Updates on PC items sent to the Assembly

March 21, 2016 (*MSB Assembly Chambers*)**Introduction for Public Hearing Quasi-Judicial**

- **Resolution 16-12**, a Conditional Use Permit (CUP) in accordance with MSB 17.30 – Conditional Use Permit for Earth Materials Extraction Activities, for the extraction of 1,300,000 cubic yards of earth material from a 20-acre site within an 80-acre parcel, located within Township 18 North, Range 2 East, Section 3, Tax Parcel B2 (18N02E03B0002), Seward Meridian. Public Hearing: April 4, 2016. (*Staff: Mark Whisenhunt, Applicant: Gary Robles*)

Introduction for Public Hearing Legislative

- **Resolution 16-14**, a resolution recommending Assembly approval to amend Ordinance MSB 15.24.030, adopting the MSB Metropolitan Planning Organization (MPO) Self-Assessment. Public Hearing: April 4, 2016. (*Staff: Jessica Smith*)
- **Resolution 16-11**, a resolution recommending Assembly approval of an Interim Materials District (IMD) in accordance with MSB 17.28 – Interim Materials District, for the extraction of 12,140,000 cubic yards of earth material from 260 acres within a 440-acre area, located within Township 17 North, Range 1 East, Sections 1 & 12, Tax Parcels D5, D6, A7, and B6 (17N01E12A007 & B006), Seward Meridian. Public Hearing: April 4, 2016. (*Staff: Mark Whisenhunt, Applicant: MSB Land Management*)

Agency/Staff Reports*(None)***Land Use Classifications***(None)*

(None)

Public Hearing Legislative

- **Resolution 16-09**, a resolution recommending the Assembly adopt the 2016 Port MacKenzie Master Plan. Referred to the Planning Commission by the Assembly on February 2, 2016, and due back by May 3, 2016. (Staff: Eileen Probasco)
- **Resolution 16-08**, A resolution recommending Assembly approval of an Interim Materials District (IMD), in accordance with MSB 17.28 – Interim Materials District for the extraction of 750,000 cubic yards of earth material from a 25-acre site within a 40-acre parcel, located within Township 17 North, Range 04 West, Section 25, Tax Parcel B19 (17N04W25B019), Seward Meridian. (Staff: Mark Whisenhunt, Applicant: Happy Heairet)
- **Resolution 16-13**, a resolution recommending the Assembly adopt Ordinance MSB 8.41, Marijuana Related Facility License Referrals. Referred to the Planning Commission by the Assembly on February 16, 2016, and due back by May 16, 2016. (Staff: Alex Strawn)

Unfinished Business

(None)

New Business

(None)

Commission Business

(None)

April 4, 2016 (MSB Assembly Chambers)

Introduction for Public Hearing Quasi-Judicial

- **Resolution 16-15**, requesting a setback variance to allow the handicap access ramp/deck at the Trapper Creek Inn to remain setback 15.9 feet from the Parks Highway right-of-way; located at 23471 S. Parks Highway; MSB Tax Account # 26N05W29D007; within Township 26 North, Range 5 West, Section 29, Seward Meridian. Public Hearing: April 18, 2016. (Staff: Susan Lee, Applicant: Trapper Creek Inn)

Introduction for Public Hearing Legislative

(None)

Agency/Staff Reports

(None)

Land Use Classifications

(None)

- **Resolution 16-12**, a Conditional Use Permit (CUP) in accordance with MSB 17.30 – Conditional Use Permit for Earth Materials Extraction Activities, for the extraction of 1,300,000 cubic yards of earth material from a 20-acre site within an 80-acre parcel, located within Township 18 North, Range 2 East, Section 3, Tax Parcel B2 (18N02E03B0002), Seward Meridian. (*Staff: Mark Whisenhunt, Applicant: Gary Robles*)

Public Hearing Legislative

- **Resolution 16-14**, a resolution recommending Assembly approval to amend MSB 15.24.030, adopting the MSB Metropolitan Planning Organization (MPO) Self-Assessment. (*Staff: Jessica Smith*)
- **Resolution 16-11**, a resolution recommending Assembly approval of an Interim Materials District (IMD) in accordance with MSB 17.28 – Interim Materials District, for the extraction of 12,140,000 cubic yards of earth material from 260 acres within a 440-acre area, located within Township 17 North, Range 1 East, Sections 1 & 12, Tax Parcels D5, D6, A7, and B6 (17N01E12A007 & B006), Seward Meridian. (*Staff: Mark Whisenhunt, Applicant: MSB Land Management*)

Unfinished Business

(None)

New Business

(None)

Commission Business

(None)

April 18, 2016 (*MSB Assembly Chambers*)

Introduction for Public Hearing Quasi-Judicial

(None)

Introduction for Public Hearing Legislative

(None)

Agency/Staff Reports

(None)

Land Use Classifications

(None)

- **Resolution 16-15**, requesting a setback variance to allow the handicap access ramp/deck at the Trapper Creek Inn to remain setback 15.9 feet from the Parks Highway right-of-way; located at 23471 S. Parks Highway; MSB Tax Account # 26N05W29D007; within Township 26 North, Range 5 West, Section 29, Seward Meridian. (*Staff: Susan Lee, Applicant: Trapper Creek Inn*)

Public Hearing Legislative
(None)

Unfinished Business
(None)

New Business
(None)

Commission Business
(None)

Upcoming PC Actions

Quasi-Judicial

- Victor Damyan junkyard CUP, 17N02W27B006. (*Staff: Susan Lee*)
- Rocky Lake Setback Variance. (*Applicant: Michael Solmonson, Staff: Mark Whisenhunt*)
- Earth Materials Extraction CUP, 18N02W27D009. (*Applicant: T&J Gravel, Staff: Susan Lee*)
- Tews Junkyard CUP, 17N03W09A019. (*Staff: TBD*)
- Burnett Variance. (*Applicant: Stephen Spence, Staff: Susan Lee*)
- Three Bears Liquor Package Store CUP, Big Lake. (*Staff: Mark Whisenhunt*)
- Knik Super Store Package Store Expansion CUP. (*Staff: Susan Lee*)

Legislative

- Sign Ordinance: adopting 17.53 Sign Standards (*Staff: Alex Strawn*)
- Denali State Park SpUD. (*Staff: Eileen Probasco*)
- Noise and Sound Code Update (Throughout MSB Code): Amendments will make noise and sound requirements more consistent, enforceable, and reasonable. (*Staff: Mark Whisenhunt*)
- Denali Hwy, MP 99, IMD, T19N, R2W. Section 10 & 15, FM. (*Applicant: AKDOT, Staff: Susan Lee*)

Other Upcoming Administrative Actions (Not going to the PC)

- Nash/Chijuk Creek NRMU Timber Transportation Permit. (*Staff: Susan Lee*)
- MEA Lazelle Substation into Herning Substation Public Participation Plan. (*Staff: Susan Lee*)
- Davis Legal Nonconforming Status Determination for a structure. (*Staff: Susan Lee*)

- Trapper Creek Inn, Legal Nonconforming Status Determination for a structure, 26N05W29D007. (Staff: Susan Lee)

PC Decisions Currently Under Appeal

- **Resolution 15-01**, a resolution adopting findings of fact and conclusions of law to support the Planning Commissions failure to approve Resolution 14-33. (CMS appeal of BOAA decision to Superior Court on March 31, 2015)
- **Resolution 15-43**, a resolution adopting findings of fact and conclusions of law to support the Planning Commissions failure to approve Resolution 15-36, approving a set-back structure for a new building in Clester Extension. Appealed to BOAA. (Staff: Susan Lee, Applicant: Ivan and Lynne Schuening)

Updates/Presentations/Work Sessions

- Planning Commission Powers (Staff: Lauren Driscoll, Alex Strawn, and Assistant Borough Attorney)

Updates on PC items going to the Assembly (Pending)

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-03 , A resolution recommending Assembly approval of proposed amendments to Title 43, Subdivisions, to address inconsistencies outlined in the Planning Department staff memorandum dated March 1, 2013. (Staff: Eileen Probasco)		ORD # 16-018	IM # 16-029
Actions:	12/21/15 – PC Introduction 01/04/16 – PC Public Hearing – Approved 02/16/16 – Assembly Introduction 03/01/16 – Assembly Public Hearing - Pending		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-05 , A resolution recommending Assembly adoption of the Seldon Road Extension Corridor Access Management Plan. (Staff: Mike Campfield)		ORD # 16-__	IM # 16-__
Actions:	01/08/16 – PC Introduction 02/01/16 – PC Public Hearing – Approved		

Updates on PC items going to the Assembly (Complete)

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
<p>Resolution 15-20, A resolution recommending Assembly approval of an Interim Materials District (IMD) in accordance with MSB 17.28 – Interim Materials District, for the extraction of 1,000,000 cubic yards of earth material from a 22-acre site within a 60-acre parcel, located at 22347 S. Watkins Road, Trapper Creek, within Township 26 North, Range 5 West, Section 20, Tax Parcel B008 (26N05WB008), Seward Meridian. (<i>Applicant: Trapper Creek Gravel, Staff Mark Whisenhunt</i>)</p>		ORD # 15-150	IM # 15-236
Actions:	<p>06/01/15 - PC Introduction 06/15/15 – PC Public Hearing – Amended/Approved 12/01/15 – Assembly Introduction 12/15/15 – Assembly Public Hearing – Postponed until 02/02/16 02/02/16 – Assembly Unfinished Business – Supported Denial</p>		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
<p>Resolution 15-35, A resolution recommending Assembly approval of an Interim Materials District (IMD) in accordance with MSB 17.28 – Interim Materials District, for the extraction of 540,000 cubic yards of earth material from 38.9-acre site within a 120-acre parcel, located within Township 18 North, Range 2 West, Section 24, Tax Parcel D1 (Tax ID 18N02W24D0001), Seward Meridian. (<i>Staff: Mark Whisenhunt, Applicant: B&E Construction</i>)</p>		ORD # 16-008	IM # 16-015
Actions:	<p>09/21/15 - PC Introduction 10/19/15 – PC Public Hearing – Amended/Failed 11/02/15 – Unfinished Business – Reso 15-40 Supporting Denial 01/26/16 – Assembly Introduction 02/02/16 – Assembly Public Hearing – Supported Denial</p>		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
<p>Resolution 15-41, A resolution recommending the Assembly append the Big Lake Comprehensive Plan to include the Big Lake Community Impact Assessment. (<i>Staff: Sara Jansen</i>)</p>		ORD # 15-143	IM # 15-198
Actions:	<p>12/21/15 – PC Introduction 01/04/16 – PC Public Hearing – Approved 01/12/16 – Assembly Introduction 01/26/16 – Assembly Public Hearing – Amended/Adopted</p>		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-04 , A resolution recommending the Assembly classify a Borough-owned Parcel, Tax ID 16N04W36D005, located in the Point MacKenzie community, containing 17.7 acres, as Reserved Use Lands for a future park, library, and community center. (MSB007127) (<i>Staff: Emerson Krueger</i>)		ORD # 16-007	IM # 16-013
Actions:	01/04/16 – PC Land Use Classification – Approved 01/26/16 – Assembly Introduction 02/02/16 – Assembly Public Hearing - Adopted		

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