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, Platting Officer
Mary Brodigan, Planning Clerk

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

March 21, 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. March 7, 2016, regular meeting minutes

B. INTRODUCTION FOR PUBLIC HEARING: QUASI-JUDICIAL MATTERS
1. **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*)

C. INTRODUCTION FOR PUBLIC HEARING: LEGISLATIVE MATTERS

1. **Resolution 16-14**, a resolution recommending Assembly approval to amend Ordinance MSB 15.24.030, adopting the MSB Metropolitan Planning Organization (MPO) Self-Assessment Study. Public Hearing: April 4, 2016. (*Staff: Jessica Smith*)
2. **Resolution 16-11**, a resolution recommending Assembly approval of an Interim Materials District (IMD) at the MSB Central Landfill 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*)
3. **Resolution 16-17**, a resolution recommending Assembly adoption of the Louise Susitna Tyone Lakes Comprehensive Plan Update previously known as the Lake Louis Comprehensive Plan. Public Hearing: April 4, 2016. (*Staff: Sara Jansen*)

V. COMMITTEE REPORTS

VI. AGENCY/STAFF REPORTS

VII. LAND USE CLASSIFICATIONS

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 16-09**, 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*)

B. **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*)

1. **Resolution 16-16,** A resolution adopting findings of fact and conclusions to support denial of Resolution 16-08.

C. **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. (*Staff: Alex Strawn*)

XI. CORRESPONDENCE & INFORMATION

A. Email and Attachment from Patty Rosnel regarding PC Reso 16-07, Alsop East IMD

XII. UNFINISHED BUSINESS

XIII. NEW BUSINESS

XIV. COMMISSION BUSINESS

A. School Site Selection Committee - PC Representative 2 (*Postponed from March 7, 2016*)

B. 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.

This Page Intentionally Left Blank

INTRODUCTION FOR PUBLIC HEARING

QUASI-JUDICIAL

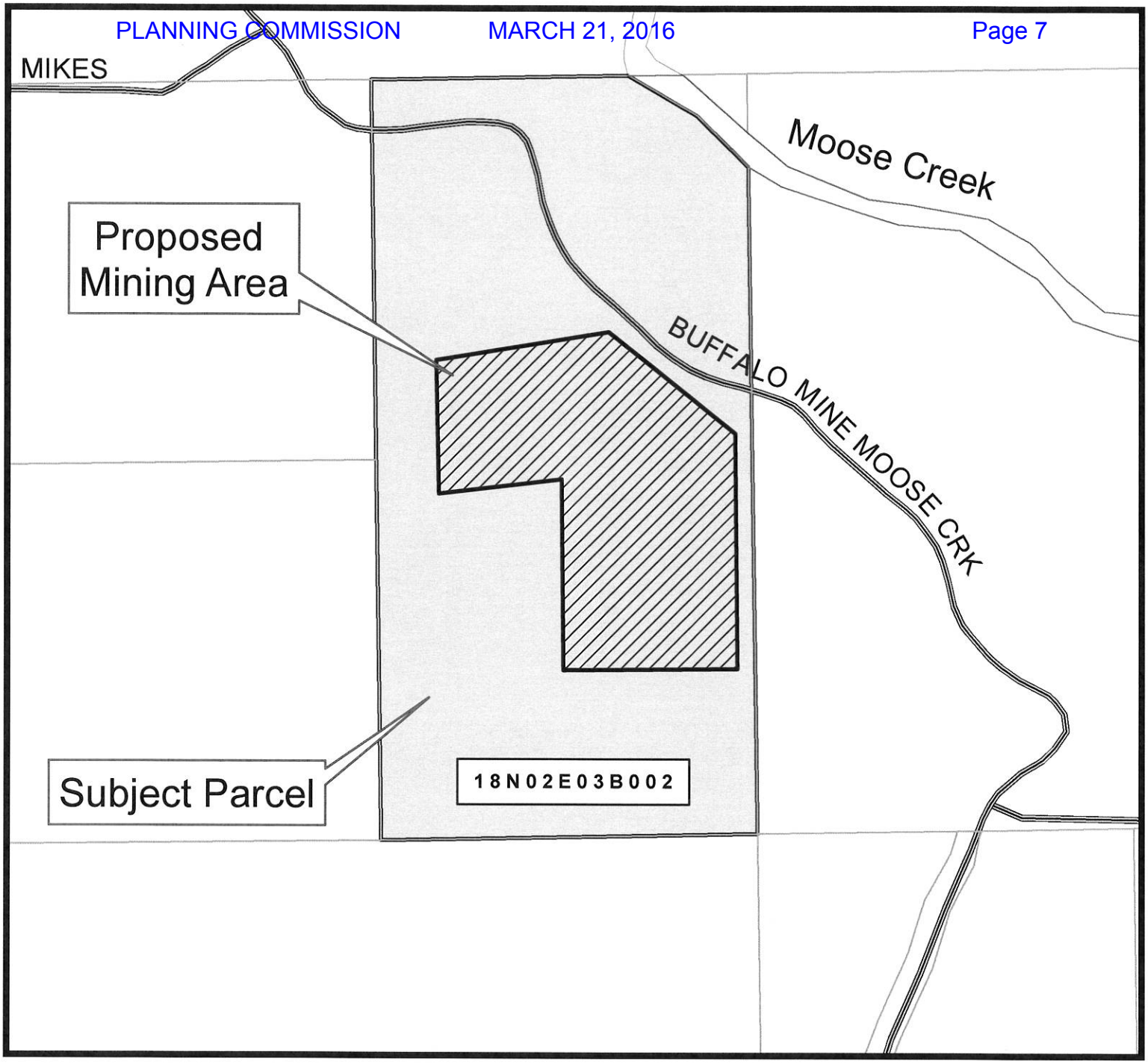
Resolution No. 16-12

Robles CUP

8870 N. Buffalo Mine Moose Creek Road

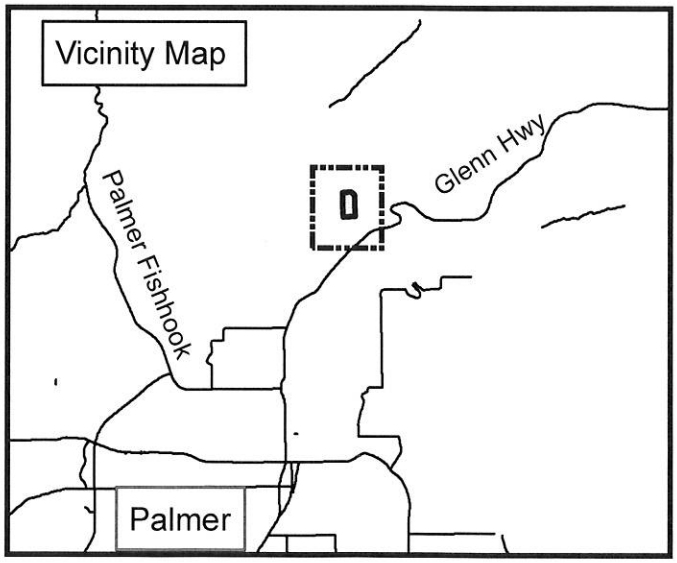
(Page 5 - 64)

INTRODUCTION FOR PUBLIC HEARING



18N02E03B002

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.



MSB Development Services
February 12, 2016

0 500 1,000 Feet

This Page Intentionally Left Blank

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
DEC 02 2015
Received

APPLICATION
Earth Materials Extraction

PAID 12/2/15

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:

____ **$ 500** for **Administrative Permit** > earth materials extraction on sites of 20 acres or less
✓ **$1,000** for **Conditional Use Permit**
____ **$2,000** 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: 18 N, Range: 2E, Section: 3, Meridian____
MSB Tax Account # 118N02E03B002
SUBDIVISION: _____ BLOCK(S): _____, LOT(S): _____
STREET ADDRESS: 8870 N Buffalo Mine Moose Creek Road
(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? o Yes o No o N/A

Name of Property Owner
Gary A Robles
Address: PO Box 2652
Palmer, AK 99645
Phone: Hm 907-360-9525 Fax 907-360-9525
Wk 907-360-6781 Cell 907-360-6781
E-mail Kass2561@hotmail.com

Name of Agent/ Contact for application
_____
Address: Same
_____
Phone: Hm_____ Fax_____
Wk_____ Cell_____
E-mail _____

Description What type(s) of material is being extracted? Sand & Gravel

Total acreage area of all parcels on which the activity will occur: 20 Acres
Total acreage area of earth material extraction activity: ~~1,300,000~~ 20 Acres
Total cubic yards extraction per year: 65,000
Total projected cubic yards to be extracted: 1,300,000 CY
What is the estimated final year extraction will occur? 2035

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	Yes
Provide days of the week operations will take place.	Yes
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.	Yes
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.	
Identify wetlands and waterbodies on site and within one mile	
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	
Proposed lighting 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	
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		N/A
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
Reclamation plan as required by ADNR, pursuant to A.S. 27.19		Will File
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		
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.		Attached
Others (list as appropriate)		

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

MSB Tax parcel(s) ID #(s) _____
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.

Gary A Robles GARY A Robles 11-23-15

Signature: Property Owner Printed Name Date

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: _____

****

Project Description

A gravel pit will be constructed by the ower of the subject property in Palmer, Alaska. The gravel pit will be located west of Baffalo Mine Moose Creek Road and approximatele 1.0 mile north of Clenn Highway. A site survey, showing the property boundries and locations of the gravel pit is attached.

The subject property is currently undeveloped and is vegetated. There is no road access to property, a driveway is been constructed at the moment and a road will follow to the mining site.

Dust control will be established through regular watering as needed. The gravel pit will be located on the East part of property no rain waters are expected to go offsite.

A staging area for equipment will be constructed at the site near the mining operations. The purpose of the mining activities is to remove approximately 65,000 CY per year, which will be conducted in phases. Gravel is expected to be stored at the site and will be sold commercialy. The area where the rock has been mined will be developed into residential at the end of project.

Preliminary Site Conditions Summary

The subject property is comprise of 80 acres. The site is undeveloped and vegetated. The subject property is border by undeveloped land and by Buffalo Mine Moose Creek Road, a driveway and a gravel road will be constructed to accsess the 20-acre gravel pit that will be located East side of property. Access to the subject property will be from Buffalo Mine Moose Creek Road.

Matanuska - Susitna Borough
Development Services

FEB 08 2016

Received

Project Schedule and Sequence of Activities

Construction activities at the project site are scheduled to commence on approximately Apri 1, 20016. The initial activity to be conducted at the site will entail removing vegetation and top soil from the area to be mined(to be conducted in phases), begining on approximately April 1 20016. None of these materials will be transported off the site. Eight acres will be cleared and mined in phase one.

All types of gravel products will be produced and sold commercially such as D-1, various types of C,D,E and F Chips. Various types of wash aggregates.

Initially crushed D1 base will be produced to create enough level space to place wash plan and create desired stock pile areas for product and create enough space for installation of scales.

The intent for the land once brought to a level pad is to create residential area.

Bonding

Bonding is in compliance with area been disturbed.

WETLANDS

A 100-foot setback will be maintain around the area in question(Identify on site plan) awatting a written determination by a qualified firm or person that will be provited after May,8th 2016.

Water Tables

Mining activities will be conducted completely away from any wetlands (wetlands marked on site plan) and water tables. Test holes were performed to a deep of 20' feet to 25' feet below the final grade to check quality of gravel no signs of water were detected.

1. PLAN OF OPERATIONS

Seasonal star and end dates: Extraction activities are expected to beging inApril and continue through November, annualy.

Days of the week operations will take plase: Monday through Saturday and when necessary on Sandays.

Hours of operation: 7:AM to 8:PM

Estimated end date of extraction: November, 2035

Estimated end date of reclamation: September, 2037

Describe methods used to prevent problems on adjancent proparties,such as lateral support (steep slopes) water quality, drainage, flooding, dust control and maintenance of roads;

The materials extraction will occur to the East part of the proparty located at 8870 Moose Creeck Buffalo mine Road .
The proparty will be brought to an existig terrain of 760', we only taking the elevation of the ridges. All three sides of the mining area have easements or setbacks, thus not causing any lateral support issues to adjacent proparties. No drainage is expected off of the site, all water will be contained within the site. The site is also surrounder by a natural vegetation buffer. This vegetation buffer can be seen on the site plan.

The haul route of sand and gravel will be exiting at a driveway at the Moose Greek Buffalo Mine Road. During extraction and hauling operations the haul route will be water (as needed) to control the dust. This haul route will be maintained by a road grader to assure a smooth and safe drivable surface.

Provide quantity estimates and topographical information such as section drawings depicting depth of excavation, slops and estimated final grade;

The site plan provides estimates, quantaties contour lines and a typical cross section of the mining area that is to be removed. The final pit floor elevation of 760' as shown on site plan will be the final grade.

2.Site Development Plan

Identify location of permanent and semi-permanent structures on the site for verification of setback requirements. include wells and septic systems;

As shown on the included site plan no permanent or semi-permanent structures exist on the site. Any future structures will be would be constructed away from the surrounding proparty lines by the 25-foot minimum setback requirement, as outline in MSB Code Section 17.28.070

Depict buffer area, driveways, dedicated public access, and noise buffers (such as fences,berms or retained vegetated areas), and drainage control such as ditches, settling ponds,etc;

The material extraction area easements or setbacks on all the sides of the proparty. This allows for a vegetative buffer to be maintained around the mining area, on the East side by the road a natural vegetation buffer will be left to mitigate sound and visual disturbances a ten feet berm will be build along side of driveway all other sides of proparty will be a natural barrier as seen on site plan.

Identify wetlands and waterbodies on site and within one mile;

On the attached plan find a letter from the U.S. Army Corp of Engineers Regulatory Division with a determination of no wetlands or waters of the United States on the proparty.

Identify existing surroundings land uses within one mile;

Existing and operating gravel pit to the West side of the proparty (Northern Gravel).

Identify sorrounding proparty ownership (i.e.public vs. private) within one mile of exterior boundaries;

Adjancent to the East of the parcel is the AK Rail road and an exhausted gravel pit. The land to the South is an undeveloped land. The land to the West is a operating gravel pit (Northern Gravel).

Show entire area intended for gravel/material extraction activity and the boundary of the (lot) containing the operation;

The proposed administrative permit boundary is shown on the site plan and so is the parcel boundary of the tax parcel number 118N02E03B002.

Identify areas used for past and future phaces of the activity;

As shown on the site plan this is an undeveloped land. The mining area will be worked in phases as shown on site plan.

Identify phaces of proposed mining activities including a map showing the area to be mine, a discription of the topography and vegetation, approximate time sequence for mining at particular locations;

The phasing plan (shown on site plan) provides a table for total acreage and proposed years of mining. This extraction site has an estimated 1.3 million CY of gravel material that will be removed. This will be done by taking an estimated 65,000 CY per year for 20 years. (2015-2035).
The existing faces of the extraction site is on the East part of the proparty. This phaces will be continuosly mined to the south of the proparty. The adjacent area to the extraction site is vegetated with primarily birch trees; however some spruce and aspen trees also exist.

General anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants ect;

The phasing plan can be seen on the site plan. The existing faces are located on he East side of the site. Our plan is to keep working the ridges to the south until the proparty is exhausted. At time there will be a screening plant, for the manufacturing of E-1 material and at time there will be a crusher to manufacture D-1 material. The screening/crushing plants and associated conveyor belts will be moved around as needed. Furthermore, no dredges or batch plants will be utilize in this operation.

Road and access plan that encludes 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.);

This material site will be accessed by a driveway on the East side of the proparty that access Moose Creek Buffalo Mine Road.This site is not located in the core of

the Mat-Su Borough. This operation will not generate traffic in excess of 100 vehicles during the morning or afternoon peak hour or more than 750 vihicles per day. Thus, a traffic control plan is not required.

Visual screening measures that include a detailed description of the type of visual screening to be utilized. Visual screening may include, but not limited to, berms, natural vegetation, soil fences, walls, evergreen hedges
or other means as approved by the commission;

Along the East boundaries of the proposed administrative permit, visual screening will be provided by a combination of a vegetative buffer and earthen berms.Along the West wide vegetative buffer will be provited.Along the south boundary a natural vagetative buffer will be left undisturbed.Along the North same natural buffer.

Noise mitigation measures that include a description of measures to be taken by the applicant to mitigate or lessen noise impacts tosurroundingproparties.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 inexcavated pit areas), and measures to utilize equipment with noise reduction features.

Noise Sources:

This site has been reviewed with regard to potencial noise, which will be produced from the mining activities proposed for this administrative permit.
It is anticipated that the noise generated from the mining activities on this site will be from construction equipment used to excavate, move, and load the gravel and crushing plants.
The primary piece of equipment working on this site will be two rubber-tired front-end loaders. From time to time, there may be a metal track excavators and dozers on site.

Noise Mitigation:

Methods to be used to mitigate the equipment noise, such that it meets, MSB 17.28.06(A) 5-A) Table 1. Sound Levels be Reciving Land Use), are as fallow:

1. Eastern boundaries a natural berm will be left undisturbed and a 10' minimum in height will be placed along the driveway.
2. Work on site will be done between the hours of 7AM to 8PM.

Conclution:

Using the mitigation methods, as listed above, it is anticipated that the noise level will not exceed the limits set forth for the existing reciving land (assumed residential and undeveloped land) use categories per MSB 17-28-060.

Proposed lighting plan

There will not be any permanent lighting for this site.

Bonding

Bonding is in compliance with area been disturbed.

Wetlands

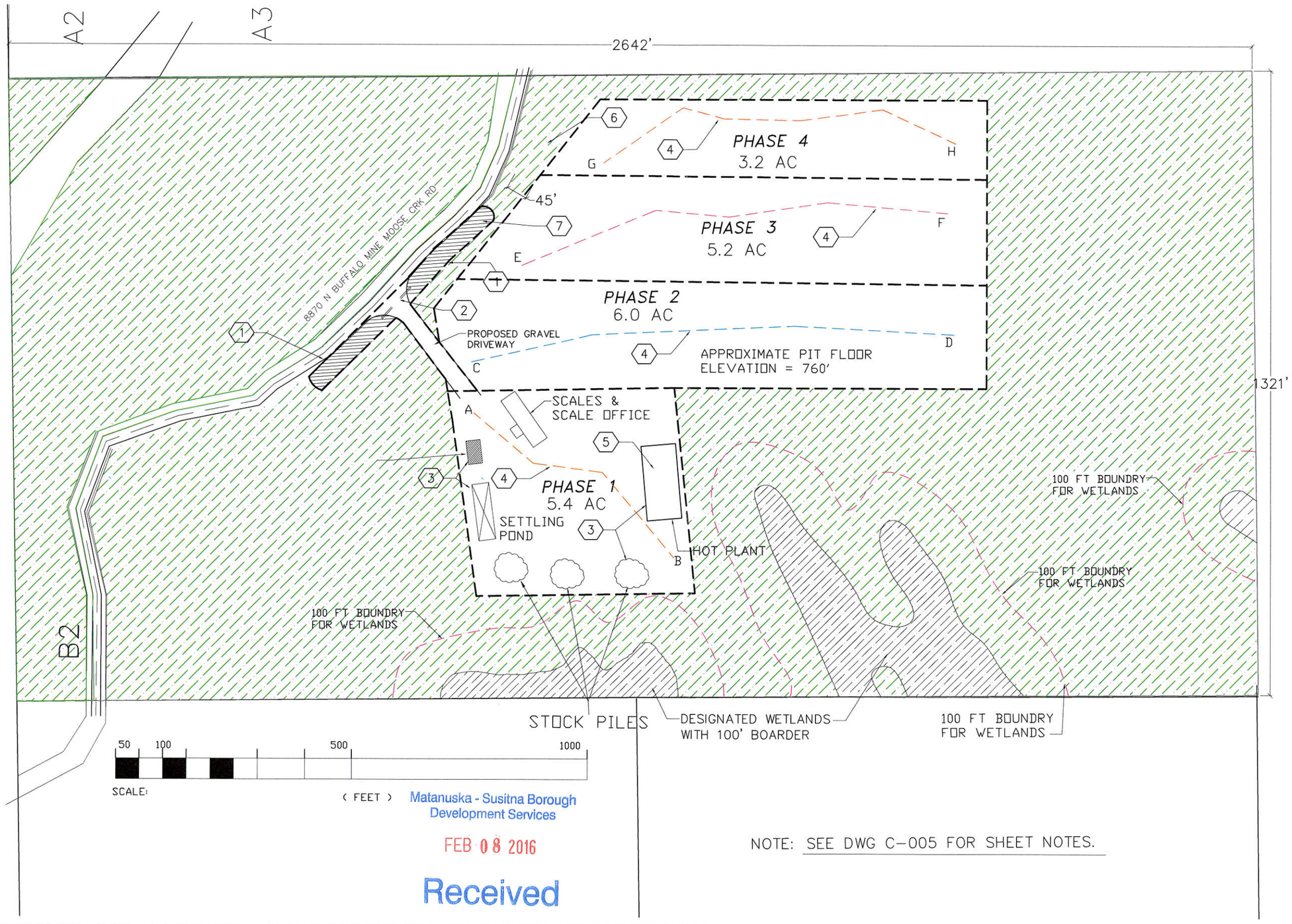
A 100-foot setback will be maintain around the area in question (Identify on site plan) awatting a written determination by a qualified firm or person that will be provited afther May 8th 2016.

Water Tables

Mining activities will be conducted completely away from any wetlands (wetlands marked on site plan) and water tables. Test holes were performed to a deep of 20' feet to 25' feet below the final grade to check quality of gravel no signs of water were detected.

This Page Intentionally Left Blank

Site Development Plan



NOTE: SEE DWG C-005 FOR SHEET NOTES.

1 GRAVEL PIT - MATERIALS EXTRACTION PROJECT- PHASE VIEW

REFERENCE DWG SCALE WITHIN

SOURDOUGH DRAFTING
CONTRACT DRAFTING SERVICES
1765 So. HEIRLOOM CIR # B
PALMER, ALASKA
(907) 354-0882
sourdough@mtaonline.net

GARY ROBLES
PO BOX 2652
PALMER, ALASKA 99645

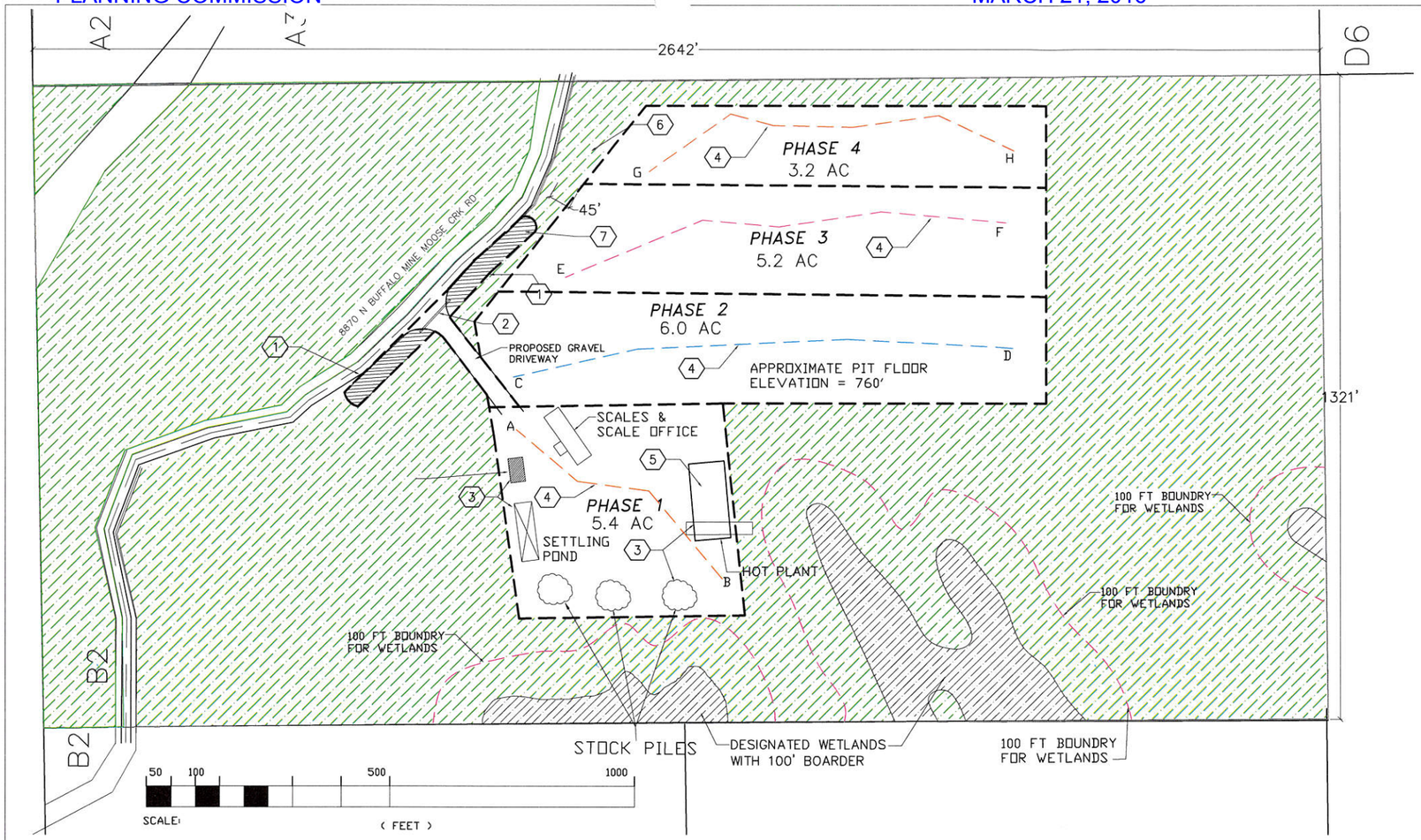
Project:
GARY ROBLES
LAND PROJECT
SITE PLAN

Date	Revision	By
11/16/15	A-01	TL
01/18/16	A-02	TL

Sheet Contents
GRAVEL EXTRACTION AND PHASE PLAN SITE VIEW

PM	-
Drawn	TJL
Checked	TGL
Approved	GR
Date	03/09/15

Sheet No.
C-004

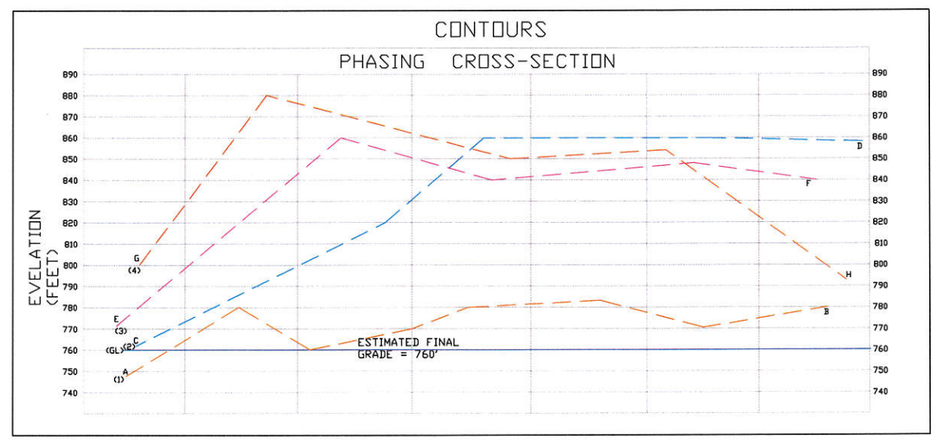


1 GRAVEL PIT - MATERIALS EXTRACTION PROJECT- PHASE VIEW

REFERENCE SCALE WITHIN DWG

SHEET NOTES:

1. THIS AREA IS FOR SHOWING THE LOCATION OF A BERM WITH A MINIMUM HEIGHT OF 10ft AND A LENGTH T.B.D. BY VEGETATION CLEARING AT THE ENTRANCE TO THE PIT. IF VEGETATION PROVIDES COVERAGE OF OPERATIONS FROM N. BUFFALO MINE CREEK RD. THEN A BERM IS NOT REQUIRED.
2. A 75ft X 24' CULVERT PLACED APPROXIMATELY 15ft FROM EDGE OF ROAD FOR DRAINAGE.
3. SETTLING POND, STOCKPILES, CRUSHING AND WASHING EQUIPMENT AND ALL WORKING PHASES IN THE GRAVEL PIT SHALL CONFORM WITH IMSHA RULES AND REGULATIONS FOR AN OPEN PIT MINE.
4. POINTS (A) THRU (H) SHOW THE ELEVATION POINTS FOR EXCAVATIONS THROUGH-OUT THE THREE PHASES OF OPERATIONS REFER TO THE PHASING CHART PROVIDE IN THE DRAWING.
5. LOCATION FOR FUTURE ASPHALT HOT PLANT OPERATIONS.
6. 45' MINIMUM VEGETATION BOUNDARY WITH A 10' HIGH BERM LENGTH T.B.D. IF REQUIRED IN ALL AREAS OF MINING OPERATIONS.
7. TOTAL AREA INCLUDED IN PHASE 1 ACERAGE.



Matanuska - Susitna Borough
Development Services
FEB 08 2016
Received

SOURDOUGH DRAFTING
CONTRACT DRAFTING SERVICES
1765 So. HEIRLOOM CIR # B
PALMER, ALASKA
(907) 354-0882
sourdough@mtaonline.net

GARY ROBLES
PO BOX 2652
PALMER, ALASKA 99645

Project:
GARY ROBLES LAND PROJECT SITE PLAN

Date	Revision	By
11/16/15	A-01	TL
01/18/16	A-02	TL

Sheet Contents
GRAVEL EXTRACTION AND PHASE PLAN SITE VIEW

PM	-
Drawn	TJL
Checked	TGL
Approved	GR
Date	03/09/15

Sheet No.
C-005

Plan of Operations

1. PLAN OF OPERATIONS

Seasonal star and end dates: Extraction activities are expected to beging in April and continue through November, annualy.

Days of the week operations will take plase: Monday through Saturday and when necessary on Sandays.

Hours of operation: 7:AM to 8:PM

Estimated end date of extraction: November, 2035

Estimated end date of reclamation: September, 2037

Describe methods used to prevent problems on adjancent proparties,such as lateral support (steep slopes) water quality, drainage, flooding, dust control and maintenance of roads;

The materials extraction will occur to the farther west part of the proparty located at 8870 Moose Creeck Buffalo mine Road .
The proparty will be brought to an existig terrain of 760', we only taking the elevation of the ridges. All three sides of the mining area have easements or setbacks, thus not causing any lateral support issues to adjacent proparties. No drainage is expected off of the site, all water will be contained within the site. The site is also surrounder by a natural vegetation buffer. This vegetation buffer can be seen on the site plan.

The haul route of sand and gravel will be exiting at a driveway at the Moose Greek Buffalo Mine Road. During extraction and hauling operations the haul route will be water (as needed) to control the dust. This haul route will be maintained by a road grader to assure a smooth and safe drivable surface.

Provide quantity estimates and topographical information such as section drawings depicting depth of excavation, slops and estimated final grade;

The site plan provides estimates, quantaties contour lines and a typical cross section of the mining area that is to be removed. The final pit floor elevation of 760' as shown on site plan will be the final grade.

2.Site Development Plan

Identify location of permanent and semi-permanent structures on the site for verification of setback requirements. include wells and septic systems;

As shown on the included site plan no permanent or semi-permanent structures exist on the site. Any future structures will be would be constructed away from the surrounding proparty lines by the 25-foot minimum setback requirement, as outline in MSB Code Section 17.28.070

Depict buffer area, driveways, dedicated public access, and noise buffers (such as fences,berms or retained vegetated areas), and drainage control such as ditches, settling ponds,etc;

The material extraction area easements or setbacks on all the sides of the proparty. This allows for a vegetative buffer to be maintained around the mining area on the East side by the road a berm will be installed to mitigate sound and visual disturbances all other sides of proparty will be a natural barrier as seen on site plan.

Identify wetlands and waterbodies on site and within one mile;

On the attached plan find a letter from the U.S. Army Corp of Engineers Regulatory Division with a determination of no wetlands or waters of the United States on the proparty.

Identify existing surroundings land uses within one mile

Existing and operating gravel pit to the West side of the proparty (Northern Gravel).

Identify sorrounding proparty ownership (i.e.public vs. private) within one mile of exterior boundaries;

Adjancent to the East of the parcel is the AK Rail road and an exhausted gravel pit. The land to the South is an undeveloped land. The land to the West is a operating gravel pit (Northern Gravel).

Show entire area intended for gravel/material extraction activity and the boundary of the (lot) containing the operation

The proposed administrative permit boundary is shown on the site plan and so is the parcel boundary of the tax parcel number 118N02E03B002.

Identify areas used for past and future phaces of the activity;

As shown on the site plan this is an undeveloped land. The mining area will be worked in phases as shown on site plan.

Identify phaces of proposed mining activities including a map showing the area to be mine, a discription of the topography and vegetation, approximate time sequence for mining at particular locations;

The phasing plan (shown on site plan) provides a table for total acreage and proposed years of mining. This extraction site has an estimated 1.3 million CY of gravel material that will be removed. This will be done by taking an estimated 65,000 CY per year for 20 years. (2015-2035)

The existing faces of the extraction site is on the Center West part of the proparty. This phaces will be continuosly mined to the south of the proparty. The adjacent area to the extraction site is vegetated with primarily birch trees; however some spruce and aspen trees also exist.

General anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants ect;

The phasing plan can be seen on the site plan. The existing faces are located on the Center West side of the site. Our plan is to keep working the ridges to the south until the proparty is exhausted. At time there will be a screening plant, for the manufacturing of E-1 material and at time there will be a crusher to manufacture D-1 material. The screening/crushing plants and associated conveyor belts will be moved around as needed. Furthermore, no dredges or batch plants will be utilize in this operation.

Road and access plan that encludes 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.);

This material site will be accessed by a driveway on the East side of the proparty that access Moose Creek Buffalo Mine Road.

This site is not located in the core of the Mat-Su Borough. This operation will not generate traffic in excess of 100 vehicles during the morning or afternoon peak hour or more than 750 vihicles per day. Thus, a traffic control plan is not required.

Visual screening measures that include a detailed description of the type of visual screening to be utilized. Visual screening may include, but not limited to, berms, natural vegetation, soil fences, walls, evergreen hedges or other means as approved by the commission;

Along the East boundaries of the proposed administrative permit, visual screening will be provided by a combination of a vegetative buffer and earthen berms.

Along the West boundary a 20' wide vegetative buffer will be provited.

Along the south boundary a natural vagetative buffer will be left undisturbed.

Along the North same natural buffer.

Noise mitigation measures that include a description of measures to be taken by the applicant to mitigate or lessen noise impacts to surrounding proparties.
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.

Noise Sources:

This site has been reviewed with regard to potencial noise, which will be produced from the mining activities proposed for this administrative permit.

It is anticipated that the noise generated from the mining activities on this site will be from construction equipment used to excavate, move, and load the gravel material. The secondary noise generating piece of equipment will be screening and crushing plants.

The primary piece of equipment working on this site will be two rubber-tired front-end loaders. From time to time, there may be a metal track excavators and dozers on site.

Noise Mitigation:

Methods to be used to mitigate the equipment noise, such that it meets, MSB 17.28.06(A) 5-A) Table 1. Sound Levels be Reciving Land Use), are as fallow:

1. A berm 10' minimum in height will be placed along the Eastern boundaries.

2. Work on site will be done between the hours of 7AM to 8PM.

Conclution:

Using the mitigation methods, as listed above, it is anticipated that the noise level will not exceed the limits set forth for the existing reciving land (assumed residential and undeveloped land) use categories per MSB 17-28-060.

Proposed lighting plan

There will not be any permanent lighting for this site.

This Page Intentionally Left Blank

Reclamation Plan

The follow equipment will be used for reclamation activities:

- **john Deere 200 Excavator (1ea)**
- **Catterpillar D8 Dozer(1ea)**
- **John Deere 450 Dozer (1ea)**
- **400 Gal Trailer Mounted Hydro-seeder (1ea)**

Time Schedule of Events

Listed Below is an estimated time schedule for reclamation work:

- **20016 - 2035 Excavate and remove 65,000 cubic yards of gravel material per year (more if need it).**
- **2016 - 2035 Contour site for future use, i,e. Residential.**
- **2035 - Spread earthen berms and stockpiles vegetation over mined areas & seed.**
- **2036 thru 2039 - Reseed as needed to establish adequate re-vegetation.**

This Page Intentionally Left Blank

DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
P.O. BOX 6898
JBER, ALASKA 99506-0898
MAR 26 2015

Regulatory Division
POA-2015-167

Mr. Gary Robles
Post Office Box 190031
Anchorage, AK 99519

Dear Mr. Robles:

This letter responds to your March 11, 2015, request for a Department of the Army (DA) jurisdictional determination for your parcel of land. It has been assigned number POA-2015-167, Moose Creek, which should be referred to in all correspondence with us. The project site is located within Section 3, T. 18 N., R. 2 E., Seward Meridian; USGS Quad Map Anchorage C-6; Latitude 61.6838° N., Longitude 149.0788° W.; near Palmer, Alaska.

Based on our review of the information you provided, we have determined the subject property does not contain waters of the United States (U.S.) under Corps jurisdiction. Therefore, a DA permit is not required. 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.

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

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,

Michael R. Gala
Regulatory Specialist

Enclosures

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Mr, Gary Robles		File Number: POA-2015-167	Date: April 2, 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: **Michael R. Gala, Regulatory Specialist** Alaska District Corps of Engineers CEPOA-RD-S P.O. Box 6898 JBER, AK 99506-0898 (907) 753-2821	If you only have questions regarding the appeal process you may also contact: Commander USAED, Pacific Ocean Division ATTN: CEPOD-PDC/Cindy Barger Building 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:

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): March 24, 2015

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Alaska District, POA- 2015 – 167

C. PROJECT LOCATION AND BACKGROUND INFORMATION:

State: Alaska Borough: Mat-su City: Palmer
Center coordinates of site (lat/long in degree decimal format): Lat. 61.6838° *N*, Long. 149.0788 °W
Universal Transverse Mercator:
Name of nearest waterbody: Moose Creek
Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows: Matanuska River
Name of watershed or Hydrologic Unit Code (HUC):

- [x] Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.
- [ ] Check if other sites (e.g., offsite mitigation sites, disposal sites, etc…) are associated with this action and are recorded on a different JD form

D. REVIEW PERFORMED FOR SITE EVALUATION:

- [x] Office (Desk) Determination. Date: March 24, 2015
- [ ] Field Determination. Date(s):

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There are no "*navigable waters of the U.S.*" within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [*Required*]

- [ ] Waters subject to the ebb and flow of the tide.
- [ ] Waters are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. Explain:

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There are no "*waters of the U.S.*" within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area.

1. Waters of the U.S.

a. Indicate presence of waters of U.S. in review area:

- [ ] TNWs, including territorial seas
- [ ] Wetlands adjacent to TNWs
- [ ] Relatively permanent waters (RPWs) that flow directly or indirectly into TNWs
- [ ] Non-RPWs that flow directly or indirectly into TNWs
- [ ] Wetlands directly abutting RPWs that flow directly or indirectly into TNWs
- [ ] Wetlands adjacent to but not directly abutting RPWs that flow directly or indirectly into TNWs
- [ ] Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs
- [ ] Impoundments of jurisdictional waters
- [ ] Isolated (interstate or intrastate) waters, including isolated wetlands

b. Identify (estimate) size of waters of the U.S. in the review area:
Non-wetland waters: linear feet: width (ft) and/or acres.
Wetlands: acres.

c. Limits (boundaries) of jurisdiction based on:

Elevation of established OHWM (if known):

2. Non-regulated waters/wetlands:

- [ ] Potentially jurisdictional waters and/or wetlands were assessed within the review area and determined to be not jurisdictional. Explain:

SECTION III: CWA ANALYSIS

A. TNWs AND WETLANDS ADJACENT TO TNWs

The agencies will assert jurisdiction over TNWs and wetlands adjacent to TNWs. If the aquatic resource is a TNW, complete Section III.A.1 and Section III.D.1. only; if the aquatic resource is a wetland adjacent to a TNW, complete Sections III.A.1 and 2 and Section III.D.1.; otherwise, see Section III.B below.

1. **TNW**
   Identify TNW:
   Summarize rationale supporting determination:

2. **Wetland adjacent to TNW**
   Summarize rationale supporting conclusion that wetland is "adjacent":

B. CHARACTERISTICS OF TRIBUTARY (THAT IS NOT A TNW) AND ITS ADJACENT WETLANDS:

This section summarizes information regarding characteristics of the tributary and its adjacent wetlands, if any, and it helps determine whether or not the standards for jurisdiction established under *Rapanos* have been met.

The agencies will assert jurisdiction over non-navigable tributaries of TNWs where the tributaries are "relatively permanent waters" (RPWs), i.e. tributaries that typically flow year-round or have continuous flow at least seasonally (e.g., typically 3 months). A wetland that directly abuts an RPW is also jurisdictional. If the aquatic resource is not a TNW, but has year-round (perennial) flow, skip to Section III.D.2. If the aquatic resource is a wetland directly abutting a tributary with perennial flow, skip to Section III.D.4.

A wetland that is adjacent to but that does not directly abut an RPW requires a significant nexus evaluation. Corps districts and EPA regions will include in the record any available information that documents the existence of a significant nexus between a relatively permanent tributary that is not perennial (and its adjacent wetlands if any) and a traditional navigable water, even though a significant nexus finding is not required as a matter of law.

If the waterbody is not an RPW, or a wetland directly abutting an RPW, a JD will require additional data to determine if the waterbody has a significant nexus with a TNW. If the tributary has adjacent wetlands, the significant nexus evaluation must consider the tributary in combination with all of its adjacent wetlands. This significant nexus evaluation that combines, for analytical purposes, the tributary and all of its adjacent wetlands is used whether the review area identified in the JD request is the tributary, or its adjacent wetlands, or both. If the JD covers a tributary with adjacent wetlands, complete Section III.B.1 for the tributary, Section III.B.2 for any onsite wetlands, and Section III.B.3 for all wetlands adjacent to that tributary, both onsite and offsite. The determination whether a significant nexus exists is determined in Section III.C below.

1. **Characteristics of non-TNWs that flow directly or indirectly into TNW**

   (i) General Area Conditions:
   Watershed size:
   Drainage area:

   Average annual rainfall: inches
   Average annual snowfall: inches

   (ii) Physical Characteristics:
   (a) Relationship with TNW:
   ☐ Tributary flows directly into TNW.
   ☐ Tributary flows through tributaries before entering TNW.

   Project waters are river miles from TNW.
   Project waters are river miles from RPW.
   Project waters are aerial (straight) miles from TNW.
   Project waters are aerial (straight) miles from RPW.
   Project waters cross or serve as state boundaries. Explain:
   Identify flow route to TNW:
   Tributary stream order, if known:

   (b) General Tributary Characteristics:
   Tributary is: ☐ Natural
   ☐ Artificial (man-made). Explain:
   ☐ Manipulated (man-altered). Explain:

Tributary properties w. respect to top of bank (estimate):
Average width: feet
Average depth: feet
Average side slopes:

Primary tributary substrate composition:

- ☐ Silts
- ☐ Sands
- ☐ Concrete
- ☐ Cobbles
- ☐ Gravel
- ☐ Muck
- ☐ Bedrock
- ☐ Vegetation. Type/% cover:
- ☐ Other. Explain:

Tributary condition/stability [e.g., highly eroding, sloughing banks]. Explain:
Presence of run/riffle/pool complexes. Explain:
Tributary geometry:
Tributary gradient (approximate average slope): %

(c) Flow:
Tributary provides for:
Estimate average number of flow events in review area/year:
Describe flow regime:
Other information on duration and volume:

Surface flow is: Characteristics:

Subsurface flow: Explain findings:
- ☐ Dye (or other) test performed:

Tributary has:
- ☐ Bed and banks
- ☐ OHWM:
  - ☐ clear, natural line impressed on the bank
  - ☐ changes in the character of soil
  - ☐ shelving
  - ☐ vegetation matted down, bent, or absent
  - ☐ leaf litter disturbed or washed away
  - ☐ sediment deposition
  - ☐ water staining
  - ☐ other (list):
  - ☐ the presence of litter and debris
  - ☐ destruction of terrestrial vegetation
  - ☐ the presence of wrack line
  - ☐ sediment sorting
  - ☐ scour
  - ☐ multiple observed or predicted flow events
  - ☐ abrupt change in plant community
- ☐ Discontinuous OHWM. Explain:

If factors other than the OHWM were used to determine lateral extent of CWA jurisdiction:
- ☐ High Tide Line indicated by:
  - ☐ oil or scum line along shore objects
  - ☐ fine shell or debris deposits (foreshore)
  - ☐ physical markings/characteristics
  - ☐ tidal gauges
  - ☐ other (list):
- ☐ Mean High Water Mark indicated by:
  - ☐ survey to available datum;
  - ☐ physical markings;
  - ☐ vegetation lines/changes in vegetation types.

(iii) Chemical Characteristics:
Characterize tributary (e.g., water color is clear, discolored, oily film; water quality; general watershed characteristics, etc.).
Explain:
Identify specific pollutants, if known:

(iv) Biological Characteristics. Channel supports:

- ☐ Riparian corridor. Characteristics (type, average width):
- ☐ Wetland fringe. Characteristics:
- ☐ Habitat for:
  - ☐ Federally Listed species. Explain findings:
  - ☐ Fish/spawn areas. Explain findings:
  - ☐ Other environmentally-sensitive species. Explain findings:
  - ☐ Aquatic/wildlife diversity. Explain findings:

2. Characteristics of wetlands adjacent to non-TNW that flow directly or indirectly into TNW

(i) Physical Characteristics:

(a) General Wetland Characteristics:
Properties:
Wetland size: acres
Wetland type. Explain:
Wetland quality. Explain:
Project wetlands cross or serve as state boundaries. Explain:

(b) General Flow Relationship with Non-TNW:
Flow is: Explain:

Surface flow is:
Characteristics:

Subsurface flow: Explain findings:
- ☐ Dye (or other) test performed:

(c) Wetland Adjacency Determination with Non-TNW:
- ☐ Directly abutting
- ☐ Not directly abutting
  - ☐ Discrete wetland hydrologic connection. Explain:
  - ☐ Ecological connection. Explain:
  - ☐ Separated by berm/barrier. Explain:

(d) Proximity (Relationship) to TNW
Project wetlands are river miles from TNW.
Project waters are aerial (straight) miles from TNW.
Flow is from:
Estimate approximate location of wetland as within the floodplain.

(ii) Chemical Characteristics:

Characterize wetland system (e.g., water color is clear, brown, oil film on surface; water quality; general watershed characteristics; etc.). Explain:
Identify specific pollutants, if known:

(iii) Biological Characteristics. Wetland supports:

- ☐ Riparian buffer. Characteristics (type, average width):
- ☐ Vegetation type/percent cover. Explain:
- ☐ Habitat for:
  - ☐ Federally Listed species. Explain findings:
  - ☐ Fish/spawn areas. Explain findings:
  - ☐ Other environmentally-sensitive species. Explain findings:
  - ☐ Aquatic/wildlife diversity. Explain findings:

3. Characteristics of all wetlands adjacent to the tributary (if any)

All wetland(s) being considered in the cumulative analysis:
Approximately () acres in total are being considered in the cumulative analysis.

For each wetland, specify the following:

Directly abuts? (Y/N)	Size (in acres)	Directly abuts? (Y/N)	Size (in acres)

Summarize overall biological, chemical and physical functions being performed:

C. SIGNIFICANT NEXUS DETERMINATION

A significant nexus analysis will assess the flow characteristics and functions of the tributary itself and the functions performed by any wetlands adjacent to the tributary to determine if they significantly affect the chemical, physical, and biological integrity of a TNW. For each of the following situations, a significant nexus exists if the tributary, in combination with all of its adjacent wetlands, has more than a speculative or insubstantial effect on the chemical, physical and/or biological integrity of a TNW. Considerations when evaluating significant nexus include, but are not limited to the volume, duration, and frequency of the flow of water in the tributary and its proximity to a TNW, and the functions performed by the tributary and all its adjacent wetlands. It is not appropriate to determine significant nexus based solely on any specific threshold of distance (e.g. between a tributary and its adjacent wetland or between a tributary and the TNW). Similarly, the fact an adjacent wetland lies within or outside of a floodplain is not solely determinative of significant nexus.

Draw connections between the features documented and the effects on the TNW, as identified in the *Rapanos* Guidance and discussed in the Instructional Guidebook. Factors to consider include, for example:

- Does the tributary, in combination with its adjacent wetlands (if any), have the capacity to carry pollutants or flood waters to TNWs, or to reduce the amount of pollutants or flood waters reaching a TNW?
- Does the tributary, in combination with its adjacent wetlands (if any), provide habitat and lifecycle support functions for fish and other species, such as feeding, nesting, spawning, or rearing young for species that are present in the TNW?
- Does the tributary, in combination with its adjacent wetlands (if any), have the capacity to transfer nutrients and organic carbon that support downstream foodwebs?
- Does the tributary, in combination with its adjacent wetlands (if any), have other relationships to the physical, chemical, or biological integrity of the TNW?

Note: the above list of considerations is not inclusive and other functions observed or known to occur should be documented below:

1. **Significant nexus findings for non-RPW that has no adjacent wetlands and flows directly or indirectly into TNWs.** Explain findings of presence or absence of significant nexus below, based on the tributary itself, then go to Section III.D:

2. **Significant nexus findings for non-RPW and its adjacent wetlands, where the non-RPW flows directly or indirectly into TNWs.** Explain findings of presence or absence of significant nexus below, based on the tributary in combination with all of its adjacent wetlands, then go to Section III.D:

3. **Significant nexus findings for wetlands adjacent to an RPW but that do not directly abut the RPW.** Explain findings of presence or absence of significant nexus below, based on the tributary in combination with all of its adjacent wetlands, then go to Section III.D:

D. DETERMINATIONS OF JURISDICTIONAL FINDINGS. THE SUBJECT WATERS/WETLANDS ARE:

1. **TNWs and Adjacent Wetlands.** Check all that apply and provide size estimates in review area:
   - ☐ TNWs: linear feet width (ft), Or, acres.
   - ☐ Wetlands adjacent to TNWs: acres.

2. **RPWs that flow directly or indirectly into TNWs.**
   - ☐ Tributaries of TNWs where tributaries typically flow year-round are jurisdictional. Provide data and rationale indicating that tributary is perennial:
   - ☐ Tributaries of TNW where tributaries have continuous flow "seasonally" (e.g., typically three months each year) are jurisdictional. Data supporting this conclusion is provided at Section III.B. Provide rationale indicating that tributary flows seasonally:

   Provide estimates for jurisdictional waters in the review area:
   - ☐ Tributary waters: linear feet width (ft).
   - ☐ Other non-wetland waters: acres.
     Identify type(s) of waters:

3. **Non-RPWs that flow directly or indirectly into TNWs.**
   - ☐ Waterbody that is not a TNW or an RPW, but flows directly or indirectly into a TNW, and it has a significant nexus with a TNW is jurisdictional. Data supporting this conclusion is provided at Section III.C.

   Provide estimates for jurisdictional waters within the review area (check all that apply):
   - ☐ Tributary waters: linear feet width (ft).
   - ☐ Other non-wetland waters: acres.
     Identify type(s) of waters:

4. **Wetlands directly abutting an RPW that flow directly or indirectly into TNWs.**
   - ☐ Wetlands directly abut RPW and thus are jurisdictional as adjacent wetlands.
     - ☐ Wetlands directly abutting an RPW where tributaries typically flow year-round. Provide data and rationale indicating that tributary is perennial in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW:
     - ☐ Wetlands directly abutting an RPW where tributaries typically flow "seasonally." Provide data indicating that tributary is seasonal in Section III.B and rationale in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW:

     Provide acreage estimates for jurisdictional wetlands in the review area: acres.

5. **Wetlands adjacent to but not directly abutting an RPW that flow directly or indirectly into TNWs.**
   - ☐ Wetlands that do not directly abut an RPW, but when considered in combination with the tributary to which they are adjacent and with similarly situated adjacent wetlands, have a significant nexus with a TNW are jurisidictional. Data supporting this conclusion is provided at Section III.C.

   Provide acreage estimates for jurisdictional wetlands in the review area: acres.

6. **Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs.**
   - ☐ Wetlands adjacent to such waters, and have when considered in combination with the tributary to which they are adjacent and with similarly situated adjacent wetlands, have a significant nexus with a TNW are jurisdictional. Data supporting this conclusion is provided at Section III.C.

   Provide estimates for jurisdictional wetlands in the review area: acres.

7. **Impoundments of jurisdictional waters.**
   As a general rule, the impoundment of a jurisdictional tributary remains jurisdictional.
   - ☐ Demonstrate that impoundment was created from "waters of the U.S.," or
   - ☐ Demonstrate that water meets the criteria for one of the categories presented above (1-6), or
   - ☐ Demonstrate that water is isolated with a nexus to commerce (see E below).

E. ISOLATED [INTERSTATE OR INTRA-STATE] WATERS, INCLUDING ISOLATED WETLANDS, THE USE, DEGRADATION OR DESTRUCTION OF WHICH COULD AFFECT INTERSTATE COMMERCE, INCLUDING ANY SUCH WATERS (CHECK ALL THAT APPLY):

- ☐ which are or could be used by interstate or foreign travelers for recreational or other purposes.
- ☐ from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
- ☐ which are or could be used for industrial purposes by industries in interstate commerce.
- ☐ Interstate isolated waters. Explain:
- ☐ Other factors. Explain:

Identify water body and summarize rationale supporting determination:

Provide estimates for jurisdictional waters in the review area (check all that apply):
- ☐ Tributary waters: linear feet width (ft).
- ☐ Other non-wetland waters: acres.
  Identify type(s) of waters:
- ☐ Wetlands: acres.

F. NON-JURISDICTIONAL WATERS, INCLUDING WETLANDS:

- [x] If potential wetlands were assessed within the review area, these areas did not meet the criteria in the 1987 Corps of Engineers Wetland Delineation Manual and/or appropriate Regional Supplements.
- [ ] Review area included isolated waters with no substantial nexus to interstate (or foreign) commerce.
  - [ ] Prior to the Jan 2001 Supreme Court decision in "*SWANCC*," the review area would have been regulated based solely on the "Migratory Bird Rule" (MBR).
- [ ] Waters do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction. Explain:
- [ ] Other: (explain, if not covered above):

Provide acreage estimates for non-jurisdictional waters in the review area, where the sole potential basis of jurisdiction is the MBR factors (i.e., presence of migratory birds, presence of endangered species, use of water for irrigated agriculture), using best professional judgment (check all that apply):

- [ ] Non-wetland waters (i.e., rivers, streams): linear feet width (ft).
- [ ] Lakes/ponds: acres.
- [ ] Other non-wetland waters: acres. List type of aquatic resource: .
- [ ] Wetlands: acres.

Provide acreage estimates for non-jurisdictional waters in the review area that do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction:

- [ ] Non-wetland waters (i.e., rivers, streams): linear feet width (ft).
- [ ] Lakes/ponds: acres.
- [ ] Other non-wetland waters: acres. List type of aquatic resource: .
- [ ] Wetlands: acres.

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- [ ] Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
- [ ] Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - [ ] Office concurs with data sheets/delineation report.
  - [ ] Office does not concur with data sheets/delineation report.
- [ ] Data sheets prepared by the Corps:
- [ ] Corps navigable waters' study:
- [ ] U.S. Geological Survey Hydrologic Atlas:
  - [ ] USGS NHD data.
  - [ ] USGS 8 and 12 digit HUC maps.
- [ ] Alaska District's Approved List of Navigable Waters
- [ ] U.S. Geological Survey map(s). Cite scale & quad name:
- [x] USDA Natural Resources Conservation Service Soil Survey. Citation: Sections: 120, 153, 148, 166
- [x] National wetlands inventory map(s). Cite name: USFWS
- [ ] State/Local wetland inventory map(s):
- [ ] FEMA/FIRM maps:
- [ ] 100-year Floodplain Elevation is: (National Geodectic Vertical Datum of 1929)
- [x] Photographs: [ ] Aerial (Name & Date):
  or [x] Other (Name & Date): Goggle Earth M. Gratz Wetland Data 3/24/2015
- [ ] Previous determination(s). File no. and date of response letter:
- [ ] Applicable/supporting case law:
- [ ] Applicable/supporting scientific literature:
- [ ] Other information (please specify):

B. ADDITIONAL COMMENTS TO SUPPORT JD:

Michael R. Gala
Regulatory Specialist

March 24, 2015
Date

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities
DESIGN & ENGINEERING SERVICES
CENTRAL REGION RIGHT OF WAY
PO Box 196900
Anchorage, Alaska 99519-6900
Phone: 907.269.0700
Toll Free: 800.770.5263
TDD: 907.269.0473
TTY: 800.770.8973
Fax: 907.269.0828
Web Site: dot.state.ak.us

September 8, 2015

Gary Robles
P.O. Box 190031
Anchorage, AK 99519

Re: Extension
Approval to Construct (ATC) #25375: Access to Buffalo Mine Road

Hello Gary:

Your Approval to Construct (ATC) has been extended to August 31, 2016.

Please retain this email with your ATC document as confirmation of your extension expiration date.

If the driveway construction is not complete by August 1, 2016 please contact DOT&PF for a final extension.

When your driveway is complete, please call or email to schedule a final inspection. If the driveway is constructed to the specifications as set forth in your ATC and approved, we will issue a permit.

It is very important when calling or submitting documents the number assigned to your permit be referenced. If you have any questions or comments at any time during this process, please feel free to contact me by phone or email.

Sincerely,

Shaquetta Roan
Right of Way Assistant

cc: Alan Hartig, Property Management Supervisor, Central Region Right of Way

This Page Intentionally Left Blank

ATC No. 25375

State of Alaska
Department of Transportation and Public Facilities

Driveway Approval to Construct #25375

Contact Name: Gary Robles Phone Number: (907) 360-6781

Owner: Gary Robles
Mailing Address: P.O. Box 190031
Anchorage, Alaska 99519

Driveway Location: 8870 N. Buffalo Mine/ Moose Creek Road - T18N, R2E, Sec 3, B002

Approval to Construct Expires:
09/30/2015

This Approval to Construct (ATC) pertains only to State rights of way.

Driveway Provisions:

A copy of this ATC must be on site during construction of the driveway.

The State reserves the right to require the removal of all activities from the area if any conditions of this ATC are violated.

This ATC is not a property right but a temporary authorization revocable by the State upon violation of any provision, special conditions, or other reasons. All reasonable attorney's fees and costs associated with legal or enforcement actions related to the terms and conditions of this ATC will be borne by the Owner.

A driveway constructed within the State rights of way is the property of the State, but all cost and liability arising from the construction, operation, or maintenance of a driveway is at the sole expense of those lands served. The Department is not obligated to change its maintenance practices to accommodate a driveway or to incur any additional expense removing snow berms or other obstructions from a driveway within the rights of way resulting from the Department's activities, or activities under a permit issued under 17 AAC 15 (Utility and Railroad Permits).

Any survey monument or monument accessory which will be disturbed or destroyed during construction of the driveway, will be referenced prior to the disturbance and restored or replaced by a Land Surveyor licensed in the State of Alaska. The Land Surveyor must file a Monument Record in accordance with AS 34.65.040. All Monument Records will be reviewed by the Department prior to filing with the District Recorder.

The Owner is responsible for adjusting, relocating or removing the access, without cost or liability to the Department, if the use or safety of the highway requires.

This Page Intentionally Left Blank

Results - Case File Abstract

Summary

File: LAS 30709

Customer: 000058914 ROBLES, GARY A
PO BOX 2652
PALMER AK 99645

Case Type: 940 NONSTATE LAND RECLAMATION

DNR Unit: 200 LAND MANAGEMENT

File Location: SCDOLD SCDO LAND SECTION

Case Status: 50 ACTIVE

Status Date: 12/01/2015

Total Acres: 5.000

Date Initiated: 12/01/2015

Office of Primary Responsibility: LSC LAND-SOUTHCNTRL REG

Last Transaction Date: 12/01/2015

Case Subtype: 9402 LETTER OF INTENT

Last Transaction: COMMENTS COMMENTS

Land Records

Meridian: S **Township:** 018N **Range:** 002E **Section:** 03 **Section Acres:** 5

Case Actions

12-01-2015 **RECLAMATION PLAN ACCEPTED**		
TYPE OF MATERIAL:	GRAVEL	GRAVEL
12-01-2015 **COMMENTS**		
LETTER OF INTENT		

Legal Description

No legal description found.

This Page Intentionally Left Blank

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

RECEIVED
DEC 1 2015
DIVISION OF MINING, LAND & WATER
SOUTHCENTRAL REGION LAND OFFICE

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)

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

☒ 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.

THIS RECLAMATION PLAN/LETTER OF INTENT IS FOR CALENDAR YEAR 2016.
(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)

Gary H Robles
NAME OF MINER WHO WILL SERVE AS AGENT FOR NOTICE PURPOSES

PO Box 2652
ADDRESS (NOTIFY THE DEPARTMENT OF ANY LATER CHANGE OF ADDRESS)

Palmer	Alaska	99645	(907) 360-6781
CITY	STATE	ZIP CODE	TELEPHONE

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

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

2. **LEGAL DESCRIPTION OF PROPOSED MINING SITE**

Section 3	18 N	02E	Seward
LEGAL SUBDIVISION/ SECTION/ QUARTER-SECTION	TOWNSHIP	RANGE	MERIDIAN

3. **DESCRIPTION OF THE MINING OPERATION** (IF YOU CHECKED BOX A OR B ON P. 1 OF THIS FORM AND ARE PROPOSING A MULTI-YEAR RECLAMATION PLAN, ATTACH SEPARATE SHEETS AS NEEDED SHOWING ACREAGE TO BE MINED, VOLUME TO BE MINED, AND EXISTING ACREAGE OF MINED AREA FOR EACH YEAR COVERED BY THE PLAN)

a. UPTO 5 acres — Total acreage to be mined or disturbed during the year.

b. 50,000 or less cu. yds. — Estimated total volume to be mined or disturbed, including overburden.

c. Sand & Gravel — Type of material (sand, gravel, peat, etc.).

d. 0 acres — Existing acreage of mined area (disturbed area that has not yet been reclaimed, but counting only acreage disturbed after October 15, 1991)

4. **DESCRIPTION OF THE RECLAMATION OPERATION**

a. The total acreage that will be reclaimed during the year (or each year, if for a multi-year reclamation plan) is: 0.

b. Provide a list of equipment (type and quantity) to be used during the reclamation operation.

c. A time schedule of reclamation measures shall be included as part of the plan.

The following measures must be considered in preparing and implementing the reclamation plan. Please mark those measures appropriate to your reclamation activity:

☐ Topsoil that is not promptly redistributed to an area being reclaimed will be separated and stockpiled for future use. This material will be protected from erosion and contamination by acidic or toxic materials and preserved in a condition suitable for later use.

☐ The area will be backfilled, graded and recontoured using strippings, overburden, and topsoil to a condition that allows for the reestablishment of renewable resources on the site within a reasonable period of time. It will be stabilized to a condition that will allow sufficient moisture to be retained for natural revegetation.

☐ Stockpiled topsoil will be spread over the reclaimed area to promote natural plant growth that can reasonably be expected to revegetate the area within five years.

☐ Stream channel diversions will be relocated to a stable location in the flood plain.

☐ Exploration trenches or pits will be backfilled. Brush piles, vegetation, topsoil, and other organics will be spread on the backfilled surface to inhibit erosion and promote natural revegetation.

☐ All buildings and structures constructed, used, or improved on land owned by the State of Alaska will be removed, dismantled, or otherwise properly disposed of at the completion of the mining operation.

☐ Any roads, airstrips or other facilities constructed to provide access to the mining operation shall be reclaimed (unless otherwise authorized) and included in the reclamation plan.

☐ Peat and topsoil mine operations shall ensure a minimum of two inches of suitable growing medium is left or replaced on the site upon completion of the reclamation activity.

☐ If extraction occurs within a flood plain, the reclamation activity shall reestablish a stable bed and bank profile such that river currents will not be altered and erosion and deposition patterns will not change.

NOTE: If you propose to use reclamation measures other than those shown above, or if the private landowner or public land manager of the site requires you to use stricter reclamation measures than those shown above, attach a list of those measures to this plan.

5. **ALTERNATE POST-MINING LAND USE**

☐ The mining site is public land. The land management agency's land use plan (if any) for post-mining land use is: _____.

☐ The mining site is public land. As allowed by AS 27.19.030(b), I propose to reclaim it to the following post-mining land use: _____ _____.

☑ The mining site is private property. The private landowner plans to use it for the following post-mining land use: ____ Residential. _____.

6. **ATTACHMENTS**

☐ If the mining operation has additional owners, operators, or leaseholders not shown on p. 1 of this form, attach a list of their names, addresses, and telephone numbers.

☐ Attach a USGS map at a scale no smaller than 1:63,360 (inch to the mile) showing the general vicinity of the mining operation and the specific property to be mined. Option: If you checked Box C on the first page of this form and the mining site is adjacent to an airport or public highway, state the name of the airport or the name and milepost of the public highway.

☐ Attach a diagram of the mined area (this term includes the extraction site, stockpile sites, overburden disposal sites, stream diversions, settling ponds, etc.) and the mining operation as a whole (this term includes the roads you plan to build, your power lines, support facilities, etc.). Show and state the number of acres to be mined during the year. (If you checked Box A or B on the first page of this form and your plan covers more than one year, show each year's work.) Show the location corners or property boundaries of the site in relation to the reclamation work and any other areas affected by the operation.

☐ Attach a list of the equipment (type and quantity) to be used during the reclamation activity.

☐ A time schedule of events must be attached that includes dates and activities related to this reclamation plan.

☐ If the site is private land not owned by the miner, attach a signed, notarized statement from the landowner indicating the landowner's consent to the operation. The landowner may also use the consent statement to notify the department that the landowner plans a post-mining land use incompatible with natural revegetation and therefore believes that reclamation to the standard of AS 27.19.020 is not feasible.

☐ For those miners that are required to file an annual reclamation statement, attach photographs and/or videotapes dated and described as to location of the reclamation activity that was completed.

☐ If you propose to use reclamation measures other than those listed on this form, or if the private landowner or public land manager of the site requires you to use stricter reclamation measures, attach a list of those measures.

7. **RECLAMATION BONDING** (REQUIRED **ONLY** IF YOU CHECKED BOX A or B ON THE FIRST PAGE OF THIS FORM)

The total acreage of my mining operation that is subject to the bonding requirement for the current year is

_____ acres (add acreages stated in Section 3(a) and 3(d) of this form).

The per-acre bond amount is $750/acre or a total bond amount of $_____.

Please check the appropriate bonding method that you will apply toward this reclamation plan:

☐ Participation in the statewide bonding pool.

☐ Posting a corporate surety bond.

☐ Posting a personal bond accompanied by a letter of credit, certificate of deposit, or a deposit of cash or gold.

☐ Posting a bond or financial guarantee with another government agency that has jurisdiction over the mining operation, as allowed by a cooperative management agreement between that agency and the Division of Mining, Land and Water.

☐ Posting a general performance bond with a state agency that meets the requirements of 11 AAC 97.400(4).

The above reclamation plan/letter of intent and all attachments are correct and complete to the best of my knowledge.

_____ _____

Signature of Miner Date

AS 27.19.030 and AS 27.19.050 require a miner either to file a reclamation plan for approval or to file a letter of intent followed by an annual reclamation statement. **AS 38.05.035(a) authorizes the director to decide what information is needed to process an application for the sale or use of state land and resources. This information is made a part of the state public land records and becomes public information under AS 40.25.110 and 40.25.120 (unless the information qualifies for confidentiality under AS 38.05.035(a)(9) and confidentiality is requested). Public information is open to inspection by you or any member of the public. A person who is the subject of the information may challenge its accuracy or completeness under AS 44.99.310, by giving a written description of the challenged information, the changes needed to correct it, and a name and address where the person can be reached. False statements made in an application for a benefit are punishable under AS 11.56.210.**

8. **ANNUAL RECLAMATION STATEMENT—REQUIRED** IF YOU FILED A LETTER OF INTENT (CHECKED BOX C ON THE FIRST PAGE) FOR THIS OPERATION. DUE DATE: DECEMBER 31, 2016. YOU MUST FILE EVEN IF THE MINING DESCRIBED IN YOUR LETTER OF INTENT DID NOT TAKE PLACE.

This 2016 annual reclamation statement is for: Attached Reclamation Plan
(year)

a. up to 5 acres Total acreage mined.

b. 50,000 cu. yds. Total volume mined or disturbed, including overburden.

c. 0 acres Total acreage reclaimed.

d. up to 5 acres Cumulative total of unreclaimed acreage.

e. Reclamation measures that were used (check appropriate measures from Section 4, DESCRIPTION OF THE RECLAMATION OPERATION, and attach list of additional or stricter measures if applicable).

The above annual reclamation statement and all attachments are correct and complete to the best of my knowledge.

Signature of Miner

12-01-15
Date

AS 27.19.030 and AS 27.19.050 require a miner either to file a reclamation plan for approval or to file a letter of intent followed by an annual reclamation statement. This information is made a part of the state public land records and becomes public information under AS 40.25.110 and 40..25.120 (unless the information qualifies for confidentiality under AS 38.05.035(a)(9) and confidentiality is requested). Public information is open to inspection by you or any member of the public. A person who is the subject of the information may challenge its accuracy or completeness under AS 44.99.310, by giving a written description of the challenged information, the changes needed to correct it, and a name and address where the person can be reached. False statements made in an application for a benefit are punishable under AS 11.56.210.

This Page Intentionally Left Blank

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Environmental Conservation
DIVISION OF WATER
Wastewater Discharge Authorization Program
555 Cordova Street
Anchorage, Alaska 99501-2617
Main: 907.269.6285
Fax: 907.334.2415
www.dec.alaska.gov/water/wwdp

December 1, 2015

Company: Gary A. Robles
ATTN: Gary A. Robles
PO Box 2652
Palmer, AK 99645

Facility:
Moose Pit
8870 N Buffalo Mine Moose Creek Road
Palmer, AK 99645

Permit Number: **AKR06NE-A0125**

This letter acknowledges that you have submitted a complete No Exposure Certification for exclusion from the APDES industrial storm water permitting requirements. This facility has been granted exclusion from permitting under the terms and conditions imposed by the DEC's Storm water Multi-Sector General Permit (MSGP)(AKR060000). Exclusion for this site began on **December 1, 2015.**

As stated above, this letter acknowledges receipt of a complete No Exposure Certification. However, it is not a DEC determination of the validity of the information you provided. Your eligibility for exclusion is based on the validity of the certification you provided. Your signature on the No Exposure Certification form certifies that you have read, understood, and are implementing all of the applicable requirements. An important aspect of this certification requires that you correctly determine whether you are eligible for exclusion.

Please note that a complete No Exposure Certificate must be submitted once every **five** years. If conditions change resulting in the exposure of materials and activities to storm water, you must obtain coverage under an APDES storm water permit immediately.

An electronic copy of the MSGP and additional storm water guidance material can be viewed and downloaded on the Alaska DEC's storm water website at www.dec.alaska.gov/water/wnpspc/stormwater/Index.htm.

If you have any questions regarding your No Exposure Certification or other questions concerning the Multi-Sector General Permit, please call William Ashton (907)269-6283.

This Page Intentionally Left Blank

Borough Application #:

Matanuska-Susitna Borough
Finance Department
350 East Dahlia Avenue,
Palmer, Alaska 99645-6488
Phone (907) 861-8442

Matanuska-Susitna Borough
RECEIVED
JAN 4 2016
By

BUSINESS LICENSE APPLICATION

LICENSE FEE: $100.00

Business Name: MOOSE PIT

Owner's Name: GARY A ROBLES

Mailing Address: PO BOX 2652

PALMER	AK	99645-2652
City	State	Zip Code

(The physical address/location is required for license to be issued)

Business Telephone: 907-360-6781

Location of Business: 8870 N BUFFALO MINE MOOSE CREEK ROAD

Additional Locations:

Contact Person: GARY A ROBLES

Telephone: 907-360-6781 Fax: 907-360-9525

E-Mail Address: kass2561@hotmail.com

Description of Business: GRAVEL PIT

State of Alaska Business License #

Ownership is:
- Sole Proprietorship ☑
- Partnership ☐
- Corporation ☐
- Non-Profit ☐
- Other ☐

Business Location:
- City of Palmer ☑
- City of Wasilla ☐
- City of Houston ☐
- Outside City Limits ☐

Application is:
- Renewal ☐
- New ☑

NAICS Code #: 212321

Secondary Code #: 212321

Business licenses are issued **biennially** for a **two year** period or for any part thereof. The biennial period will begin with January 1 of the year the license is being applied for and end December 31 of the following year. The license expires on the last day of the **biennial** period. The borough business license must be prominently displayed at the place of business of every seller; any seller who has no regular place of business shall display the license upon request. When a business has more than one location, each location shall be listed on the license. The original license shall be displayed at the main location and a copy of the license displayed in 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. The successor seller shall file a new application for a borough business license, and upon receipt of a proper application properly executed, a new borough business license will be issued to the successor seller. When there is a change of location for the seller's place of business, a new business license is required showing the new address. Failure to comply in obtaining a borough business license is subject to the borough's penalty code. Make checks in the amount of **$100.00** payable to the Matanuska-Susitna Borough.

Other Borough Permits may also be required. Contact the Borough Code Compliance Division to determine applicable rules or permits (907)861-7853.

****

I do hereby make application for a Matanuska-Susitna Borough Business License for the biennial period 2016-2017

Signed G A Robles Date 01/04/2016

Printed GARY A ROBLES

Alaska Business License # **1030026**

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

MOOSE PIT

PO BOX 2652 PALMER AK 99645

owned by

GARY A ROBLES

is licensed by the department to conduct business for the period

December 31, 2015 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 Hladick

INTRODUCTION FOR PUBLIC HEARING

LEGISLATIVE

Resolution No. 16-14

MSB 15.24.030
Metropolitan Planning Organization (MPO)
Self-Assessment Study

(Page 65 - 128)

INTRODUCTION FOR PUBLIC HEARING

OR 16-022
IM 16-034

DOCUMENT TRACKING REPORT

DOCUMENT: An Ordinance Amending MSB 15.24.030, Adopting The Matanuska-Susitna Borough Metropolitan Planning Organization Self-Assessment.

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

MATANUSKA-SUSITNA BOROUGH INFORMATION MEMORANDUM IM No. 16-034

SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030 ADOPTING THE MATANUSKA-SUSISTNA BOROUGH METROPOLITAN PLANNING ORGANIZATION (MPO) SELF ASSESSMENT.

AGENDA OF: February 16, 2016

ASSEMBLY ACTION:

MANAGER RECOMMENDATION: Refer to Transportation Advisory Board & Planning Commission for review and support.

APPROVED BY JOHN MOOSEY, BOROUGH MANAGER: _____

Route To:	Department/Individual	Initials	Remarks
X	Originator		
X	Capital Projects Director		
	Public Works Director		
X	Planning and Land Use Director		acting for Eileen -Lauren Driscoll
	Community Development Director		
	Emergency Services Director		
	Finance Director		
X	Borough Attorney		
X	Borough Clerk		2/8/16

ATTACHMENT(S): Fiscal Note: YES ____ NO X
MSB MPO Self-Assessment (53 pp)
Ordinance Serial No. 16-022 (2 pp)

This Page Intentionally Left Blank

SUMMARY STATEMENT:

In the 2011 Federal Register, the US Department of Commerce Census Bureau published the Urban Area Criteria. This publication noted the Urban Cluster (UC) of Lakes-Knik-Fairview-Wasilla, Alaska at a population of 44,236 based on the 2010 decennial census data (Vol. 76 No. 164). This Urban Cluster area covers much of what is referred to as the "core area" of the Matanuska Susitna Borough, roughly reaching from the City of Palmer, through the greater Wasilla area and encompassing much of the Gateway and Knik-Fairview Community Council areas (area map found on Page 3 of attached Self Assessment.

The US Census Bureau designates a new list of Urbanized Areas (UZAs) every 10 years, following the conclusion of each decennial census. As Alaska's fastest growing Borough and an average annual growth rate of 4% from 2000 - 2010, the current designated Lakes-Knik-Fairview-Wasilla Urban Cluster is likely to be designated as an Urbanized Area (UZA) following the 2020 Decennial Census.

The designation of UZAs by the U.S. Census Bureau has significant implications for transportation planning and funding in the Borough. More specifically, federal transportation legislation requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area with a population of more than 50,000 people in order to carry out the metropolitan transportation planning process, as a condition of Federal aid (Title 49 USC 5303). An MPO is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities within the boundaries of the defined and 20-year projected Urbanized Area. For the Borough, this is likely to include the quickly developing Knik-Goose Bay Road corridor and surrounding areas, as well as the greater Palmer and Wasilla areas, both inside the Cities and the Borough areas in between.

To proactively prepare for this federal mandate, the Borough has actively engaged in research of MPO policy and interviews with regional transportation stakeholders. The MSB MPO Self Assessment is a brief, action-oriented document tailored specifically for the anticipated MSB Urbanized Area's transportation system and its stakeholders.

The Self Assessment provides clear, yet flexible guidance for short-range (5 - 6 year) pre-MPO transportation planning activities. By adopting this study, the Borough can move forward with implementation of the recommendations, and follow a timeline that will ensure preparedness for the anticipated 2020

MPO designation.

RECOMMENDATION OF ADMINISTRATION: Refer an ordinance to the Planning Commission and Transportation Advisory Board for 60 days, AMENDING MSB 15.24.030 ADOPTING THE MATANUSKA-SUSISTNA BOROUGH METROPOLITAN PLANNING ORGANIZATION (MPO) SELF ASSESSMENT.

Matanuska-Susitna Borough MPO Self Assessment

A Blueprint Preparing the Borough for a Metropolitan Planning Organization

January 2016

IM16-034
OR16-022

Table of Contents

Page

1. Introduction 1
2. Transportation Framework 8
3. MPOs: A Peer Review 12
4. Mat-Su MPO: What would it look like? 17
5. What's next? 20

Appendix 26

Project Consultant

Kostelec PLANNING

Don Kostelec, AICP
Kostelec Planning, LLC
20 Battery Park Ave, Suite 515B
Asheville, NC 28801
828-989-5811; don@kostelecplanning.com

Chapter 1: Purpose & Executive Summary

This Metropolitan Planning Organization Self-Assessment is an effort to explore the potential of core area of the Matanuska-Susitna Borough of Alaska reaching federal status that requires establishment of a Metropolitan Planning Organization (or MPO) after the 2020 Census.

Growth in the MSB has continued since the 2010 Census. According to estimates, the population of the Borough has grown from 88,995 to 97,882 in 2014 estimates. This is a growth rate of 10% while, by comparison, the state of Alaska's population has grown by 3% during that same time period. The Mat-Su Borough's growth in these four years comprises 33% of the state's overall growth. These estimates indicate the City of Wasilla has grown 13.0% since 2010 and Palmer has grown 9.7% (see Exhibit 1-1). Estimates for growth in the Knik-Fairview and Lakes Census Designated Places (CDP) are not available for 2014.

In the 2010 Census, the core area of the Matanuska-Susitna Borough (MSB or Borough) was defined as an "urban cluster" with a population of more than 44,000 people. This urban cluster comprised the cities of Wasilla and Palmer as well as the Lakes area and Knik-Fairview (Exhibit 1-2, next page).

Federal legislation passed in the early 1970s requires that any Urbanized Area (UZA) with a population greater than 50,000 have a Metropolitan Planning Organization. The definition of "urban" is defined by development density within or outside of municipal limits, meaning that unincorporated areas surrounding municipalities are also defined as part of an urbanized area, just as areas outside the cities of Wasilla and Palmer as shown in Exhibit 1-2 are part of the urban cluster. Anchorage and Fairbanks each have MPOs because they meet the 50,000 population threshold.

Urban Clusters, like the one designated in the MSB are defined as Urbanized Areas once this population threshold of 50,000 is met. Given the growth since 2010 and continued prospects for growth in the core area of the MSB, it is highly likely that the 2020 Census will result in the existing urban cluster becoming an urbanized area, thus requiring an MPO.

The Borough's interest in conducting this self-assessment is to help identify the context in which an MPO would operate, the requirements of an MPO if one is established, the financial ramifications on existing staff and project resources, and the pros/cons of having an MPO.

What is an MPO?

A Metropolitan Planning Organization is a transportation decision-making and planning body with representatives of local, state & federal government and transportation authorities. It is mandated by the federal government for urban areas with a population greater than 50,000.

Finding:

⇒ The Mat-Su Borough Urban Cluster is likely to exceed 50,000 in population following the 2020 Census, requiring formation of an MPO.

Exhibit 1-1: Population Growth—2010 Census vs. 2014 Estimates

Area	2010 Census	2014 Estimate	Increase	% Increase
State of Alaska	710,249	736,732	26,483	3.7%
Mat-Su Borough	88,995	97,882	8,887	10.0%
MSB Urban Cluster	44,236	n/a		
Palmer	5,937	6,515	578	9.7%
Wasilla	7,831	8,849	1,018	13.0%
Knik-Fairview CDP	14,923	N/A		
Lakes CDP	8,364	N/A		

IM16-034
OR16-022

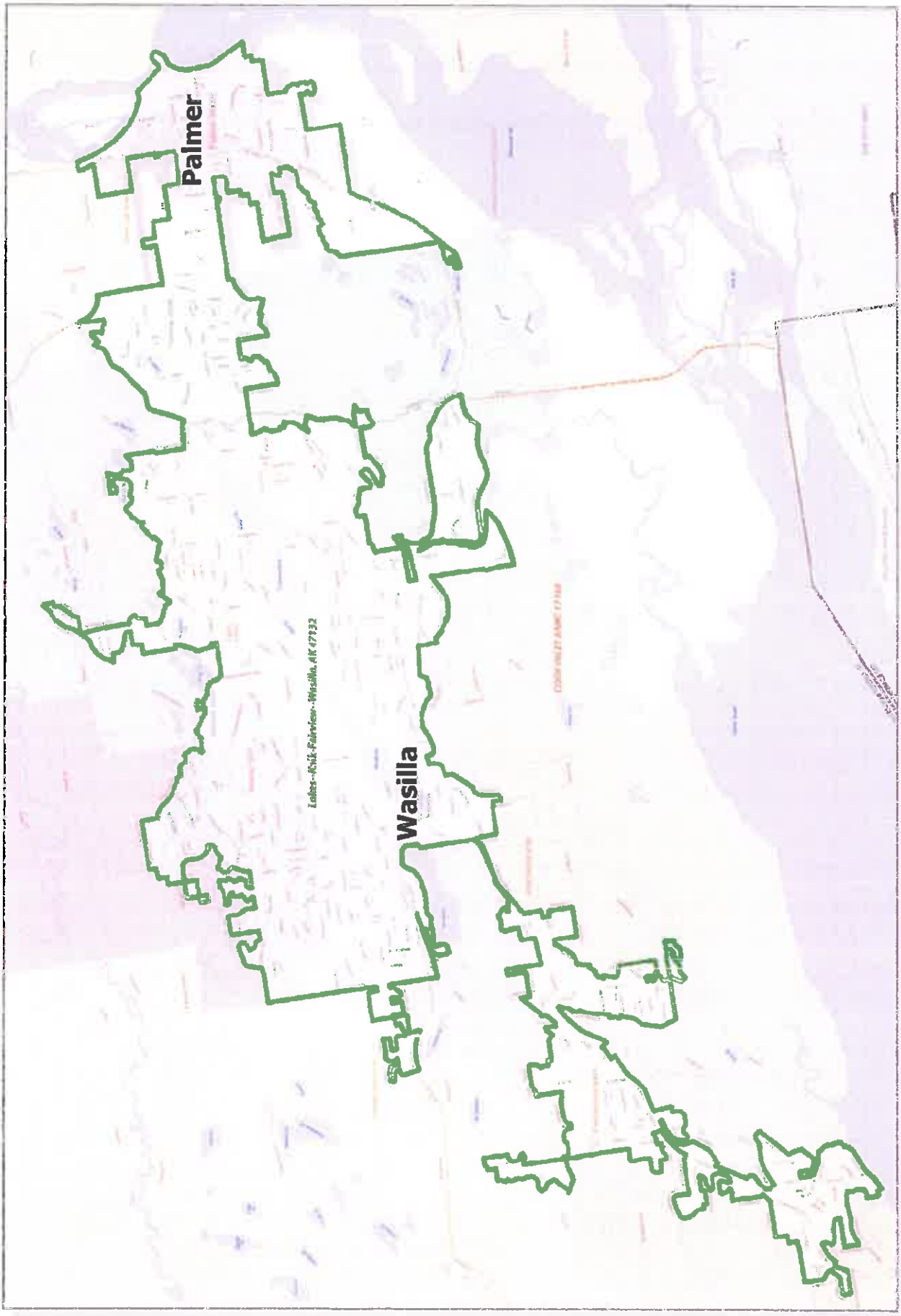


Exhibit 1-2: Matanuska-Susitna Borough Urban Cluster, 2010 Census

http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/uc/uc47132_lakes--knik-fairview--wasilla_ak/DC10UC47132.pdf

IM16-034
OR16-022

Discussions have occurred between Borough staff and Alaska Department of Transportation and Public Facilities (ADOT&PF, or DOT) on how an MPO would be established. In January 2015 the Borough's Transportation Advisory Board (TAB) passed a resolution advising the Borough to fund and form a Regional Transportation Planning Organization (RTPO).

Based on the results of this self-assessment, it is not advisable to proceed with forming an RTPO within the Borough as many of the duties carried out by an RTPO are already in place or in progress. There are no existing RTPOs or law related to forming an RTPO in the State of Alaska. DOT could still designate an RTPO without legislation. Without this, it appears that an RTPO would add more complexity and cost than currently necessary to continue with existing best practices employed by the Borough. Given there is no formal structure for an RTPO within state law or DOT policies, nothing ensures that an RTPO's status as a regional planning entity is on par with other MPOs or would have a greater positive impact on planning at this time.

It is advised that the Borough continue current planning practices and methodically prepare for MPO status. Several recommendations contained in the TAB's resolution are good starting points to begin thinking about how an MPO would operate and who would be involved. The TAB is serving in a role similar for Borough-wide interests to what a Citizens Advisory Committee would serve within an MPO or RTPO. Therefore, the TAB would not be dissolved or re-purposed under an MPO since MPO committees focus on initiatives within the MPO boundary, and the TAB would maintain a Borough-wide focus.

Method

The consultant retained by the Borough for this self-assessment organized the following efforts to help the MSB address these interests. This report is a compilation of the results of that effort, which included:

- **Defining the MPO framework,** via research and documentation of existing laws and MPO practices in the United States;
- **Assessing current MSB practices related to transportation services, projects and planning,** including review of existing plans, programs and

This assessment includes

- **Defining the MPO framework in the US,**
- **Assessing current MSB practices and plans,**
- **Peer review of 7 MPOs in Western US,**
- **Discussions with Anchorage & Fairbanks MPOs,**
- **Suggestions for preparing for MPO status,**
- **Defining roles and responsibilities, and**
- **Identifying next steps.**

IM16-034
OR16-022

committees, as well as interviews with MSB staff, elected officials, committee members and local transit services.

- **Conducting a peer region review of 7 MPOs in the western United States,** based on population and governance models as similar to the MSB as possible;
- **Summarizing MPOs in the Alaska context,** via interviews with the Anchorage (AMATS) and Fairbanks (FMATS) MPOs as well as discussion with Alaska DOT representatives;
- **Preparing for MPO status,** with recommended steps MSB can take between now and the 2020 Census to continue best practices in transportation planning that align with MPO duties;
- **Defining roles and responsibilities,** including hypothetical committee structures and who major partners and committee members might be; and
- **Recommending next steps,** which allow the MSB continue on a pathway that continues positioning the agency for likely MPO status and integrating best practices into existing and planned efforts, such corridor plans, long-range transportation plans and capital improvement plans.

The effort included two visits to the MSB to meet with key stakeholders and present preliminary report findings. It also included phone interviews with seven different MPO officials in Idaho, Montana, Washington, Wyoming, Utah and Arizona in addition to in-person meetings with the Alaska DOT staff, Anchorage MPO (AMATS), and the Fairbanks MPO (FMATS).

The project consultant was Kostelec Planning, based in North Carolina, which has worked with more than a dozen MPOs across the United States on a variety of plans and projects.

Current Transportation Framework in the MSB

The growing pains being experienced by the Mat-Su Borough, its officials, staff and citizens, are not uncommon to many growing areas of the United States. Formerly rural areas that are rapidly transitioning to urban or suburban development patterns are stressed in terms of providing adequate transportation facilities and other public facilities. There is always a constant tension between how to address capacity needs, manage existing system needs and address growing maintenance backlogs.

The self-assessment process revealed the Borough is undertaking a lot of best practices to better manage expectations that come with rapid growth. Growth is never without some level of controversy and need for regional discussion to attempt to best distribute resources and not alienate rural populations in favor of urban population needs.

The Capital Improvement Program for the Borough as well as the effort to update the Long Range Transportation Plan are impressive for an agency of its size. The vision to organize a Corridor Planning Partnership in the wake of lessons learned on the Knik-Goose Bay Road project is admirable to help stakeholders better convene in a regional forum to turn these lessons learned into constructive actions on future projects. The recent hiring of a trans-

MPO Terminology

Metropolitan Transportation Plan (MTP): A Long-Range Transportation Plan for within the MPO boundary.
⇒20 to 25 years horizon, updated at least once every 4 years.

Transportation Improvement Program (TIP): A Capital Improvement Plan and Transit funding program for transportation investments within the MPO boundary.
⇒4 to 5 years time horizon, typically updated every 2 years with amendments as needed.

Unified Planning Work Program (UPWP): An task-based budget for the MPO, which serves as a management tool that identifies the nature, timeline, staffing needs, cost, and funding sources of all planning and programming activities.
⇒Typically updated every 1—2 years.

Public Participation Plan (PPP): A plan for robust public participation and education on how the MPO will engage citizens and stakeholders to develop the MTP, TIP, UPWP and other tasks.
⇒Updated as necessary.

Policy Committee (the MPO Board): A group of elected officials or their designee from the Borough and municipalities from within the MPO boundary. May include other state agencies. Responsible for approving MTP, TIP, UPWP and other MPO actions.
⇒Membership defined by MPO bylaws.

Technical Committee: Advisory to the Policy Committee; comprised of staff of the Borough and municipalities from within the MPO boundary, as well as state agencies, transit services, and others as selected by the MPO.
⇒ Membership defined by MPO bylaws

IM16-034
OR16-022

Exhibit 1-3: Current Mat-Su Borough Transportation Planning vs. Common MPO Practice

Role/Duty	Current Practice	MPO Practice
Long-Range Transportation Plan (Update)	Long Range Transportation Plan Update is under development, to be completed in early 2016. The Plan will have similar characteristics to an MPO's long-range transportation plan (i.e., Metropolitan Transportation Plan).	The federally-mandated Metropolitan Transportation Plan (MTP) would focus on the geographic area designated as the MPO. Projects, policies and fiscal constraints are based on what is planned to occur within those boundaries over a 20-year period of time. Non-MPO areas of the MSB would still need a separate long-range plan to continue the MSB's existing practice, but the two efforts can (and should) be coordinated.
Capital Improvement Program	MSB Capital Improvement Program (2017-2022) includes projects related to transportation, emergency services, public facilities, parks and recreation, the port, water resources and school district. Includes some projects planned by Alaska DOT.	The federally-mandated Transportation Improvement Program will include all transportation projects (e.g. highways, bridges, ports, railroads, sidewalks) funded through federal sources, including any Alaska DOT projects within the MPO boundary. Other projects defined as "regionally significant" will also be included.
Transportation Advisory Board	The appointed Advisory Board serves as a sounding board for a variety of Borough-wide transportation policies. It reports to the Planning Commission and makes recommendations on the annual transportation program, methods of funding transportation, the location and development of transportation systems and other policy issues.	Many MPOs have Citizens Advisory Committees (CAC) to provide an advisory role to the Technical Committee or MPO Board. The existing TAB would represent Borough-wide interests and areas outside the MPO while a CAC would represent interests inside the MPO boundaries.
Transportation Planner	The Borough is funding a new transportation planner to better coordinate transportation interests and guide future plans and projects.	An MPO Director, and at least one staff person, would comprise the future MPO staff with funding distributed to the MPO via the federal government/DOT to manage the MPO. It is possible that duties for transportation planning outside the MPO boundaries can be combined with the MPO duties since the outreach and planning efforts are similar. However, MPO funds may not be used for non-MPO functions, meaning funding would have to come from local sources.
Corridor Planning Framework	The Borough is developing a corridor planning framework to better define roles, responsibilities and expectations for a specific corridor plan in concert with DOT.	The framework could serve as a model for how the Borough and DOT will align interests and coordinate long-range planning if an MPO is formed. Other stakeholders such as Tribal Corporations, the Alaska Railroad and Road Service Areas within the MPO boundaries.
Public Transit	Existing public transit services are self-managed and provide for different geographic or trip functions.	Under an MPO, some additional transit funding for urbanized areas will be made available and must be reflected on the TIP and planned for, in a general sense, in the MTP.
Regional Coordination	Discussions with the Anchorage MPO (AMATS) and other Anchorage areas interests includes informal coordination meetings focused on specific projects or initiatives. Limited coordination occurs on long-range planning and project coordination.	It is advisable that a future MPO for the Borough would conduct more focused regional planning discussions with AMATS on corridor planning and other regional planning needs, perhaps through a subcommittee or other formalized process.

IM16-034
OR16-022

portation planner only strengthens these practices and creates a foundation for continued advancement in this realm.

Exhibit 1-3 is a summary of existing practices undertaken by the Borough as they relate to required duties or common practices of MPOs across the United States. Some are very similar and will change little if an MPO is designated for the Borough; others will require more thought to determine how to best balance input and interests of areas within the MPO boundary and areas outside that boundary.

Key Assessment Findings

Below is a summary of key findings from this self-assessment. They reflect the big picture practices and possible strategies to better prepare the MSB for MPO designation following the 2020 Census. They are intended to help MSB align existing transportation efforts with future MPO duties while being mindful of available resources of both staff and financing. They will also help reduce the long-range burden place on the MSB by the MPO and make it run more smoothly. More details on these findings are contained in Chapter 5.

- **Continue Existing Practices:** The Long-Range Transportation Plan slated to be complete in 2016 will resemble a Metropolitan Transportation Plan (MTP) like those developed by established MPOs. The 2020 update should be conducted under the established rules for developing a long range transportation plan for an MPO. While not as well-aligned with Transportation Improvement Programs (TIP) required of MPOs, the Borough's Capital Improvement Plan establishes a foundation for development of a TIP within the MSB.
- **RTPO designation is duplicative:** Currently, there is no evident benefit to the Borough pursuing RTPO status since the Borough is already invested in its planning staff, a transportation planner, long- and mid-range transportation planning efforts and a Transportation Advisory Board. The TAB is already acting as a regional advisory board on transportation issues. As noted above, the Transportation Advisory Board (TAB) functions very much like a Citizens Advisory Committee of an MPO.

MPOs address transportation planning beyond roadways, including...

⇒ **Public transit, aviation, bicycling, walking, freight and ports, and coordination with other regions and transportation agencies.**

IM16-034
OR16-022

- **Evaluate MPO Committee Structures:** MPOs have a Board or Policy Committee comprised of elected officials or their designees, and a Technical Committee comprised of staff from member agencies and other related agencies, such as tribal corporations, who have an interest in MPO duties. MSB can use its Corridor Planning Partnership as an early test of likely committee structure. This report recommends that partnership include a committee consisting of elected officials that provide big picture direction along with a technical committee of Borough, municipal and agency staff to provide more detailed direction.
- **Establish priorities and parameters with Alaska DOT&PF pre-MPO:** A key finding from the peer MPO outreach component of this self-assessment is a recommendation that the MSB establish a set of priorities and MPO set-up parameters with Alaska DOT prior to official formation of the MPO. If the recommendations listed above are successful, MSB and Alaska DOT will both be in a good position to formalize these arrangements.
- **Track reauthorization status:** The Borough staff should continue to track what is occurring at the federal level regarding transportation policies as they relate to both funding and rules regarding MPOs. Under normal circumstances there would be two more major federal reauthorization bills passed before 2022.
- **What else?** Change is occurring rapidly in the Mat-Su Borough. That was clearly evident during development of this self-assessment. These steps will help the Borough continue to grow its capacity for transportation planning.
    - ◊ Participate in the Association of MPOs Annual Conference, webinars and other information exchange efforts.
    - ◊ Develop an "MPO 101" presentation stemming from this report. There are several available online to use as examples in addition to presentations generated for this Self Assessment.
    - ◊ Organize a Travel Demand Management Coordinating Committee. Currently, 4 transit services operated in the MSB with varying missions and they are in need of a coordinating effort to assist in communication and funding pursuits. This committee could help with establishing appropriate planning tools for Coordinated Transit and Transit Development Planning that help the area access state and federal transit funds.
    - ◊ Work with Alaska DOT to identify pre-MPO study needs as DOTs have access to funding to help with MPO establishment efforts. MSB can begin working with Alaska DOT to determine how and when to make this request.
    - ◊ Continue to improve transportation planning and decision-making. Efforts related to land use planning, freight, tourism development, community or small area planning, food systems planning and disaster preparedness should have an integrated transportation component.

MPO Prep: Helpful Hints

- **Start small and get it right from the start:** Focus first on the basic MPO requirements—MTP, TIP, UPWP and PPP—before branching out or leading complex studies.
- **Be specific in the formation of bylaw and committees:** This helps establish a proper role for all those involved and makes the MPO more efficient.
- **Use the MPO as a forum for regional projects & coordination:** Cities and the Borough have a formal seat at the table with DOT on project selection once an MPO is established. Use this opportunity to optimize coordination roles and define common expectations.
- **Be a sounding board for DOT:** DOTs can help promote better public and stakeholder involvement, thus reducing project delays and controversy, when engaging the MPO and its member agencies.

Im16-034
OR16-022

Chapter 2: Transportation Framework

The existing transportation framework in the Borough is comprised of projects led by the Borough's Capital Projects division and planning directed by the agency's Planning Department. This is pretty typical for such agencies. The Borough's second class borough status complicates efforts given the Borough does not have road powers. The existing road service areas provide a source of revenue for transportation facility expansion and maintenance. The Mat-Su Borough remains a strategically critical area for Alaska DOT&PF as two of the state's major highways—the Glenn Highway and Parks Highway—bisect the Borough. The Glenn Highway provides the only linkage to the interior of Alaska from Anchorage and the Borough is one of the only areas of the state that is growing at a rapid pace.

Emerging Themes in the Mat-Su Borough

As noted previously, the Borough is already undertaking a series of steps to better organize transportation planning and coordinate project development in a more collaborative way among diverse stakeholders. Growth pressures combined with sound planning and financial practices have led to a great degree of worthwhile planning for the area. The Borough is in the process of updating its long-range transportation plan, which is very similar in context and content to what is required of an MPO.

The 2017-2022 Capital Improvement Program stems from Borough code and provides a list of projects for transportation, schools, the port, trails, parks and recreation and others. A variety of funding mechanisms are utilized to fund projects within the program. These include federal funds, state grants, general obligation bonds, and local funds. There are 10 priority projects identified along roadways on the National Highway System. Transit, community transportation and other maintenance projects are identified in the CIP. Not all projects are fully-funded and others are listed in anticipation of future funding pursuits.

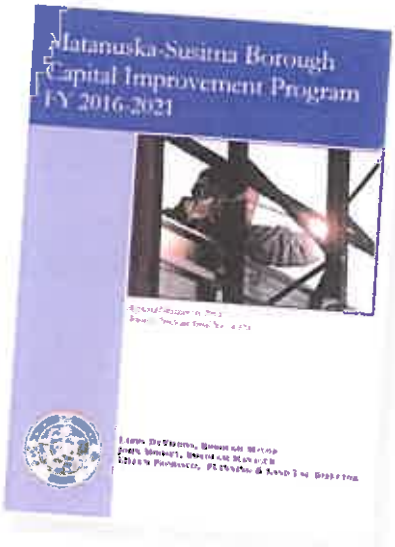
Beyond the universal issues of funding shortfalls for infrastructure, a major emerging issue for transportation in the Borough is in the realm of public transit, particularly for Valley Mover and MASCOT. The financial challenges of operating these services combined with the complexity in accessing federal transit funds, has stressed these systems and third party discussions are underway on how to potentially merge those service agencies.

All of these emerging topics necessitating the hiring of a transportation planner to help coordinate these and other efforts and serve as a technical resource for the Borough Assembly, Planning Board and Transportation Advisory Board.

MPO 101

An MPO has authority and responsibility for transportation policy-making in metropolitan planning areas. MPO boundaries are defined by the urbanized area determined by the Census plus any area that is expected to become urbanized over the next 20 years. MPOs ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive planning process. This is known as the 3-C process. MPOs also cooperate with State and public transportation operators to set spending levels for Federal funds that are meant for transportation projects.

Note that some MPOs are found within agencies such as Regional Planning



The Capital Improvement Program is one of many ways the Borough is addressing transportation needs. The CIP has many similarities to the Transportation Improvement Program the MPO would develop.

This chapter contains excerpts from the Federal Highway Administration's *The Transportation Planning Process Briefing Book (2015 update).* http://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm

JM16-034
OR16-022

Organizations (RPOs), Councils of Governments (COGs), and others. The Anchorage MPO, AMATS, is housed within the Municipality while the Fairbanks MPO, FMATS, is housed within the City of Fairbanks and includes geographic areas of the Cities of North Pole, Fairbanks, and urbanized portions of the Fairbanks North Star Borough.

MPOs serve an overall coordination and consensus-building role in planning and programming funds for projects and operations. Because MPOs typically neither own nor operate the transportation systems they serve, most MPOs will not be involved in implementing the transportation project priorities they establish. That role remains with the state DOT or other implementing agencies, such as a county or city road/streets department. The MPO must involve local transportation providers in the planning process by including transit agencies, State and local highway departments, airport authorities, maritime operators, rail-freight operators, port operators, private providers of public transportation, tribes, and others within the MPO region.

MPOs have to...

By law (23 CFR 450), an MPO is defined as a policy board comprised of local elected officials. Representatives from local governments and transportation agencies serve on MPOs and perform the six core functions that follow:

1. **Establish a setting for effective decision making:** Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area.
2. **Identify and evaluate transportation improvement options:** Develop transportation improvement options and use data and planning methods to evaluate whether those options support criteria and system performance targets. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).
3. **Prepare and maintain a Metropolitan Transportation Plan (MTP):** Develop and update an MTP for the metropolitan area covering a planning horizon of at least 20 years. MPOs prepare MTPs using performance measures and targets. These are the planning factors that MPOs and departments of transportation consider to guide their planning processes:
   - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
   - Increase the safety of the transportation system for motorized and non-motorized users.
   - Increase the security of the transportation system for motorized and non-motorized users.
   - Increase accessibility and mobility for people and freight.
   - Protect and enhance the environment.
   - Promote energy conservation.
   - Improve quality of life for the community.
   - Promote consistency between transportation improvements and planned State and local growth and economic development patterns.
   - Enhance the integration and connectivity of the transportation system

MPO 101

A Metropolitan Planning Organization is a transportation decision-making and planning body[1] with representatives of local, state & federal government and transportation authorities. It is mandated by the federal government for urban areas with a population greater than 50,000.

- Federal law requires MPOs in Census -designated **Urbanized Areas**[2] **of 50,000+ population.** Mat-Su Core Area was 44,236 in 2010.
- Ensures federal spending on transportation occurs through a **comprehensive, cooperative, and continuing process** through requirements for a Metropolitan Transportation Plan & Transportation Improvement Program.
- MPO functions within its defined boundaries & **actions of the MPO are governed by a decision-making body different from the Borough Assembly.**
- There is a guaranteed allocation of federal planning funds for MPO-related duties.

(1) Association of Metropolitan Planning Organizations (ampo.org)

(2) U.S. Census Definition of Urbanized Areas = Population of 50,000 + Population Density of 500 persons per square mile.

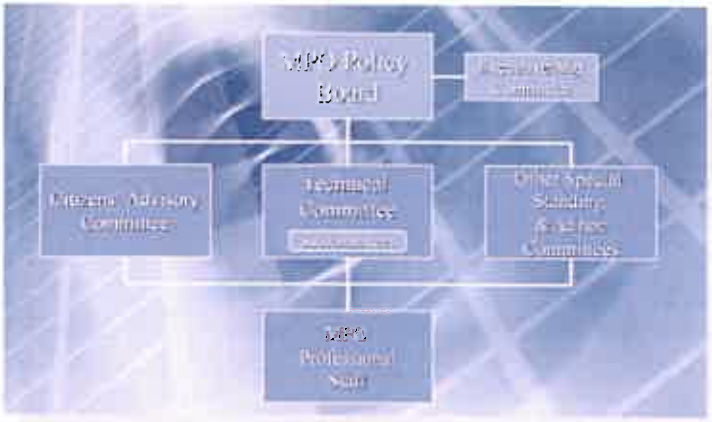
IM16-034
OR16-022

for all modes.

- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

4. **Develop a Transportation Improvement Program (TIP):** Develop a short-range, four-year program of priority transportation improvements drawn from the long-range transportation plan. The MPO creates the TIP with spending, regulating, operating, management, and financial tools. The TIP represents immediate priority actions to achieve the area's goals and associated system performance targets.

Typical MPO Structure



http://www.flagstaff.az.gov/DocumentCenter/Home/View/6470

5. **Identify performance measure targets and monitor whether implemented projects are achieving targets:** MPOs coordinate with State and public transportation operators to establish performance targets that address performance measures, as set forth in Federal law, related to surface transportation and public transportation. MPOs prepare plans that include performance targets addressing performance measures and standards. When updating the plan, MPOs also prepare a System Performance Report that tracks progress in meeting performance targets. In addition to federally required performance measures, MPOs may identify additional, locally significant performance indicators that support decision making.

6. **Involve the public:** Involve the general public and other affected constituencies related to the essential decision making elements listed above.

In accordance with Federal requirements, MPOs must cooperate with the State and providers of public transportation to create metropolitan transportation plans. The MPO approves the Metropolitan Transportation Plan (MTP), while the governor and the MPO approve the TIP.

Committees

Every MPO has a Policy Committee (or Board) comprised largely of elected officials or appointees of elected officials in the case of agencies such as DOT. The Policy Committee is tasked with the authority to approve the Metropolitan Transportation, Transportation Improvement Program, Unified Planning Work Program (budget) and other required MPO duties. They are, by law, an independent decision-making body that is not subject to oversight by other elected bodies or boards. This does not mean they are a threat to elected bodies such as a city council or Borough assembly. They are simply tasked with the authority to manage the MPO's interests. It is common for an MPO to have a Technical Advisory Committee and Citizens Advisory Committee, and to have subcommittees on specific issues such as system performance, environmental justice, bicycle issues, and travel demand modeling.

There is no required structure for the advisory bodies and staff that provide planning and analysis to MPOs. Technical and Citizens Advisory Committees and a staff of planners led by a director also support the metropolitan transportation planning process. The MPO's Technical Committee is typically comprised of local agency planning and transportation staff as well as representatives of ports, railroads, DOT, tribes, and others.

Im16-034
UR16-032

The metropolitan transportation planning process must engage the public and stakeholders on an ongoing basis in all facets of planning, to spur dialogue on critical issues facing regions and provide opportunities for the public to contribute ideas. This is especially important in the early and middle stages of the process, when the plan and the TIP are developed. Special attention should be paid to groups that are underrepresented in the transportation planning decision making process or have been underserved in terms of the expenditure of transportation dollars. A Citizens Advisory Committee may be appointed to serve the Policy Committee and Technical Committees and provide strategic direction on how to involve the public in MPO efforts.

A technical advisory committee may then recommend specific strategies or projects to the MPO policy board. An advisory committee may also provide technical analysis, specialized knowledge, and citizen input on specific issues.

MPO staff assists the Policy Committee and other committees by preparing documents, fostering interagency coordination, facilitating public input and feedback, and managing the planning process. MPO staff may also provide committees with technical assessments and evaluations of proposed transportation initiatives, and the MPO staff may engage consultants to produce data.

MPO & RTPO: What's the Difference?

An MPO is a federally-designated entity tasked with carrying out specific duties for transportation planning in urbanized areas (population greater than 50,000). They have federally-stipulated duties and their decisions are enforceable as it relates to transportation project identification and funding. Since MPO duties are granted by the federal government, they have special authority over transportation project identification and funding.

A Regional Transportation Planning Organization (RTPO) is a voluntary group of non-

Exhibit 2-1: Comparing Duties and Authorities of RTPOs and MPOs

Topic	RTPO	MPO
Statutory Authority	• No official federal government authority, but referenced in MAP-21 and FAST Act. • Voluntary, as designated or assigned by a state.	• Mandated by federal government once urbanized area population is 50,000 • Specific planning and program duties assigned by federal government • Other authorities as designated or requested by a state
Geographic Coverage	• Non-urbanized areas • May exist in same county/jurisdiction as MPO to serve areas outside the MPO	• Urbanized areas with population greater than 50,000, as defined by federal government, plus a self-determined 20-year planning area
Required Planning	• Only as defined by a state • Generally similar to LRTP and TIP in states with RTPOs, but plans have no recognized authority in federal law	• Metropolitan Transportation Plan (or MTP; fiscally-constrained) • Transportation Improvement program (TIP) • Unified Planning Work Program (task-based budget) • Public Participation Plan (PPP) • Others, as determined by state or member agencies

IM16-034
OR16-022

Chapter 3: MPOs: A Peer Review

A key element of this self-assessment is a review of similar MPOs in the western United States that have population, geographic and political frameworks that represent commons themes in the Mat-Su Borough. The purpose of this outreach to similar MPOs was to define common themes, interests and concerns for establishing an MPO in the Mat-Su Borough.

Small MPOs do not receive much attention or study across the country as the research emphasis tends to be focused on major metropolitan areas. Therefore, there is no definitive guidebook on small or new MPOs.

Through work with Borough staff, the consultant identified characteristics for outreach to MPOs. These general characteristics were:

- Urbanized area population between 50,000 and 100,000;
- Western United States context, primarily the area known as the Intermountain West consisting of Montana, Wyoming, Idaho and Utah;
- MPOs that formed within these areas in the past decade; and
- Diverse organizational frameworks (e.g. county-led vs. central city-led MPOs).

The goal of this study was to reach out to eight such MPOs with hopes of interviewing at least five of them. The MPOs were very responsive which resulted in

Exhibit 3-1: Peer MPOs Interviewed for the Self Assessment

Jm16-034
OR16-022

interviews with seven MPOs. They are shown in Exhibit 3-1 below.

They are:

- **Bannock Transportation Planning Organization** – Pocatello, Idaho (pop. 73,000)
- **Casper Area MPO** – Casper, Wyoming (pop. 71,000)
- **Cheyenne MPO** – Cheyenne, Wyoming (pop. 81,000)
- **Dixie MPO** – St. George, Utah (pop. 105,000)
- **Great Falls MPO** – Great Falls, Montana (pop. 69,000)
- **Skagit MPO** – Skagit County, Washington (pop. 117,000)
- **Sun Corridor MPO** – Casa Grande, Arizona (pop. 108,000)

Additionally, the Anchorage and Fairbanks MPO were interviewed or researched as part of this effort to gain a better understanding of how MPOs function in the Alaska context and how they are similar and different from other MPOs interviewed for this study.

MPOs in the Western United States

The unique part of the outreach to other MPOs is that it allowed the directors of those MPOs to consider how they would do things if they had a chance to re-start or re-form the organization. While MPOs are a federally-designated entity, they have evolved in different ways and are subject to unique policy and agency structures within their state. The approaches employed by state DOTs to support and provide oversight, in some instances, for MPOs also varies greatly. This section contains a summary of key issues identified through this outreach. Detailed reports for each MPO interviewed for this self-assessment are contained in the Appendix.

Some keys findings of the MPO outreach are:

- Small MPOs have a small staff and this makes it a challenge to focus on priorities beyond the MPO-required duties.
- Be very specific in MPO bylaws regarding committee structure, roles, responsibilities and processes. Establish bylaws and don't rely strictly on the operating agreement.
- Take advantage of the additional financial resources the MPO provides for planning, but don't do planning for the sake of planning. Focus on what needs to be done.
- Use the MPO as a forum for regional projects and agency coordination.
- Relationships with the state DOT should be strong. The lack of a strong relationship with the DOT can be the missing link between planning and project implementation. This requires DOTs communicating regularly with the MPO and the MPO should have an understanding of DOT project development.
- If MPO is housed within a larger agency or city, establish the MPO as its own division or department so it can focus on transportation planning work

MPO & DOT Coordination

Relationships with the state DOT should be strong. The lack of a strong relationship with the DOT can be the missing link between planning and project implementation. This requires DOTs communicating regularly with the MPO and the MPO should have an understanding of DOT project

IM16-034
OR16-022

Exhibit 3-2: Peer MPO Summary Findings

MPO	MPO Area Population	Annual Budget	Special Committees	Advice
Bannock TPO, Pocatello, ID Independent MPO	73,000	$485,000 ($90,000 local)	Signal Coordination, Inter-agency Consultation, Human Services	Don't start by doing too much. Start with a small area, work together and avoid standalone relationships.
Casper Area MPO, Casper, WY City is host agency	71,000	$830,000 ($80,000 local)	Citizens Committee with 15 from geographic areas and 5 from specialty areas (transit, freight, aviation, etc)	Be a standalone MPO as much as possible to conduct MPO business, not city or county business. Create clear separation of powers. Be extremely aggressive in creating your initial bylaws.
Cheyenne MPO, Cheyenne, WY Independent MPO	81,000	$809,000 ($77,000 local)	Safety Committee being organized, works with city's Greenway and School Traffic Safety committees	Hire staff who can talk, who can convince, and get stakeholders actively involved.
Dixie MPO, St. George, UT Association of Governments is host agency	105,000	$468,000 ($40,000 local)	Active Transportation; Transit; Air Quality; Freight.	Facilitating discussions in the best way requires state and local input and you need a planning organization structure to accomplish that.
Great Falls MPO, Great Falls, MT City is host agency	69,000	$875,000 ($315,000 local)	Evaluating Non-Motorized Transportation Committee	As MPO, establish your value to the local governments from the beginning.
Skagit MPO, Mt. Vernon, WA Council of Governments is host agency	117,000	$700,000 ($60,000 local)	Active Transportation, Citizens Advisory (have tribal representative on technical committee	Members need to see the benefit of collaborate and have workable agreement on structure of the MPO.
Sun Corridor MPO, Casa Grande, AZ Independent MPO	108,000	$250,000 ($130,000 local)	New MPO, forming Economic, Land Use and Development Committee	You have to be clear when explaining the benefits of an MPO and make politicians aware of why this is happening.

Im 16-034
OR 16-022

and build its own identity.

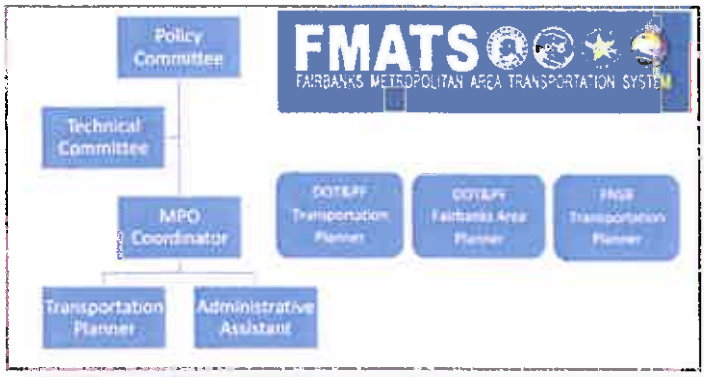
Exhibit 3-2 summarizes characteristics of these MPOs and individual advice from their directors.

MPOs in the Alaska Context

The two MPOs in Alaska are very different in terms of administrative arrangement and duties given their population and context. Both can serve as an example of best practices for a future Mat-Su Borough MPO and a peer within the state that can provide a forum for information exchange.

FMATS was established more recently than AMATS, with its designation occurring in 2003 following the 2000 Census. AMATS was established in 1968. FMATS has more recent institutional arrangements that are a model for the Borough.

FMATS Organizational Structure



Some other organizational characteristics are:

- Both AMATS and FMATS have an DOT&PF Area Planner assigned to the MPO area. Those planners are housed at Central and Northern Region, respectively. They do not work for the MPO; they work for and are funded by DOT& PF. Some MPO planning funds (called PL) are used to assist in funding a position at DOT&PF.
- FMATS employs a director, 1 planner and a 1/2 time administrative assistant. FMATS is housed at the City of Fairbanks (a local municipality within the Fairbanks North Star Borough).
- Fairbanks North Star Borough receives funding to employ a full-time transportation planner from the MPO's federal PL funds, but this staff person has duties for all Borough transportation issues. FMATS also funds a portion of a transportation planner position at the FNSB.
- AMATS has a director and 4 planners on staff and is housed at the Municipality of Anchorage (a unified Borough).

FMATS. The Fairbanks Metropolitan Area Transportation System (FMATS) is more likely than Anchorage to be a peer model for the Mat-Su Borough due to population and governance arrangement. The Fairbanks North Star Borough,

Exhibit 3-3: FMATS and AMATA Summary

MPO	MPO Area Population	Annual Budget (PL funds)	Notable Features	Special Committees
FMATS, Fairbanks, AK	67,000	$368,000	Technical committee members include 2 Cities, Borough, DOT&PF, DEC Air Quality, Fort Wainright, University, Railroad and Tanana Chiefs Conference	Seasonal Mobility Task Force; new Freight Advisory Committee (2016).
AMATS, Anchorage, AK	289,000	$1.262 million	Policy Board/Committee is comprised of only 5 voting members (Mayor, 2 Assembly Members, DOT, Air Quality)	Citizen's Advisory Committee; Air Quality; Freight; Bicycle/ Pedestrian;

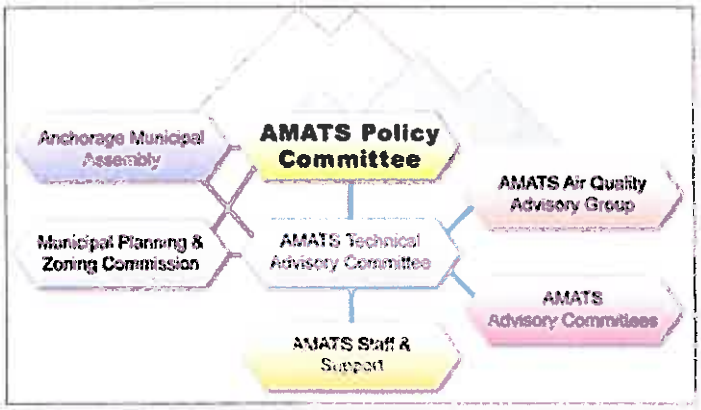
IM16-034
OR16-022

like the Mat-Su, is a second class borough (without road powers, which creates some complexities with the matching of federal funds). The cities of Fairbanks and North Pole are member agencies of the MPO. The Borough, cities, DOT and DEC are the members of the Policy Board. Other local organizations such as the airport, a tribal corporation, the trucking industry and Alaska Railroad serve on the technical committee.

In 2007 FMATS completed an Organizational Study to determine how the agency should be organized and managed. Like this self-assessment, the Organizational Study reached out to eight MPOs to get a sense of how they are staffed and how they function.

- **Public Participation.** One of the strengths of FMATS that sets it apart from other MPOs interviewed is the extensive lengths staff goes to involve the general public in the planning process. Where other MPOs have not updated their Public Participation Plans in several years, FMATS continually reviews and updates their based on feedback, technology and participation trends. Beyond getting word out and soliciting opinions, the MPO has several opportunities for the public to participate including committees and open meetings such as ongoing corridor studies and the continual Seasonal Mobility Task Force.

AMATS Organizational Structure



- **Multifaceted Efforts.** FMATS is engaged in a variety of planning efforts beyond their required duties. FMATS adopted a Complete Streets Policy in 2015 (and cities passed resolutions supporting it). They have conducted corridor plans and bicycle and pedestrian plans, funded multiuse facilities for non-motorized users, and have been a key participant in transit projects throughout the region. The MPO led a committee to determine enhancements to a downtown green space area along with a corresponding inclusion of public art and historical signage.

- **DOT Relationship.** One of the most striking issues unearthed with the interview is the sometimes fractured and contentious nature of the relationship with Alaska DOT&PF. In recent years there has been continued disagreement over process, involvement, and even oversight. The challenges seem to come down to a loss of historical knowledge in working with MPOs. The key to this for future consideration of MPO status in Alaska is to get off to a clear and agreeable foundation.

AMATS. Anchorage Metropolitan Area Transportation Solutions (AMATS) is housed within the Municipality of Anchorage. The boundaries of the MPO are wholly contained within the Municipality of Anchorage, which means there are no other cities or boroughs with elected officials operating within the MPO other than Anchorage. With a population of 289,000, AMATS has additional requirements for an MPO as a Transportation Management Area (or TMA). This also gives AMATS more access and more direct control of federal funding in order to manage transportation congestion more systematically. The population base, governance structure, applicability of Alaska laws to AMATS and status as a TMA make it very different from how a Mat-Su Borough MPO would be organized. Additionally, AMATS does not develop its own TIP; DOT&PF does it for them.

IM16-034
OR16-022

Chapter 4: Mat-Su MPO: What would it look like?

The Mat-Su Borough would be a unique MPO within the United States if designated after the 2020 Census. Most MPOs have a central city that constitutes the majority of the population base of the MPO. Fairbanks, for example, has an MPO population of 67,000 with the City of Fairbanks population at 32,000 (roughly 48% of the total MPO population). The Mat-Su MPO would likely have the majority of its population living in unincorporated areas surrounding Wasilla and Palmer, as is the case with the current Urbanized Cluster in the Core Area.

Given this likely scenario, along with the Mat-Su Borough government model being more conducive to managing the MPO's functions, it is advised that the Borough be the host agency for the MPO rather than one of the cities. Based on current Urban Cluster boundaries, the cities of Wasilla and Palmer would be member agencies with seats on the MPO Policy Committee. MPOs are asked to consider a 20-year planning horizon when defining the boundaries of the MPO, which could bring Houston into the boundaries (but this is not assured and those boundaries can be smoothed based on a variety of factors).

Given existing governance arrangements, the Borough is the logical host agency for a future MPO. The operating agreement and bylaws should be coordinated by Borough staff with coordination from DOT and cooperation from municipalities.

Operating Agreement

An operating agreement is signed at the onset of establishing an MPO. The governor of Alaska must designate the MPO and agencies such as the Mat-Su Borough, municipalities and Alaska DOT&PF are parties to the agreement. The agreement outlines the duties of the MPO pertaining to MTP, TIP and UPWP, as well as any other requirements. It also sets forth parameters for amendments to these planning efforts and reporting requirements to the state and federal government.

The operating agreement sets forth the roles and responsibilities of the MPO as they pertain to federal law. The agreement also establishes the membership of the policy committee (or Board). The membership on the technical committee is not as prescriptive as the sections of the agreement related to the policy committee, thus allowing the technical committee to evolve and add members as necessary.

The peer MPOs revealed that many MPO directors felt the bylaws stemming from the operating agreement, as well as mutually-agreed upon roles and responsibilities for DOT and the MPO, were critical to get right before the MPO is designated. As noted previously, the ongoing actions by the Borough on various transportation planning efforts sets a great example for how this may proceed if an MPO is designated.

Staffing & Organization

Based on feedback from other MPOs, it is advised that the Mat-Su Borough, at minimum, make the MPO its own department within the Borough framework and consider the prospects of making it an independent agency.

While many said an independent MPO is likely to be more successful, that does not appear to be as feasible in the short-term. Currently, there are few special purpose or independent public agencies in Alaska, which makes the prospects for a fully independent MPO more difficult to consider and hard for elected officials and the public to understand. An independent MPO should remain an option to consider as MPO designation nears and more is known about staff arrangements, committee structure and MPO funding. Based on growth pressures and emerging challenges for transit services, there appears to be the need for the Borough to evaluate a more comprehensive transportation governance structure to address a variety of transportation challenges.

Im16-034
OR16-022

An important element to consider is that the MPO Director answers to the Policy Committee of the MPO, not necessarily the Borough Assembly, which can make the arrangement as a Borough department potentially confusing to those involved. Outlining the roles and responsibilities of the MPO director early in the process can help address these likely conflicts. This is key to preventing issues with who the MPO reports to. Borough functions such as platting and local planning approval are not federal functions required by an MPO.

Based on funding formulas, the MPO should have resources available to hire at least one additional staff member to help the MPO perform its functions and serve the committees. In an organizational arrangement where the MPO is its own department, a staff person could be tasked with dual roles of serving the existing Borough-wide advisory committees, such as the TAB. This should not be construed as using MPO funds to do non-MPO planning outside the MPO boundaries; rather it's a statement of likelihood that employment duties may overlap in terms of technical expertise of MPO staff.

Committees

Based on existing arrangements with policy and technical committees in Fairbanks and Anchorage, Exhibit 4-1 outlines what a Mat-Su Borough MPO committee structure could be given the current boundaries of the Urban Cluster and existing government agencies and stakeholders.

AMATS created Exhibit 4-2 to show how the MPO committee structure fits within the Borough Assembly

Exhibit 4-1: Potential Committee Structure for a future Mat-Su Borough MPO *

Committee	FMATS	AMATS	MSB Equivalent
Policy	• Fairbanks North Star Borough Mayor • Fairbanks North Star Borough Assembly Member • City of Fairbanks Council Member • City of Fairbanks Mayor • City of North Pole Mayor • ADOT&PF Northern Region Director • DEC – Division of Air Quality	• Municipality of Anchorage Mayor • Municipal Assembly Member • Municipal Assembly Member • ADOT&PF Commissioner (or designee) • DEC Commissioner (or designee) • Non-Voting Member: Municipal Assembly Member Alternate	• Mat-Su Borough Mayor • Mat-Su Borough Assembly Member (x2) • City of Palmer Mayor • City of Wasilla Mayor • ADOT&PF Central Region Director (or designee)
Technical	**Local Members** • City of Fairbanks Engineer • City of Fairbanks PW Director • City of North Pole PW Director • Borough Planning Director • Borough Transit Director • Borough Planning Commission • Fort Wainwright • UAF • Fairbanks Airport • Freight Carriers • Tanana Chiefs Conference **State Members** • Alaska Railroad • DOT&PF Planning Manager • DEC Air Quality	**Local Members** • Health & Human Services • Public Transportation • Community Development • Project Management & Engineering • Traffic Division • Port of Anchorage • Air Quality Advisory Committee **State Members** • ADOT&PF Central Region Planning • ADOT&PF Regional Pre-Construction • DEC • Alaska Railroad	**Local Members** • Mat-Su Borough Chief of Planning • Mat-Su Borough Capital Projects Director • Palmer City Planner • Wasilla City Planner • MASCOT Director • Valley Mover Director • Port Mackenzie Director **State Members** • ADOT&PF Central Region Planning • ADOT&PF Regional Pre-Construction • DEC • Alaska Railroad

* This table is for comparison purposes only and does not represent a recommendations on committee structure for a MSB MPO. It is intended show the equivalent committee members from FMATS and AMATS; MSB MPO committees are determined by future bylaws.

Im16-034
UR16-022

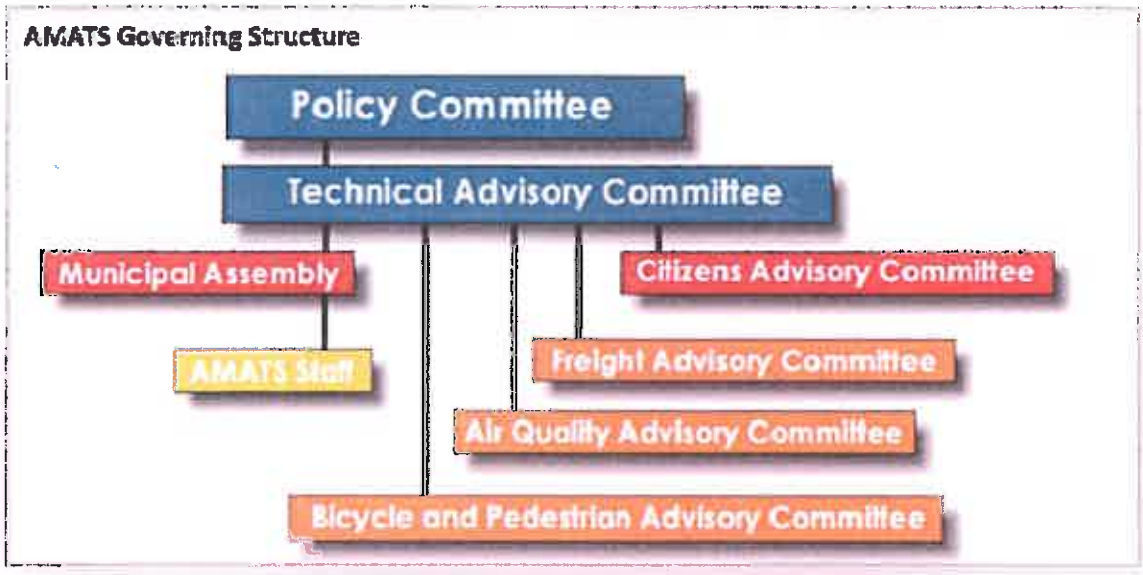
structure given the Assembly does not have direct authority over the actions of the MPO. AMATS asks the Municipal Assembly to adopt the Metropolitan Transportation and TIP via ordinance as the official transportation plan for the Borough. This would differ in the Mat-Su Borough given the long-range plan and capital improvement plan identify projects for the entire Borough. An easy solution would be to combine the Borough-wide plans with MPO plans to comprise a comprehensive sets of plans for the entire Borough.

Any special committees in the Mat-Su MPO should be coordinated with existing advisory committees for Borough-wide interests in the interest of minimizing the amount of resources needed to support these committees. Likely special committees for a Mat-Su Borough MPO would be:

- Citizens Advisory Committee (coordinated with existing TAB);
- Active Transportation and Trails Advisory Committee (coordinated with Borough-wide committee); and
- Freight Advisory Committee (coordinated with any port committees).

It is advisable to have an odd number of members on committees.

Exhibit 4-2: AMATS Illustrations Show How the Assembly Fits in the MPO Structure



Municipal Assembly

Purpose	Responsibilities
The Municipal Assembly provides local government review and recommendations on the AMATS plans and programs to the AMATS Technical Advisory Committee and subsequently to the AMATS Policy Committee.	* Adopt by ordinance the MTP as the transportation plan element of the comprehensive plan * Adopt by ordinance the Transportation Improvement Program (TIP) * Adopt an official streets and highways plan * Adopt the local area component of the State Implementation Plan for air quality * Assist in securing adequate funding to implement the transportation program * Designate two assembly members to serve as two of the three local government representatives on the AMATS Policy Committee

Im16-034
OR16-020

Chapter 5: What's next?

The Introduction & Executive Summary included a synthesis of the major recommendations to the Mat-Su Borough to continue to build its transportation planning and governance capacity leading up to the eventual designation of an MPO. This chapter includes more details on those recommendations, including possible timelines and stakeholders who are critical to the success of each recommendation.

These are not intended to be prescriptive recommendations as policies, funding and other circumstances will change between 2015 and 2022. The Borough can continue to work toward these goals and adjust them as necessary.

This chapter concludes with a Give-Gain Grid to identify partnership roles in achieving these recommendations based on what each partner stands to give and gain.

Build Upon Existing Planning Practices

The Long-Range Transportation Plan slated to be complete in 2016 will resemble a Metropolitan Transportation Plan (MTP) like those developed by existing MPOs. The Long-Range Transportation Plan will be slated for an update around 2020, roughly two years before MPO designation could occur. The 2020 update should be organized under the established rules for developing a Metropolitan Transportation Plan for an MPO. It should identify which projects are planned within the Urban Cluster boundary and those that are outside this boundary as a way to begin illustrating how planning occurs in those two geographic areas. It should also include transit agencies.

The Metropolitan Transportation Plan

MTP development is a very time-consuming process for an MPO. Aligning the next long range plan update approach with MPO requirements provides MSB with a compliant long range plan at the time of MPO designation, which allows the newly-formed MPO to focus its time and efforts on other required MPO

MTP development is a very time-consuming process for an MPO. Aligning the next long range plan update approach with MPO requirements provides MSB with a compliant long range plan at the time of MPO designation, which allows the newly-formed MPO to focus its time and efforts on other required MPO duties. Alaska DOT&PF should be a part of this process to prepare the agency for future coordination with the MPO. The MSB Capital Improvement Plan is similar in nature to the Transportation Improvement Program (TIP) requirements of an MPO, which is to develop a short-term four-year program of priority transportation improvements. While not as well-aligned with Transportation Improvement Programs (TIP) required of MPOs, the CIP does establish a

foundation for development of a TIP within the MSB. A formal TIP will have to be coordinated with Alaska DOT as their projects are required to be included.

Pursuing RTPO designation is duplicative

Currently, there is no evident benefit to the Borough pursuing RPO status at this time since the Borough is already invested in its planning staff, a transportation planner, current planning efforts and a Transportation Advisory Board. The TAB already serves as a representative body of the Borough for transportation planning. The TAB is already acting as a regional advisory board on transportation issues. As noted above, the Transportation Advisory Board (TAB) functions very

IM16-034
OR16-022

much like a Citizens Advisory Committee of an MPO. In fact, it probably provides a greater, more formalized voice than similar committees.

Some states, such as Washington and North Carolina, have established RTPOs as a way to align rural and small non-MPO urban areas planning efforts with the methods employed by MPOs. In those states the goal is to put these non-MPO areas on a more level playing field. MAP-21—the latest transportation reauthorization bill of record—includes language about RTPOs as a best practice, but they are not required and have no official federal status that would be beneficial to the Mat-Su Borough. RTPOs remain voluntary organizations and some states have formalized their roles to keep the organizations consistent across the state.

Further, Alaska has no statute that addresses RTPOs, their makeup and the role they would play within the DOT's programming and planning efforts. The DOT has the right to designate RTPOs but has not taken that step. Without that, any attempt to organize an RTPO would add an additional layer of effort or even bureaucracy to what is already an effectiveset of planning practices in the Borough. The Borough is encouraged to continue to collaborate with DOT and improve methods for corridor planning and project development. The long-term goal should remain preparing for MPO status.

Evaluate MPO Committee Structures

The committee structure of an MPO is important to properly consider so committees reflect the needs of the municipalities and other transportation services/organizations within the MPO's boundaries. This should be the primary purpose of the Committees since their input and feedback into the MPO's practices, as well as DOT efforts that must be collaboratively merged into the MPO's plans and programs, is critical to representing the diverse transportation interests in the region.

All MPOs have a Board or Policy Committee comprised of elected officials or their designees, state officials, and a Technical Committee comprised of staff from member agencies and other related agencies, such as tribal corporations, who have an interest in MPO duties. MSB can use its Corridor Planning Partnership as an early test of likely committee structure and this report recommends that partnership include a committee consisting of elected officials that provide big picture direction along with a technical committee of Borough, municipal and agency staff to provide more detailed direction. Any lessons learned through this effort will assist in formation of MPO committees.

The current MSB Assembly is comprised of elected officials that lead the Borough. The Transportation Advisory Board is comprised of Borough-wide representatives. Under an MPO framework, the Policy Board will, at minimum, likely include the Borough Mayor, a Borough Assembly Member, the Mayors of cities within the MPO boundaries, and a representative of the state DOT.

The Technical Committee would include planning staff of the Borough and cities, as well as representatives from transit services operating within the MPO

Committee Structure

Under an MPO framework, the Policy Committee will, at minimum, likely include the Borough Mayor, a Borough Assembly Member, the Mayors of cities within the MPO boundaries, and a representative of the state DOT and DEC. The Technical Committee would include planning staff of the Borough and cities, as well as representatives from transit services operating within the MPO boundaries, a Port representatives, tribal corporations within the MPO boundaries, the Alaska Railroad, Alaska DOT and other state agencies, as necessary.

IM16-034
OR16-022

boundaries, a Port representatives, tribal corporations within the MPO boundaries, the Alaska Railroad, Alaska DOT and other state agencies, as necessary.

The MPO equivalent to the current MSB Transportation Advisory Board would be a Citizens Advisory Committee (CAC) comprised of various representatives from communities and non-governmental organizations within the MPO boundary. Under an MPO, the TAB would still existing to represent non-MPO areas of the Borough and could serve a dual role to represent MPO areas or have designated member(s) from within the MPO boundary. As the Borough pursues this in greater detail, it may need to make adjustments made to the TAB to align with these boundaries.

Establish the bylaws at the start, as FMATS as done, and do no rely on the operational agreement as the bylaws. AMATS also recommended establishing the CAC at start of MPO duties to better allocated staff resources, as they are tasked with supporting the various committees and adding it later can upset existing work tasks.

Establish priorities and parameters with DOT pre-MPO

A key finding from the peer MPO outreach component of this self-assessment is a recommendation that the MSB establish a set of priorities and MPO set-up parameters with Alaska DOT prior to official formation of the MPO.

If the recommendations listed above are successful, MSB and Alaska DOT will both be in a good position to formalize these arrangements and have more collaborative planning outcomes. There is not a consistent setup for MPOs in Alaska at present given the stark differences in the governance framework of FMATS and AMATS. The MSB will present the state with another unique framework given that the Borough will likely be the lead planning agency.

The most important outcome in establishing priorities and parameters with the DOT pre-MPO is to minimize the effort and burden placed upon MSB in establishing and managing the MPO. It is best that the MPO is allowed to proceed with its required MPO duties to develop approaches that are mutually-agreed to by the Borough and DOT. This includes establishing parameters by which projects are identified in the MTP and how they are then programmed into the TIP. Identification of projects for the TIP within the MPO boundary should be a collaborative process and not a top-down identification of projects based solely on DOT identification methods. MSB should have just as strong a role in determination of these parameters as DOT in order to avoid future conflicts while ensuring that the MPO's first duty is to serve the Borough and member agencies within its boundaries. Since MSB does not have road powers, the issues of match should also be considered before designation.

Working with DOT

The most important outcome in establishing priorities and parameters with the DOT pre-MPO is to minimize the effort and burden placed upon MSB in establishing and managing the MPO. It is best that the MPO is allowed to proceed with its required MPO duties to develop approaches that are mutually-

Im16-034
OR16-022

Track reauthorization status

The Borough staff should continue to track what is occurring at the federal level regarding transportation policies as they relate to both funding and rules regarding MPOs. Under normal circumstances there would be two more major federal reauthorization bills passed before 2022. However, nothing has been normal in recent years when it comes to transportation policy.

The federal transportation bill is always a hotly debated topic in the world of transportation planning. The primary outcome of the bill is a set of funding programs that determines how federal gas tax revenues are distributed. The bill also establishes new policies and programs that impact MPOs. The current bill has undergone a series of continuing resolutions and few mainstream governance changes have occurred in recent bills as they related to MPOs.

The primaries duties of MPOs (MTP and TIP) are well-established and likely to remain in place with minor adjustments as federal laws change and new planning requirements emerge. There is always talk of major changes to MPOs, but so far Congress has been unwilling to tackle these issues as the stability of the highway trust fund remains the top priority in political circles. By tracking reauthorization and communicating with other MPOs in the state and elsewhere, MSB can continue to evolve its approach to transportation planning and preparation for MPO designation. Communication and coordination with FMATS and AMATS on this topic will be beneficial to the Borough as they are regularly in receipt of the latest information on federal transportation legislation.

Travel Demand Management

Organizing a Travel Demand Management Coordinating Committee with existing MSB resources will allow the discussions on regional transit, vanpool, rideshare, and other area services to have a hub for dialogue. An MPO will bring additional opportunities for urbanized area transit funding and help build the regional dialogue about multi-modal mobility needs.

What else?

Change is occurring rapidly in the Mat-Su Borough. That was clearly evident during development of this self-assessment. Growth places pressure upon public services and the transportation system. Currently the Borough has no formal transportation governance structure to manage roads and transit systems due to its status as a Second Class Borough. The recent hire of a transportation planner within the Borough's Planning Department is a commendable and timely act to help better coordinate several transportation efforts and align somewhat disparate transportation interests that are in place today.

Some items to consider in the coming years for the MSB related to transportation policy, governance and information dissemination that will serve the Borough well as it moves toward MPO designation include:

- **Participate in the Association of MPOs Annual Conference, webinars and other information exchange efforts:** The national association representing MPOs tracks the latest in federal policy changes and coordinates the annual conference. Sending a representative to this conference every two years or so will help keep MSB in communication with others who are

Im16-034
OR16-022

addressing the same challenges. AMPO also has forums for elected officials and it may benefit the Borough Manager, the Borough Mayor, Assembly member and municipal elected officials to participate in webinars for elected officials. AMATS pays for a statewide MPO membership, which means the Borough can coordinate with them on AMPO events and dissemination of MPO-related information.

- **Organize a Transit Coordinating Committee:** Four different transit services operated in the MSB with varying missions. From commuter services to rural transit to demand response, these services could benefit from regular discussions amongst one another with the MSB organizing the effort. It is a common practice in the United States that county-wide or county-like agencies coordinate these efforts; some providing more robust funding and management support.
- **Work with Alaska DOT to identify pre-MPO study needs:** Per FHWA, DOTs have access to funding to help with MPO establishment efforts. MSB can begin working with Alaska DOT to determine how and when to make this request. One potential early-stage effort would be a legal review of applicable state and federal statutes related to MPOs, Borough duties and other planning and transportation functions. This legal review would establish some sideboards for MPO organizational features and policies.
- **Continue to improve transportation planning and decision-making:** Transportation systems and services touch on all aspects of economic and community development in the Borough. Any efforts related to land use planning, freight, tourism development, community or small area planning, food systems planning and disaster preparedness should have an integrated transportation component. The results of these efforts can easily be merged into the future MTP for the Borough.
- **Establish a regional coordination framework for transportation and planning with AMATS & Anchorage:** The MSB and Anchorage area have reliance upon one another and should engage in more frequent staff-level regional planning discussions. Until an MPO is established, this could be a semi-annual meeting among key planning and municipal staff to discuss emerging issues and topics relevant to both regions. It could also lay the groundwork for a more formal series of discussions among policymakers. In the future, if each has an MPO, a more established method of coordination could be formed via subcommittees of each MPO's policy and technical committees that is tasked with discussing mutual interests.

Give-Gain Grid

The Give-Gain Grid identifies partnership roles and responsibilities. The basic premise of a partnership is realizing that true partnerships rely on a complex set of influences that each party involved both contributes to ("gives") and receives benefits ("gains") from that partnership. The Mat-Su Borough may use this as it moves forward with various transportation planning efforts as the roles are not exclusive to preparing for MPO designation.

Some "gives" are tangible and come in the form of financial support, staff support, dedication of land, or dedication of products and services. Some are simply writing letters of support or promoting an action item. The "gains" can also be

Im16-034
OR16-022

Exhibit 5-1: Give-Gain Grid for MPO Stakeholders & Parnters

Partner	Gives	Gains
Matanuska-Susitna Borough	• Leadership & support • Update plans and related policies with an eye toward future MPO requirements • Secure Funding and seek grants • Work with DOT and other public agencies to collaborate on planning and projects • Staff time to work with other agencies and businesses to continue to gather support	• Transportation governance and planning capacity with financial support from FHWA • Predictability in transportation decision-making • Improve conditions for residents and businesses • Improved quality of life • Safer and coordinated transportation systems • Improved economic development • Transportation funding goes farther and impacts more of the region
Municipalities	• Leadership & support of Borough's goals and efforts • Assist in seeking funding and policy changes, where applicable • Public support for MPO-related planning efforts • Staff time to work with the Borough and others on committees and plans	• Predictability in transportation decision-making • Alignment of transportation planning with land use policies • Improve conditions for residents and businesses • Improved quality of life • Safer and coordinated transportation systems • Improved economic development • Increased funding for regionally beneficial transportation infrastructure
Alaska DOT&PF	• Leadership & support of Borough's goals and efforts • Help pursue/obtain seed money for MPO preparation • Technical assistance when requested • Conduit for communication with FHWA • Be a partner in planning • Work to incorporate design and project recommendations	• Predictability in transportation decision-making • Alignment of state transportation planning with local transportation planning • Accomplish mission to "keep Alaska moving through service and infrastructure." • More efficient utilization of resources
Transit Services	• Support Borough initiatives • Attend coordination meetings and participate on committees • Be involved in all transportation planning effort to promote transit needs • Organize and mobilize riders to provide public input on transportation planning	• Greater stability in service and financial resources • A coordinated voice for transportation and transit needs • Improved customer service • Opportunities for growth
Transportation Advisory Board, Planning Commission & Aviation Advisory Board	• Provide input to various Borough planning efforts • Continue to serve as the citizens' voice in transportation and as borough representative to the public • Participate in special committees and public meetings • Help gather and promote public input	• Improved advisory capacity • Predictability in transportation systems • Improved communities

Im16-034
UR16-022

Appendix

A. Outreach & Involvement 27
B. References 28
C. Personnel 29
D. MPO Peer Region Profiles/Summaries 30
Bannock Transportation Planning Organization, Pocatello, Idaho 30
Casper MPO, Casper, Wyoming 32
Dixie MPO, St. George, Utah 34
Skagit MPO/COG, Mt. Vernon, Washington 36
Sun Corridor MPO, Casa Grande, Arizona 38
Great Falls MPO, Great Falls, Montana 40
Cheyenne MPO, Cheyenne, Wyoming 42
E. October 2015 Self Assessment Presentation 44

Im16-034
UR16-022

Appendix A: Outreach & Involvement

The following organizations and individuals were interviewed as part of the MPO Self Assessment.

- MSB Assistant Borough Manager,
- MSB Planning Staff,
- MSB Capital Projects Staff,
- MASCOT,
- Valley Mover,
- MSB Assembly Members Colligan and Doty,
- Chickaloon Transit,
- Sunshine Transit
- AMATS staff
- FMATS staff
- ADOT&PF Planning staff, including Mat-Su Area Planners

The following organizations were presented the draft findings of the MPO Self Assessment:

- MSB Mayor and Assembly Members,
- MSB Planning Board,
- MSB Transportation Advisory Board,
- Houston, Palmer and Wasilla Mayor and Council Members via an October 2015 joint meeting.

Jm116-034
OR16-022

Appendix B: References

- **FHWA Transportation Planning Process Briefing Book:**
  http://www.fhwa.dot.gov/planning/publications/briefing_book/fhwahep15048.pdf
- **23 CFR 450 Federal Highway Administration—Planning and Research (MPO law)**
  http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl
- **MPO 101: Introduction to the Purpose & Function of a Metropolitan Planning Organization:**
  http://www.flagstaff.az.gov/DocumentCenter/Home/View/6470
- **Hillsborough (FL) The Joy of Looking Ahead to 2025, Recipes for Transportation Planning Success:**
  http://www.planhillsborough.org/wp-content/uploads/2012/08/Joy-of-Looking-Ahead-to-2035-Citizens-Guide-to-Transportation-Plan.pdf
- **FMATS Public Participation Plan (2013)**
  http://fmats.us/wp-content/uploads/2012/08/Public-Participation-Plan-Final-10.16.13.pdf
- **Alaska Stat. § 35.30.010 Review and Approval by Local Planning Authorities**
  http://codes.lp.findlaw.com/akstatutes/35/35.30./35.30.010.

JM16-034
UR16-022

Appendix B: Personnel

The following individuals were responsible for leading the MPO Self Assessment, including researching state and federal laws, compiling the report, and reaching out to stakeholders, agencies and other MPOs.

Don Kostelec, AICP—Kostelec Planning, LLC, Asheville, NC
Kostelec Planning is an urban planning and policy consulting firm that specializes in transportation planning and healthy community planning. Kostelec Planning's clients include Metropolitan Planning Organizations (MPOs), state DOTs, regional/rural planning organizations (RPOs/RTPOs), county and municipal governments, advocacy groups, health agencies, federal government agencies and non-profits.

Kostelec PLANNING

Don Kostelec is a veteran of more than 13 years of working directly with MPOs and RTPOs. During his private sector career (2008 to 2015), Don has led or supported projects with 12 MPOs in Washington, Idaho, Tennessee, New Jersey and North Carolina.

Prior to his consulting work, Don served for six years on the Boise area MPO's (COMPASS) Technical Advisory Committee and was chair of that committee for two years. He also served on Idaho's statewide MPO balancing committee, which was a consortium of the MPOs and state DOT to ensure full obligation of federal Surface Transportation Funds allocated to urban and urbanized areas of the state.

Chris Danley—Vitruvian Planning, Boise, ID
Mr. Danley is principal of Vitruvian Planning in Boise, Idaho. He has 10 years of transportation planning experience with an emphasis on active transportation, project development and impact assessment. His projects have focused on transportation efforts in many facets: Bicycle and pedestrian plans; transit plans; financial performance analyses; technology integration projects; and land use integration.

Vitruvian Planning

He has worked with state DOTs, MPOs and municipalities on several local and regional efforts. Projects have included Safe Routes to School efforts, Health Impact Assessments associated with bicycle, pedestrian and greenway plans, and Complete Street policy assessments. Achievements include: Certified Safe Routes to School instructor; League of American Bicyclists Certified Instructor; NACCHO Certification in Health Impact Assessments; and launching a new course, "Community Health and the Built Environment," through Boise State University.

Jessica Smith—Mat-Su Borough Transportation Planner, Palmer, AK
Jessica is a transportation planner merging planning, design, public policy and communication. With an education firmly rooted in transportation systems and more than 7 years of A/E/C industry experience, Jessica combines the roles of technical expert with public policy awareness in a niche skill set at the Matanuska-Susitna Borough. At the Borough she works in tandem with the long-range planning, capital projects, and public works departments to coordinate transportation planning efforts for the Mat-Su Borough.

Prior to joining the Borough in 2015, Jessica was a communications and public involvement coordinator for CRW Engineering Group in Anchorage. She also worked in Fairbanks for the Fairbanks Metropolitan Area Transportation System (FMATS) where she assisted with day-to-day operations of the Coordinator's Office. Projects included facilitation of citizen's advisory groups, project-specific committees, and both the FMATS Technical and Policy Committees. Other duties included project management of planning efforts such as the College Road Corridor Study, Historical Plaques Placement Project, and the Downtown Greenspace Public Art project. Ms. Smith spearheaded FMATS public involvement efforts to better inform the Fairbanks area community such as the development of the new FMATS website, participation in

Im16-034
OR16-022

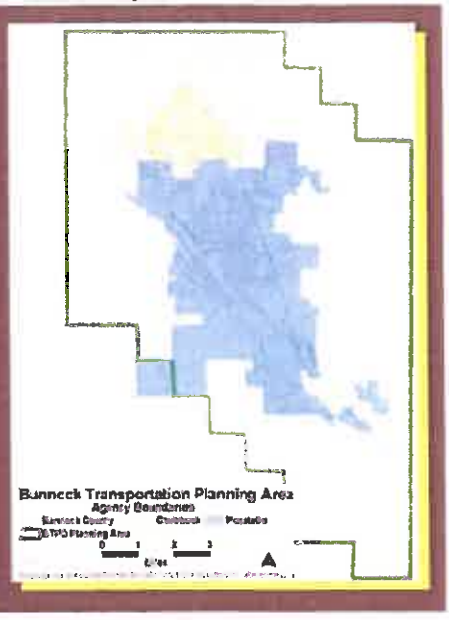
Appendix D: MPO Peer Region Profiles/Summaries

Bannock Transportation Planning Organization, Pocatello, Idaho

Quick Facts

- Founded in 1982
- Area population: 73,190
- FTE's: 1.65, Director and Admin
- Governing Structure: Independent organization
- Member Agencies:
  - *City of Pocatello*
  - *City of Chubbuck*
  - *Bannock County*
  - *Pocatello Regional Transit*

BANNOCK Transportation Planning ORGANIZATION



Annual Budget

- Federal funding in 2016 totaled $485,000
- Local funds including match totaled $90,000
- 3 Sources:
  - → Local match
  - ⇒ City/ITD agreement for signal system
  - ⇒ STP dollars for corridor studies and plans
- Budget process start in February
  1. Develop list of projects and activities;
  2. Request local match for more funds for one time things like plans;
  3. Determine deliverables;
  4. Create the actual budget; and
  5. Present to the Board for approval.

LRTP Process

- Most recent plan June 5, 2015
- Update process includes several steps
  1. 4 year approach;
  2. Update the model, including scenarios;
  3. Review and update modal splits;
  4. Create and update the long range plan; and
  5. Conduct public outreach.
- The final plan was not dependent on model outputs but did use outputs influence final decisions and a preferred scenario determined.
- Bicycle, pedestrian and transit were included in the final plan but not too much in aviation or freight, enough to comply with federal requirements.
- Household survey looked at bike/ped/transit. They created districts within the model using the info gathered from the survey which in turn allowed them to adjust modal splits.

Unique Committees/Members

- Existing board membership was determined at MPO formation.
- Policy and Technical Advisory Boards are split by jurisdiction: Two cities and County, Transit Director
- Other Committees include:
  - Signal Coordination Committee,
  - Interagency Consultation
  - Human Services Committee
- If on going, additional committees are formed for bike/ped plans, corridor plans, or unique efforts.

WHY AN MPO???

You have an opportunity to work as a group and leverage greater funds to get more projects done like, Federal Aid. MPO's are seen as a bigger group and that helps get things Done. Working together is beneficial and there are rewards for working together.

Public Involvement Process

- Updated every four years in conjunction with the LRTP
- The plan uses a scheduled approach to inform planning efforts or annual administrative processes
- Plan includes a section titled "Strategies for Outreach to Minority/Low Income, Disabled or Limited English Proficient (LEP) Populations

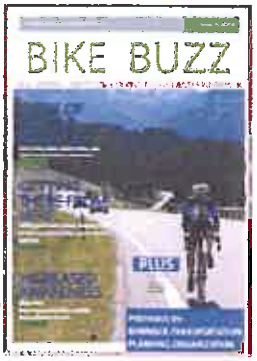
Im16-034
OR16-022

Bannock Transportation Planning Organization, Pocatello, Idaho

BTPO Works to Ensure That the Identification and Implementation of Transportation Projects are Identified and Coordinated by Local, State, and Federal Agencies, and the General Public.

Active Transportation Planning

- Bicycle and pedestrians are modeled in the LRTP using household survey's and modal splits.
- MPO has conducted a Bicycle Plan, a Pedestrian Plan as well as an extensive Greenway Plan and Maintenance Plan.
- Have been a conduit for SRTS projects including funding body and technical expertise.



Land Use Interaction

- Land use interaction does occur. The MPO reviews large development applications (anything over 100 vehicles in the peak hour) as well as requests for Right of Way vacations
- One element of land use planning has been in the energy sector. Idaho Power has had continual corridor planning projects and involved the MPO. These efforts required some modifications to ROW, site selection for sub stations, access routes, and approaches to numerous regional roadways, thus the request for BMPO to be involved.

DOT Relationships

- The relationship they have with the District offices are generally strong. District involvement includes project discussions including selection, consideration, and scoping elements. Most interaction occurs at the outset of a project. However, as projects unfold, the communication usually drops off.
- At the state level, the relationships are not as coordinated and it that lack of communication sometimes shows up in the STIP.

"Don't start by doing too much. Start with a small area, work together, and avoid standalone relationships."
- Mori Byington, Director

Performance Measures

- Performance measures are included within the Long Range Transportation Plan, though they are "not well flushed out.."
- Transit routes for example are based on strict population figures.
- In areas such as safety and bicycle and pedestrian planning considerations collected data was used to improve

Advice and Sales Pitch

- As a more regional player, the MPO is involved in many ongoing activities. Such involvement has included in things such as Comprehensive Plans. Other attributes of MPO involvement has been as a neutral observer to ensure a voice and interest for the communities.
- Having a limited staff is a difficult challenge. It can be tough to follow through with priorities, and easy to lose focus as you can lose your ability to oversee, especially with funding.
- Take advantage of the additional resources for planning, work with locals to leverage, not just planning for planning sakes, figure out what that true need is, and Don't start by doing too much. Small area, avoid any of the standalone relationships, work together...they have been asked to continue doing things they don't always do, over extended. Avoid the over busy thing, with too few resources.

Additional Information

- The MPO has developed access management plans to be included in development code. They have also conducted numerous special projects and regularly conduct corridor plans.

Mori Byington, Director
Email:Mori@bannockplanning.org
Phone: (208) 233-9322
Website: http://bannockplanning.org/

Im16-034
OR16-022

Casper MPO, Casper, Wyoming

Quick Facts

- Founded in 1982
- Planning population: 71,077
- FTE's: 3.0, Director, GIS, Admin
- Governing Structure:
  Housed w/in City of Casper
- Member Agencies:
  City of Casper
  City of Bar Nunn
  City of Evansville
  City of Mills
  Natrona County

Annual Budget

- Current funding for the MPO including Federal planning funds and local match totals $830K in FY 15'.
- In terms of the local match member agencies have contributed a total of $80K. The agency also has a transit grant that is run through the City of Casper in the amount of $1M. This grant is overseen by the MPO but administered by a transit planner who is housed within the City.
- Process includes several steps:
  1. Call for projects from the towns.
  2. Consideration of the LRTP
  3. Concurrence from the Technical Committee
  4. Forward to the Policy committee for approval.

Unique Committees/Members

- A master agreement crafted at the onset of MPO creation determined who would sit on the Board, this includes four cities, County, WYDOT. FHWA reviews this every five years.
- Policy Board includes municipal membership but also transit and airport representatives.
- Technical advisory committee is a mirror image of policy committee except instead of elected officials it is staff such as Public Works Director, Engineering, and Economic Development. Currently they seek health representatives.
- Citizens committee includes 15 people from Casper, County, and each suburb and 5 special seats (transit, active transportation, freight, rail, and aviation.)

LRTP Process

- Last updated in 2013.
- The LRTP process is a multiple step one that includes the following actions:
  1. Data collection such as traffic counts and land use updates using annual growth forecasts of .5%, 1.9%, and 1.5%;
  2. Preliminary model analysis;
  3. Conducting of a community listening tour to gather feedback (booth outside Walmart, Senior center, City Hall, etc.);
  4. Refine the travel demand model;
  5. Make fiscally constrained project list;
  6. Refined the model once more showing system changes; and
  7. Adopt by the MPO board, NOT by the member agencies.).
- Bicycle and pedestrians plans were in existence and referenced in the LRTP along with listed out projects. Aviation, freight and rail got a cursory review. Transit was also cited by reference to existing plans.

WHY AN MPO???

There is an opportunity to build intergovernmental relationships and to build a stronger transportation network. We have an ability to use professionals for steering multiple agencies. MPO's can help achieve common goals by working together and pooling resources.

Public Involvement Process

- The public involvement plan of action is updated every 4 years. The MPO generally pushes significant public involvement on a project by project basis but otherwise efforts are all contracted out to consultants and negotiated into a scope of work.
- Additional efforts include continual press releases, media interviews and social networks. Because the MPO is housed in the City, they try to keep a separate image altogether as much as possible. Part of long term plan is to market the MPO for as a local and knowledgeable resource for all kinds of additional services.

Im16-034
UR16-022

Casper MPO, Casper, Wyoming

Active Transportation Planning

- Bicycle and pedestrians plans were in existence and referenced in the LRTP along with listed out projects. Aviation, freight and rail got a cursory review. Transit was also cited by reference to existing plans.
- A 2007 plan was achieved with the City of Casper which the MPO participated with but otherwise no additional bicycle or pedestrian specific planning work is conducted within the MPO structure.

DOT Relationships

- The MPO and DOT have a good relationship overall. However, not nearly to the degree it could or should be. The two entities have a "very far separation. Engineering really does their own thing."
- It was pointed out that this relationship is precisely the missing link between good planning and project implementation.
- Another aspect that needs help is defined roles. The DOT relationship was described as "confusing as to the MPO role overall. As long as the MPO doesn't step on the DOT's toes, they are good...otherwise its tough."
- Coordination between the MPO and the DOT doesn't exist. Mostly they just don't work with the DOT all that much on planning issues. If there is funding, the MPO will get pulled in to the DOT process but otherwise they are not.

"Don't be within a City, be a standalone MPO. Create that separation of powers. Be extremely aggressing in creating your initial bylaws"
-Andrew Nelson, Director

Advice and Sales Pitch

- The MPO is housed within the City of Casper. Though at times this presents some efficiencies, most others it can be a challenge and even a barrier.
- The City has a strong Manager type of structure. This means the MPO is expected to conduct City business more than regional business. Staff time is otherwise dedicated to City led issues and less truly regional efforts.
- City Manager sits on the Policy committee as per the initial governing structure. The MPO reports to the City Manager rather than an organization that represents all the region. This can be extremely taxing on resources.
- Define and delineate the MPO's authority and role in the region as clearly as possible. Make sure everyone understand what, why, and how things will be carried out by the MPO.

Land Use Interaction

- The MPO does review land use applications occurring in Casper, including everything from minor boundary adjustments to regionally significant proposals.

Performance Measures

- No performance measures are in place as of now.

Additional Information

- The MPO is currently actively seeking to separate the existing transit functions housed within the City to a standalone Transit Authority to allow more autonomy into the future.
- The MPO has an agreement with the Cheyenne MPO to house and maintain the travel forecast model for the Casper region.

Andrew Nelson, Director
Email: anelson@cityofcasperwy.com
Phone (307) 235-8255
Website: Casper MPO

Im16-034
OR16-022

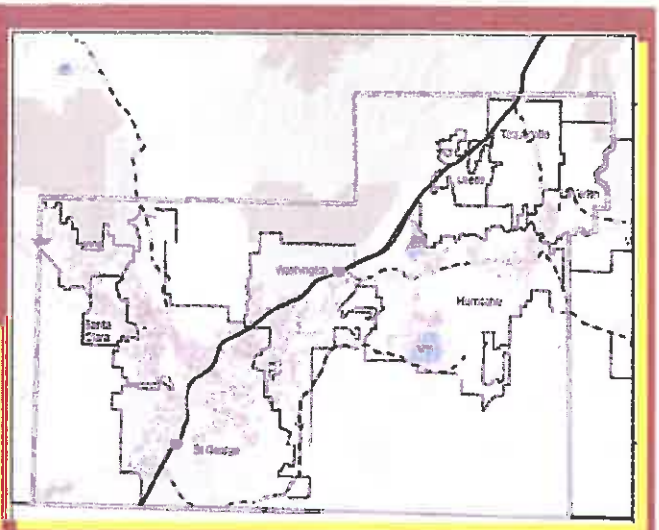
Dixie MPO, St. George, Utah

Quick Facts

- Founded in 2001
- Planning Population: 105,336
- FTE's: 2.5, Director (Full), Senior Transportation Manager, Transportation Planner, AOG Director, Admin (All partial)
- Governing Structure: Association of Governments

Member Agencies:

City of St. George
City of Ivins
City of Washington
City of Santa Clara
Washington County



Annual Budget

- Total budget is $468K
- Federal amount is $428K with balance from local match. Policy board vote share determines the amount charged. Example, St. George has three Board votes. At $5,000 per vote, St. George pays $15K per year.
- Communities as members with under 2000 population pay $1600 per year, or 1/3 of a vote share.
- Budget process includes the following steps:
  1. A review of prior year accomplishments;
  2. Anticipate needs for coming year;
  3. Rewrite current document, update as needed;
  4. Advisory committee recommends approval to executive committee where it is passed.

LRTP Process

- Last update was in June, 2015
- LRTP Process includes the following steps:
  1. Review LRTP Federal Guidelines;
  2. Designated chapter heading for each regulations;
  3. Assigned chapters out to the 4 staff members;
  4. Worked with the appropriate staff members from the cities to update the chapters;
  5. Forecast population and job growth (No scenarios were used. Instead they used full growth within existing boundaries which meant they had to maximize existing permitted densities for the horizon years. Governing bodies were adamant that they didn't want MPO oversite on land use, instead allowing land owners to develop how they want.)
  6. Develop project list
  7. Seek board approval
- Separate bicycle and pedestrian element was also included in the LRTP. Transit was considered by examining ridership, forecasting future development, and how the system would logically expand. They also anticipated what ridership numbers would be and adjusted model mode split accordingly.

Unique Committees/Members

- Executive board consists of 8 members, all elected officials
- Technical advisory committee is same 8 members but made up of public works directors
- They have also housed an Active Transportation Committee, Transit Committee, an Air Quality task force, and freight planning groups

WHY AN MPO???

An example: In 2009, they funded an EA for two corridors. They received and spent $2M for each. By working with the cities and the DOT, they built key projects but also identified other smaller projects that benefited the community. Those projects were not anticipated and ended up in the LRTP.

Public Involvement Process

- One of the more unique public involvement processes unearthed during the interviews, the Dixie MPO, in conjunction with cities and UDOT get together each February and put out a transportation expo event. The intent of the event is to invite and solicit comment and feedback from the public regarding the numerous transportation projects that will be occurring in the coming year, or are planned in documents like the TIP, STIP and LRTP.
- Additional programs with the public include a Zero fatality campaign, bike alliance groups, environmental groups, conservation area.
- Participants have numbered from 450-900 over the one day

Im16-034
OR16-022

Dixie MPO, St. George, Utah

Active Transportation Planning

- The MPO does coordinate both rideshare and SRTS
- The MPO has led a bicycle and pedestrian plan which included the creation of a Bike/Ped advisory board for the duration of the planning process. The plan was created, then adopted into the LRTP along with associated projects.

DOT Relationships

- The MPO and the UDOT agencies, both the HQ and the District offices work well together.
- They are invited to project selection, scoping, and to an extent, design phases along with the MPO.
- The area continues to work on a Level of Service threshold of "D" or better with the plan horizon year of 2040.
- The relationship with the DOT was described as being "hand in glove"

Advice and Sales Pitch

- Providing transport facilities and services for tax payers needs to be coordinated among cities counties and states.
- An example of how this happens, "there is a city in the MPO area that has a Main St that used to be a highway. The city wants it to remain a 2 lane road with bike/ped/parking etc. but to maintain functionality, the MPO and other officials are calling for it to be widened. They need to find transportation alternatives because that decision is pushing traffic onto other roads in neighboring cities and those cities need to agree to allow that to happen."
- Be careful to make sure that elected officials and public works departments are in agreement,
- Agree on the finer points on voting and funding so that everyone is on the same page,
- This truly needs to be documented in the MPO bylaws so that everyone is in agreement.
- One key point that was noted and not by others interviewed, *document how inconsistencies are handled.*
- Specifically with the Association of Government structure, a key challenge is with the governing body. In this case the MPO has to go through AOG administrative issues. When discussions are had with AOG members about urban issues and when those discussions determine how dollars are used, often the rural nature of other AOG members prevents a true understanding of urban issues.

"To facilitate discussion in best way really needs local and state input and you need a planning organization structure to accomplish that planning end."
-Myron Lee, Director

Land Use Interaction

- The MPO doesn't get into land use planning at all nor at any level including regional planning, subdivision review, or large impactful development proposals.
- There is a real attitude among the locals that the MPO stay out of land use issues all together and simply address the transportation system.

Performance Measures

- Though MAP-21 requires them of TMA's, they have not reached that statues yet. However, they are in fact working on some performance measures in the near term. They do anticipate using performance measure and that they will be required, so they are working with the other MPO's the figure out what applies and how to proceed.

Additional Information

- Utah does permit RTPO's and nearby Iron County is an established RTPO
- They are the only MPO in Utah that conducts the Transportation Expo
- As part of the last household travel survey, they combined their resources with Wasatch Front RPO to conduct survey's in Washington County. This was a cost saver for them and one that helped gather more specific regional data.

Myron Lee, Director
Email: mlee@fivecounty.utah.gov
Phone: (435) 673-3548
Website: DixieMPO

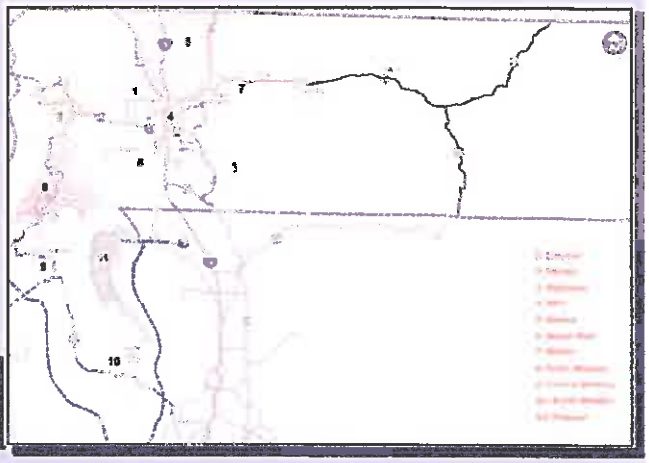
Im16-034
OR16-022

Skagit MPO/COG, Mt. Vernon, Washington

Quick Facts

- Founded in 2000
- Planning area population: 116,901
- FTE's: 2.5, Director, Senior Planner, Admin
- Governing Structure: Council of Governments
- Member Agencies:
  - *City of Mount Vernon*
  - *City of Burlington*
  - *City of Anacortes*
  - *City of Sedro-Wooley*
  - *Town of La Conner*
  - *Town of Concrete*
  - *Town of Hamilton*
  - *Town of Lyman*
  - *Skagit County*

SCOG
Skagit Council of Governments



Annual Budget

- Total budget is $700K
- Of the $700K, $640,000 is from Federal sources
- Local match contributed another $60,000

They have a grant from Congress, lead and coordinate the grant, $25K left, 5 county grant. STP funds, set aside 10% of those funds for planning, traffic counts. $150K per year. Local dues $125K

LRTP Process

- Last long range plan was conducted in 2011, though they are in the update cycle now.
- Under Washington Growth Management Act, all cities need a comprehensive plan with a transportation element. With respect to the LRTP, they combined the DOT planning process, countywide planning policies and the requirements of MAP-21 to formulate their own.
- LRTP Process includes the following steps:
  1. Conduct an area needs assessment;
  2. Forecast of population for plan horizon year;
  3. Developed a catch all for projects;
  4. Didn't use financial constraints;
  5. Conduct an environmental review of plan;
  6. Conducted a public comment process; and
  7. Presented final plan to Board.
- The LRTP did not include any real scenario plans and used only limited sensitivity testing
- The LRTP inputs are required to be consistent with adopted land use plans as per GMA
- The final product was not dependent on the travel model
- Airports, transit, freight, bike/ped all required under state law. Inventory of system components and needs assessment was gathered from existing plans and inserted into the LRTP.

Unique Committees/Members

- Several policy board members which include 4 cities, 4 towns, Skagit County, the regional transit agency, two ports, Skagit PUD and two tribes
- They also have a Technical Advisory Committee, however it isn't in their bylaws. To this, each city and town has a rep.
- One official additional committee which is their active transportation group. This is an all citizens group and is an advisory committee for things like SRTS, master bike/walk maps, regional trail map, and TAP selection criteria.
- They have received pressure to form a Citizen Advisory Committee, but this has been a thinly veiled attempt to disrupt the process by anti-government types.

WHY AN MPO???

Once organizational streamline steps were taken, the MPO planning process strengthened regional efforts. This was done because they can fully integrate planning, growth management, economic development and transportation.

Public Involvement Process

- The public involvement process was recently updated last fall. Major projects are introduced to the public by the staff developing a unique plan so that they are customized and fit with the necessary context. The plan describes where and how the public can participate for all MPO led efforts. In some cases the MPO has developed an ad hoc committee such as a Public Human Services, when a project requires such a step.
- Link to the newly created Public Involvement Plan

Im16-034
OR16-022

Skagit MPO/COG, Mt. Vernon, Washington

Active Transportation Planning

- MPO has conducted a bicycle and pedestrian plan, continues to house a bike/ped committee.
- In previous years they have administered SRTS funds.

DOT Relationships

- The relationship with the DOT is strained. The field office relationship is okay overall, but with head quarters it is totally different.
- Common efforts like planning are great when it comes to the DOT field staff. However, the relationship with the DOT staff out of Olympia not so much.
- Much of this was rooted in an attempt to overstep the oversight role of the State into the MPO's mission...as per the MPO. The fight that ensued between the MPO and the DOT was recently resolved after a laborious process.
- There were several identified benefits of the relationship, namely system planning issues, setting of common priorities, and they are often partners on deciding what WASHDOT projects look like, as well as how they are financed.

Performance Measures

- The MPO doesn't have many performance measures.
- Those that they do employ would be things like LOS standards.
- There are some standards that come from the State but not necessarily organic to the MPO. Those are efforts such as Target Zero.

Additional Information

- One unique area worth noting occurs in regional collaboration. The MPO coordinates a Growth Management Area steering committee. The Director sites and chairs the oversight of the areas that are required. Those three things include:

1. *Establishing urban growth areas,*
2. *Defining countywide planning policies (guidance on all growth decisions (Housing, parks, transportation, etc.)),*
3. *Allocation of future growth (population, employment) (This is done with State growth forecasts.)*

Advice and Sales Pitch

- Seek to continue to be the leader of conversations. Provide the forum to communicate on regional projects, agency coordination.
- Ensure that the conversations are consistent with one view of where the growth would go.
- One piece of advice was to take advantage of the working political relationships. Ensure that straight away the MPO has an agreement on Board structure and process.
- Make certain that all included in the region see the benefit of collaborating together. If such a case cannot be made and instead just get together without focus, the MPO will end up with unworkable agreement or structure. They have to believe in that, otherwise avoid the MPO.

Members need to see the benefit of collaborating together. If they don't and just do it to have to, end up with unworkable agreement or structure.
-Kevin Murphy, Director

Land Use Interaction

- The MPO does not review any kinds of land use applications
- In terms of involvement with other plans such as land use
- Plans and corridor plans, the MPO is involved if the planning geography includes areas within the areas of growth allocation, as per the GMA requirements.
- If there are corridor plans the COG takes the lead

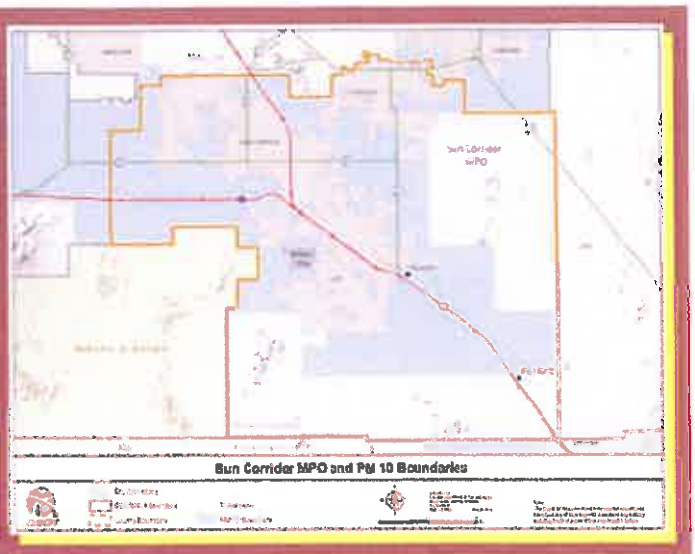
Im16-034
UR16-022

Sun Corridor MPO, Casa Grande, Arizona

Quick Facts

- Founded in 2014
- Planning area population: 108,061
- FTE's: 2.0 Director, Planner
- Governing Structure: Independent MPO
- Member Agencies:
  - *City of Casa Grande*
  - *City of Coolidge*
  - *City of Eloy*
  - *Pinal County*

SunCorridor Metropolitan Planning Organization



Annual Budget

- Annual budget is $250,000
- The Federal funding $120,000
- Every Arizona COG gets $125,000 STR (SPR) funds
- With transit funds they receive, the budget swells to $350,000.
- This MPO does NOT charge members any fees as the already are paying for Council of Governments membership
- State of AZ has rural COG's, with 50,000 population, moves from COG to MPO
- UPWP Process includes the following steps:
  1. *The director compiles a budget in January;*
  2. *Fed Hwy then gives input;*
  3. *MPO works with City of Casa Grande to make sure budget complies with fiduciary agent (Casa Grande);*
  4. *UPWP the goes to the TAC for approval;*
  5. *This if followed by the Exec Board, ADOT, then to Federal Highways.*

LRTP Process

- The MPO is beginning their first LRTP as we speak.
- The MPO felt it necessary to put together a TIP right off the bat and complete a LRTP once they got up and running
- The LRTP process will be very heavy on the use of scenario testing and was described as "very important to the process and outcomes"
- The MPO seeks to determine through the plan what the economic development forecast truly looks like so that, with it in hand, they can go to the developers and get them to pay for identified improvements and infrastructure needs.
- The additional LRTP elements such as bicycle, pedestrian, transit, freight, and aviation will al be "huge components to the LRTP"

Unique Committees/Members

- Executive Board is comprised of Mayors and County Supervisors, as well as an ADOT member.
- The technical committee is determined by the membership...and is comprised of city transportation planners from Coolidge, Pernell County, Eloy, Casa Grande.
- At this point in their young history, the MPO doesn't have any additional boards or subcommittees.
- They have meetings with their Technical advisory committee as needed and will have frequent discussions with the current LRTP and Transit planning works efforts.
- They will be seeking to put together an economic development, land use and some type of development committee.

WHY AN MPO???

MPOs are well positioned to make sure the framework is right as an area grows. Challenges can be communicating to member entities and the community at large as to what an MPO does and why. If an MPO can get past "being another layer of government" success can be achieved.

Public Involvement Process

- They have had public involvement plans in place since March 2014 and did so as to comply with Federal requirements.
- In terms of rigorous public outreach it isn't a focus just yet, as they are waiting a bit for the LRTP to unfold. The MPO does put out press releases and informational articles to local outlets on occasion.
- Additionally, they are a member of three Chambers of Commerce and attend community meetings regularly.

The Public Involvement Plan can be viewed here:
Public Involvement Plan

Im16-034
OR16-022

Sun Corridor MPO, Casa Grande, Arizona

Active Transportation Planning

- With the area limited on sidewalks, trails, and on street bike facilities, the bicycle and pedestrian element of the LRTP is setting the stage for significant upgrades in this realm. They seek to identify projects, implement infrastructure through development and determine funding options.
- No dedicated funding for bike/ped projects.

DOT Relationships

- Of all the MPOs interviewed, the Sun Corridor MPO seemingly has the strongest relationship with their state DOT. The MPO is involved with AZDOT at all levels, this goes all the way down to consultant correspondence on planning projects, design.
- Being involved with the DOT is critical according to the MPO director. The relationship is important if for no other reason that to get identified projects through. This point was emphasized repeatedly.

"You have to be clear, clear, clear, when explaining the benefits and make politicians aware of why this is happening."
-Sharon Mitchell, Director

Advice and Sales Pitch

- An MPO needs to explain what an MPO is all about as most politicians do not want the MPO in the first place. Critical to explain to them the importance, the need and the federal requirements.
- You have to be clear, clear, clear, when explaining the benefits and make politicians aware of why this is happening.
- Work hard to gain support from the public elected officials.

Land Use Interaction

- In terms of the interaction with cities around land use and general planning, the MPO is very involved with Comprehensive or General Plans, specifically around the transportation and land use elements
- MPO gives official review to general plans
- When the LRTP is completed, it will be a requirement of development applications to be reviewed by the MPO

Performance Measures

- Initial performance measures are being developed with the first LRTP. They do have some in place with the work plan with AZDOT.

Additional Information

- The MPO does not currently coordinate transit services or rideshare but will soon offer mobility management overseeing coordination of 5310 funds and program.
- The state does have RTPO's and they were one prior to the designation of the MPO. In the last 3 years they have accepted rural members. The regional partners in the rural areas get together every other month with FHWY, locals, and more
- Communication with nearby MPOs happens often, specifically Tucson and Phoenix. Maricopa County in fact does the air quality modeling for Sun Corridor. One point to note is money swapping. Recently they received $500K in STP funds from other MPOs, but they can also give dollars to other MPOs, specifically STP funds and Safety funds. They do this through the balancing process and a loan document in between the parties.

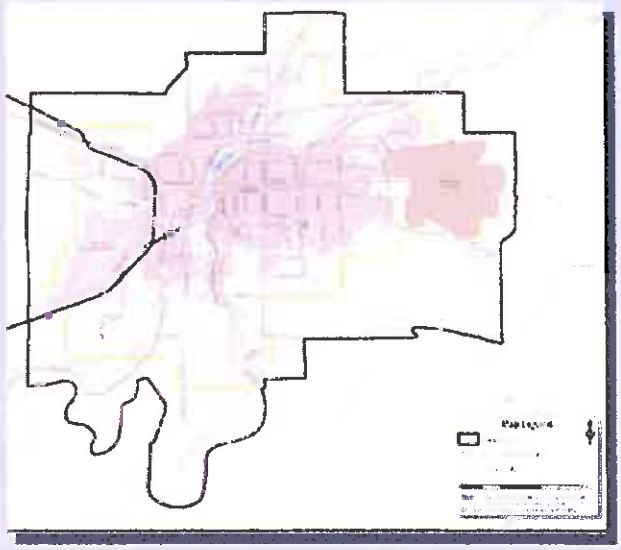
Sharon Mitchell, Director
Email: smitchell@scmpo.org
Phone: 520-705-5153
Website: http://scmpo.org/

IM16-034
OR16-022

Great Falls MPO, Great Falls, Montana

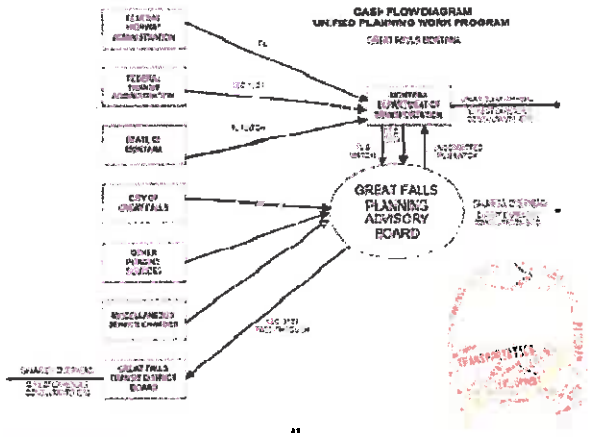
Quick Facts

- Founded in 1960
- Planning area population: 68,620
- FTE's: 1.0, Director
- Governing Structure: City of Great Falls
- Member Agencies:
  - *City of Great Falls*
  - *Cascade County*
  - *Local Transit Authority*



Annual Budget

- Federal funds equal $560K.
- City of Great Falls pays for non-federal work done. Local amount is $315K,
- Local amounts also includes transit contributions which is an 20/80 to match FTA funds (25K).



LRTP Process

- Adopted in April of 2014.
- In previous years they have conducted the update in house. This was not met with strong favor from the FHWA offices and "the Fed's don't like to see it. They wanted to see more attention and more significant effort."
- Process includes the following steps:
  1. Solicit multiple land use updates for the model
  2. Modeled different growth scenarios, and additions to the network.
  3. Outcomes on Travel Model are used extensively to drive the final result and projects for the plan. This is their preferred method.
  4. Plan goes before Technical and Executive Committees for approval and adoption.
- Aviation, Freight, Bicycle and Pedestrian, Transit...had significant component and robust pieces. Bike facilities particularly had a large chapter devoted to them.
- Freight was not delved into, as they do not encounter many freight issues.
- Transit authority has conducted their own plan which is integrated into the LRTP. They did require a bus stop design portion into the LRTP however.

Unique Committees/Members

- There is a Policy and technical committee that reflects their membership roster but has 20+ members.
- They do have special representatives on the committees that include Air Force base personnel and local health organization for air quality purposes.
- They are currently evaluating a non-motorized committee. The City has a trails advisory committee, but it is not directly a part of the MPO.

WHY AN MPO???

MPOs have the ability to leverage fed dollars with local and vice versa. An MPO has the role of integrating transportation and land use planning as well as establishing a framework for regional cooperation, for a commodity across sites and jurisdictions. The framework provides standing boards for interagency discussion.

Public Involvement Process

- Their public process is really only carried out through the UPWP and is very limited otherwise.
- They do not have any public relations directly. The direction position answers all public questions and is the face of the MPO for media interaction. He arranges press releases, media requests.

The Public Involvement Plan can be viewed here:
Public Involvement Plan

Im16-034
OR16-022

Great Falls MPO, Great Falls, Montana

Active Transportation Planning

- The MPO oversees the area transportation enhancement program. They managed the program, apply for TAP funds, administer the grants and host it for local agencies.
- Additionally, they were the host for the Safe Routes to School program.
- Active transportation continues to be a growing facet for them via the LRTP, planning committees, and administration programs like TAP.

Land Use Interaction

- Since the MPO is housed in the city, as a city staff member, they MPO folks do land use review as well. The director in particular works on things like airport planning, and Comprehensive Planning.
- The land use aspect of the MPO is not exercised often. Staff is involved with planning as the relationship between City and MPO gets murky. They do land use review applications and compare how they do/don't work with the LRTP on occasion.
- They recently partnered with the City to do a sub area plan.

Performance Measures

- Currently, they do not have performance measures in place.

DOT Relationships

- The DOT relationship is a good one and very close. This took over 22 years, its been a long established relationship. The MPO is often called first by the DOT and allowed to give local input on DOT projects.
- Once a project is ready to go, the MPO is "at the table for design and has extensive involvement."
- The DOT also has a major role with the happenings of the MPO. They go to meetings with the DOT, the DOT comment on Bike/Ped issues and help move projects forward. They are real advocates for projects in the LRTP and the TIP.

"As staff/MPO, establish your value to the local governments from the beginning." -
Andrew Finch,
Senior Transportation Planner

Advice and Sales Pitch

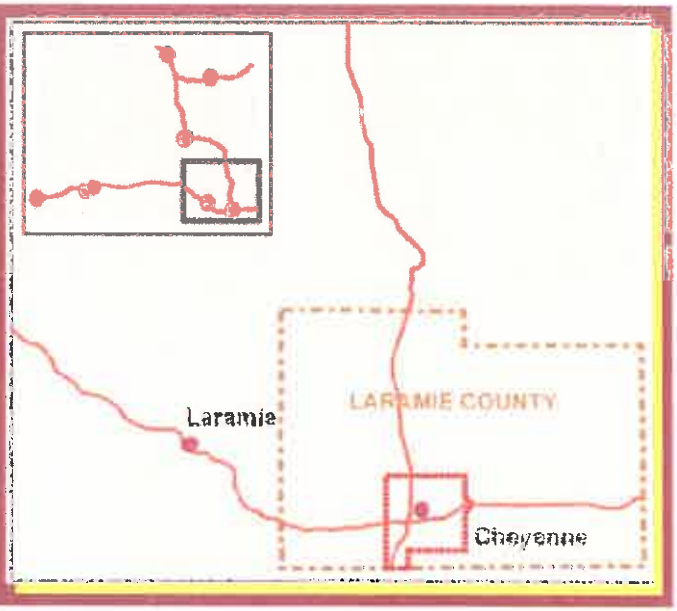
- Make certain there is careful attention to organizational structure of the technical and policy committees. As staff and as the MPO, establish your value to the local governments from the beginning of the MPOs existence.
- Build the relationship with the DOT. Avoid the politics of planning. Have an open and mutual understanding of MPO function from the get go. Know what the MPO can and cannot do.
- With regard to housing the program within a city, transportation planning often takes a back seat to more critical city activities. Short term planning (development applications) can end up dominating activities.
- Recommend that if an MPO is housed within a city, set up a separate division for the transportation planning work.

IM16-034
OR 16-022

Cheyenne MPO, Cheyenne, Wyoming

Quick Facts

- Founded in 1981
- Planning area population: 80,713
- FTE's: 5.5, Director, Senior Planner, Transportation Planner, GIS, Admin
- Governing Structure: Independent MPO
- Member Agencies:
  - *City of Cheyenne*
  - *Laramie County*



Annual Budget

- Total budget is $909,000
- Between Federal planning dollars and 5303 funds, they receive $732K per year.
- Local match is$77K
- Wyoming is a minimum proportion state and there are only two MPOs in Wyoming. WYDOT can help determine the division of funds, and they determined the allocation is divided into 1/3's. (DOT, Casper, and Cheyenne) Their portion is $507,000.
- Additional funding in previous years have come from the state Safety funds. They have applied for numerous grants from the WYDOT programs. When they receive them, they administer the grant, bill WYDOT and are reimbursed.

LRTP Process

- Latest update was done in 2014, but this was an abbreviated one at best due to local politics and claims of governmental overreach.
- In 2009 PlanCheyenne was drafted. This LRTP was truly comprehensive as it included Parks and Recreation, Land Use, Transportation, Design, and Streetscape. The effort resulted in two documents: one a City Version and an MPO version.
- The effort did include several scenarios given the robust nature of the process.
- The reliance on the forecast model was also significant. The model "played a heavy role", and was a "significant piece" to the final document.
- The MPO takes the plan to the City Planning Commissions, County Commissioners, City Council, then back to the MPO Policy Committee for final approval.
- Worth noting, WYDOT was doing modeling for the 2009 effort but decided to stop during the process. (Not determined why). This meant the MPO had to stop the process, purchase and build their own model before continuing.

Unique Committees/Members

- PO has a Policy and Technical committee. Within the Technical committee, additional representatives from the nearby Air Force Base, the local school district, and the developer association all get one vote, where agency members get three votes.
- MPO has a citizens committee of 7-9 lay people. The group is used as a sounding board for the public and votes to move issues forward to the Policy committee. They participate in corridor studies, sub areas, and other efforts before plans are taken to County Commissioners or MPO city.
- Currently developing a safety committee. City has a greenway technical advisory committee and a school traffic safety committee that the MPO works with.

WHY AN MPO???

Provide the framework for the 3C planning process. Coordinate, Communicate, and Collaborate. Truly helps the region and not force everyone to fight as individuals. Helps determine regional priorities, combine forces, based on priorities. Because of Federal funds they get to do more planning than would otherwise.

Public Involvement Process

- The current Public Involvement Plan is out of date.
- Other unique ways they collect public comments are through newspaper advertisements, Mind Mixer, My Sidewalk, Facebook, email lists, and through distributed postcards
- The MPO has actually found that using electronic message boards works very well

Im16-034
OR16-022

Cheyenne MPO, Cheyenne, Wyoming

Active Transportation Planning

- The MPO conducts and leads corridor plans, school crossing plans, safe routes to school plans, oversees Transportation Alternative Program funds for local partners.
- The MPO also oversees a van pooling program that regularly treks back and forth from Cheyenne to Fort Collins, CO.
- Planning work for bicycle and pedestrians include a Greenway Plan and update, on-street bike plans, pedestrian plans, Safe Route to School projects and plans. Each one of those became an amendment to the Plan Cheyenne.

DOT Relationships

- The relationship between the MPO and the DOT was described as being average but not particularly strong. Specifically, the strength is "not as much as they would like."
- WYDOT apparently tends to shy away from the potential relationship and "tends to do its own thing, not with the MPO".
- The MPO is actually part of the DOT planning process but not during the design phase. One area that was described as being problematic was that of projects that have to do with impact on State highways. When this occurs, the DOT has a negative reaction and expresses their lack of support.

Need to hire someone who can talk, who can convince, get them actively involved...need support from the get go.

-Tom Mason, Director

Advice and Sales Pitch

- Try not to get off to a slow start but rather a good start. If the MPO doesn't hit the ground running, it may never be able to recover.
- Work heavily with public involvement early on and the politicians will see if you are just giving lip services to the people or can be instrumental at improving the process and conditions.
- In the case of Cheyenne, the City considers the MPO to be the planning department. Specifically because of the Federal funds, they get to do more planning and projects than they would otherwise get to do.
- Without proper transportation planning, "they (street projects) would be left up to you engineers to design however they want."
- "Try and make your own identity as much as possible. Be in a different building and stand on your own."

Land Use Interaction

- The Cheyenne MPO has always done the land use plan for the City of Cheyenne. Though they are independent, it has been done this way historically.
- MPO does reviews of all development actions, annexation, site plans, for City and County. Ultimately they are the reviewing agency.
- They also review projects and plans to determine access control effort and compare the land use proposals to the LRTP.

Performance Measures

- PlanCheyenne has a list of the performance measures which means they have been using measures since at least 2009.
- WYDOT has been coordinating on implementing the Performance Measures through their processes and procedures which helps the overall regional vision.
- There are additional performance measures included in their recent update of their Safety Plan.
- The Safety Plan is a unique document that Cheyenne was one of the first MPOs to compile. The document is one that should be read and considered and can be viewed at the following link:

Cheyenne Safety Plan

Im16-034
OR 16-022

Appendix E. October 2015 Self Assessment Presentation

October 2015 Presentation to MSB Assembly, Planning Board, TAB and MSB/Houston/Palmer/Wasilla Joint Meeting

Mat-Su Borough
MPO Self Assessment

October 2015

Kostelec

Report Compiled by:
Don Kostelec, AICP - Kostelec Planning – Asheville, NC

Purpose

- Evaluate likelihood of MPO
- Learn best practices from similar MPOs
- Understand MPOs in Alaska context
- Define likely roles and responsibilities
- Better understand whether or not RTPO is advisable
- Recommend next steps for planning and MPO

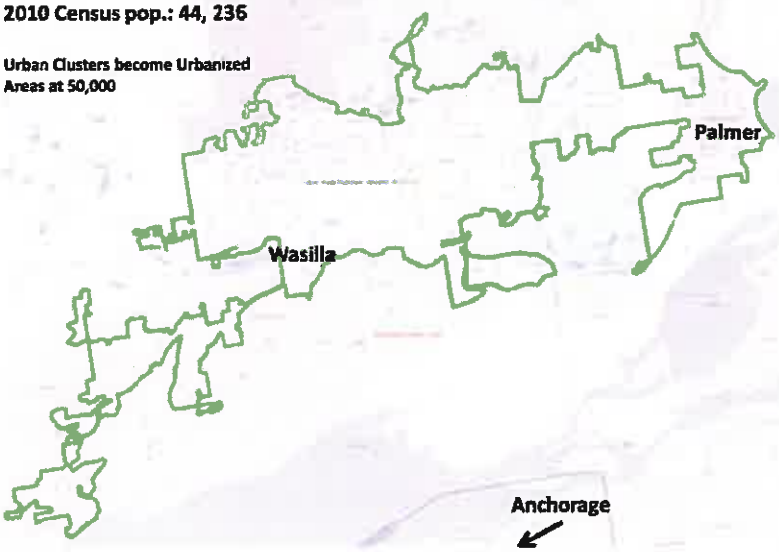
Area	2010 Census	2014 Estimate	Increase	% Increase
State of Alaska	710,249	736,732	26,483	3.7%
Mat-Su Borough	88,995	97,882	8,887	10.0%
MSB Urban Cluster	46,236	N/A		
Palmer	5,937	6,515	578	9.7%
Wasilla	7,831	8,849	1,018	13.0%
Knik-Fairview CDP	14,923	N/A		
Lakes CDP	8,364	N/A		

IM16-034
OR16-022

2010 Urban Cluster

2010 Census pop.: 44, 236

Urban Clusters become Urbanized Areas at 50,000



Federal Register, Vol. 77, No. 59

What is an MPO?

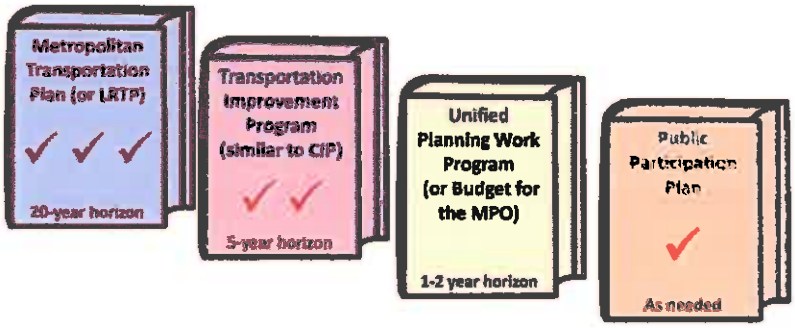
- Metropolitan Planning Organization is **a transportation decision-making and planning body**[1]
  - With representatives of local, state & federal government and transportation authorities.
- Federal law requires MPOs in Census-designated **Urbanized Areas**[2] **of 50,000+ population.**
  - Mat-Su Core Area was 44,000 in 2010.
- MPO functions within its defined boundaries & **actions of the MPO are governed by a decision-making body different from Borough Assembly.**
- **Guaranteed allocation of federal planning funds** for MPO-related duties.

(1) Association of Metropolitan Planning Organizations (ampo.org)
(2) U.S. Census Definition of Urbanized Areas = Population of 50,000 + Population Density of 500 persons per square mile.

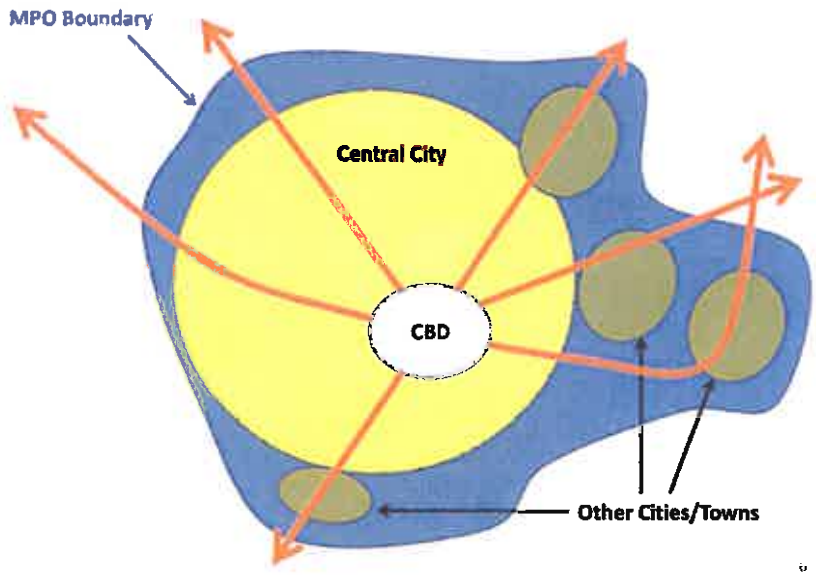
IM16-034
UR16-022

MPOs are required to…

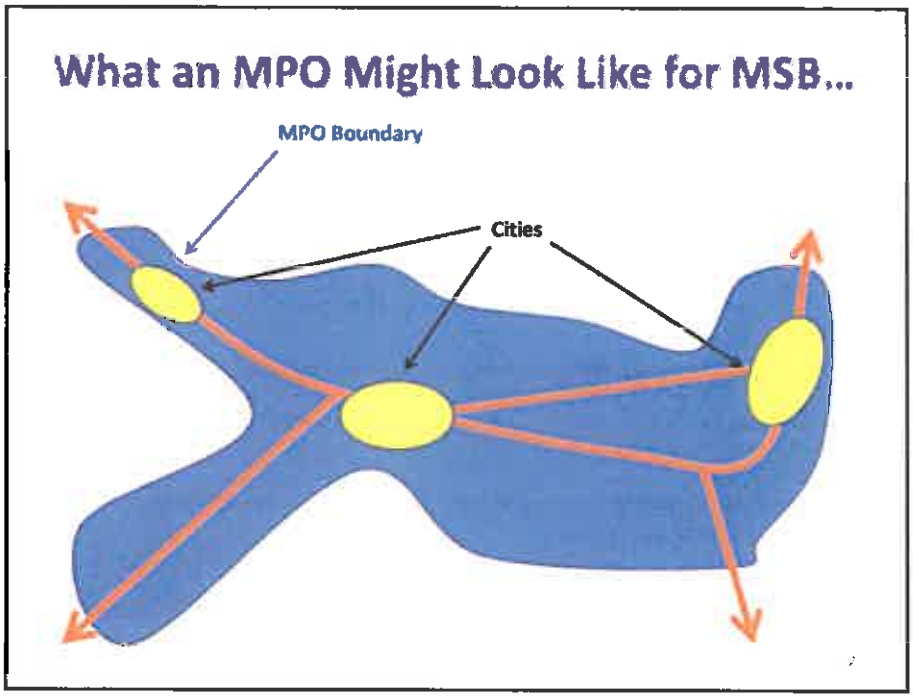
- Ensure federal spending on transportation occurs through a **comprehensive, cooperative, and continuing process** through requirements for a Metropolitan Transportation Plan & Transportation Improvement Program.

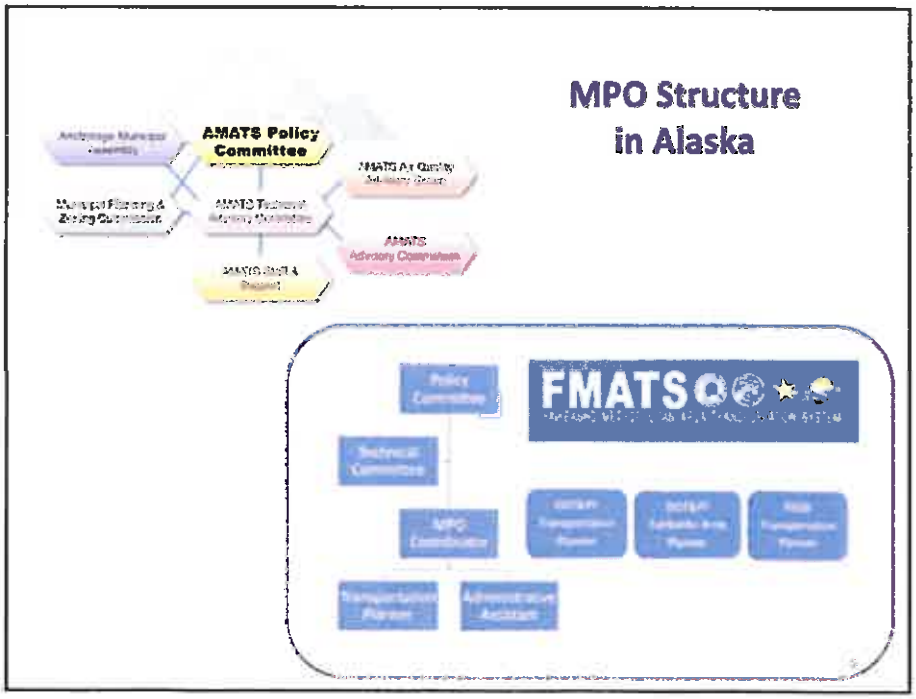


Typical MPO boundary



Im16-034
OR16-022





JM16-034
UR16-022

MPO Peer Review

MPO Peer Review: What we learned

- Be specific in formation of bylaws & committees
- Lack of strong relationship with DOT hinders MPO efforts
- Use the MPO as a forum for regional projects & coordination
- Make MPO as independent as possible

"Don't start by doing too much. Start with a small area, work together, and avoid standalone relationships."
- Mori Byington, BPO Director

IM16-034
OR16-022

AMATS Governing Structure

Municipal Assembly

The Municipal Assembly provides local government review and recommendations on the AMATS plans and programs to the AMATS Technical Advisory Committee and subsequently to the AMATS Policy Committee.

- Adopt by ordinance the MTP as the transportation plan element of the comprehensive plan
- Adopt by ordinance the Transportation Improvement Program (TIP)
- Adopt an official streets and highways plan
- Adopt the local area component of the State Implementation Plan for air quality
- Assist in securing adequate funding to implement the transportation program
- Designate two assembly members to serve as two of the three local government representatives on the AMATS Policy Committee

AMATS Public Participation Plan:
http://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Jamie/AMATS%20PPP%20Public%20Review%20Draft%209.4.14.pdf

Committee	FMATS	AMATS	MSB Equivalent
Policy	• Fairbanks North Star Borough Mayor • Fairbanks North Star Borough Assembly Member • City of Fairbanks Council Member • City of Fairbanks Mayor • City of North Pole Mayor • ADOT&PF Northern Region Director • DEC – Division of Air Quality	• Municipality of Anchorage Mayor • Municipal Assembly Member • Municipal Assembly Member • ADOT&PF Commissioner (or designee) • DEC Commissioner (or designee)	• Mat-Su Borough Mayor • Mat-Su Borough Assembly Member (x2) • City of Palmer Mayor • City of Wasilla Mayor • ADOT&PF Central Region Director (or designee)
Technical	**Local Members** • City of Fairbanks Engineer • City of Fairbanks PW Director • City of North Pole PW Director • Borough Planning Director • Borough Transit Director • Borough Planning Commission • Fort Weinwright • UAF • Fairbanks Airport • Freight Carriers • Tanana Chiefs Conference **State Members** • Alaska Railroad • DOT&PF Planning Manager • DEC Air Quality	**Local Members** • Health & Human Services • Public Transportation • Community Development • Project Management & Engineering • Traffic Division • Port of Anchorage • Air Quality Advisory Committee **State Members** • ADOT&PF Central Region Planning • ADOT&PF Regional Pre-Construction • DEC • Alaska Railroad	**Local Members** • Mat-Su Borough Chief of Planning • Mat-Su Borough Capital Projects Director • Palmer City Planner • Wasilla City Planner • MASCOT Director • Valley Mover Director • Port Mackenzie Director **State Members** • ADOT&PF Central Region Planning • ADOT&PF Regional Pre-Construction • DEC • Alaska Railroad

Im16-034
UR16-022

Recommendations

1. Continue with existing transportation planning practices
2. Evaluate MPO Committee Structure
3. Establish structure/roles with DOT before MPO designation

- Other recommendations
  - Track federal legislation
  - Continue engaging Anchorage & Fairbanks MPOs
  - Identify other pre-MPO needs with DOT
  - Keep planning for transportation needs as they emerge
  - Continue to engage locals stakeholders & build relationships

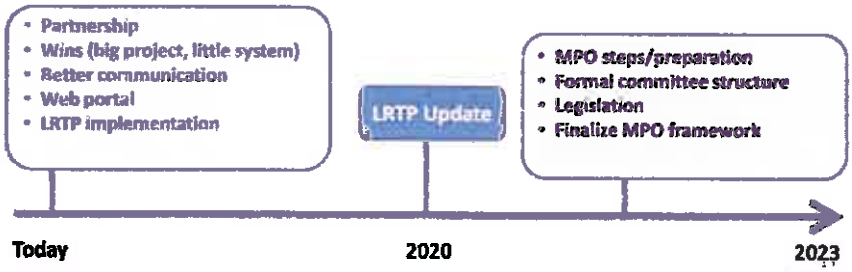
What's Next?

- Additional meetings this week, including TAB.
- Finalize Self Assessment based on results of this week's discussions.
- Deliver final report.
- Implement recommendations.

Im16-034
OR16-022

Getting there from here...

- MPO assessment
- Corridor partnership
- Corridor studies
- LRTP update
- Transportation planner
- Public information campaign, web portal
- Standardizing public involvement for transportation projects
- Implementation of smaller projects



RTPO vs. MPO

RTPO	MPO
Statutory Authority • No official federal government authority • Voluntary, as designated or assigned by a state	**Statutory Authority** • Mandated by federal government once urbanized area population is 50,000 • Specifics planning and program duties assigned by federal government • Other authorities as designated or requested by a state
Geographic Coverage • Non-urbanized areas • May exist in same county/jurisdiction as MPO to serve areas outside the MPO	**Geographic Coverage** • Urbanized areas, as defined by federal government + 20-year planning area
Required Planning • Only as defined by a state; • Generally similar to LRTP and TIP in states with RTPOs, but plans have no recognized authority in federal law	**Required Planning** • Metropolitan Transp Plan (or LRTP; fiscally-constrained) • Transportation Improvement program (TIP) • Unified Planning Work Program (task-based budget) • Public Participation Plan (PPP) • Others, as determined by state or member agencies

Im16-034
OR16-022

This Page Intentionally Left Blank

CODE ORDINANCE

Sponsored by:
Introduced:
Public Hearing:
Action:

MATANUSKA-SUSITNA BOROUGH
ORDINANCE SERIAL NO. 16-022

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030 ADOPTING THE MATANUSKA-SUSISTNA BOROUGH METROPOLIAN PLANNING ORGANIZATION (MPO) SELF ASSESSMENT.

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 Plan. The Matanuska-Susitna Borough Assembly hereby adopts the Matanuska Susitna Borough Metropolitan Planning Organization Self Assessment, January 2016.

Section 3. Amendment of subsection. MSB 15.24.030(B) is hereby amended to read as follows:

(38) Matanuska Susitna Borough Metropolitan Planning Organization (MPO) Self Assessment, January 2016.

Section 4. 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

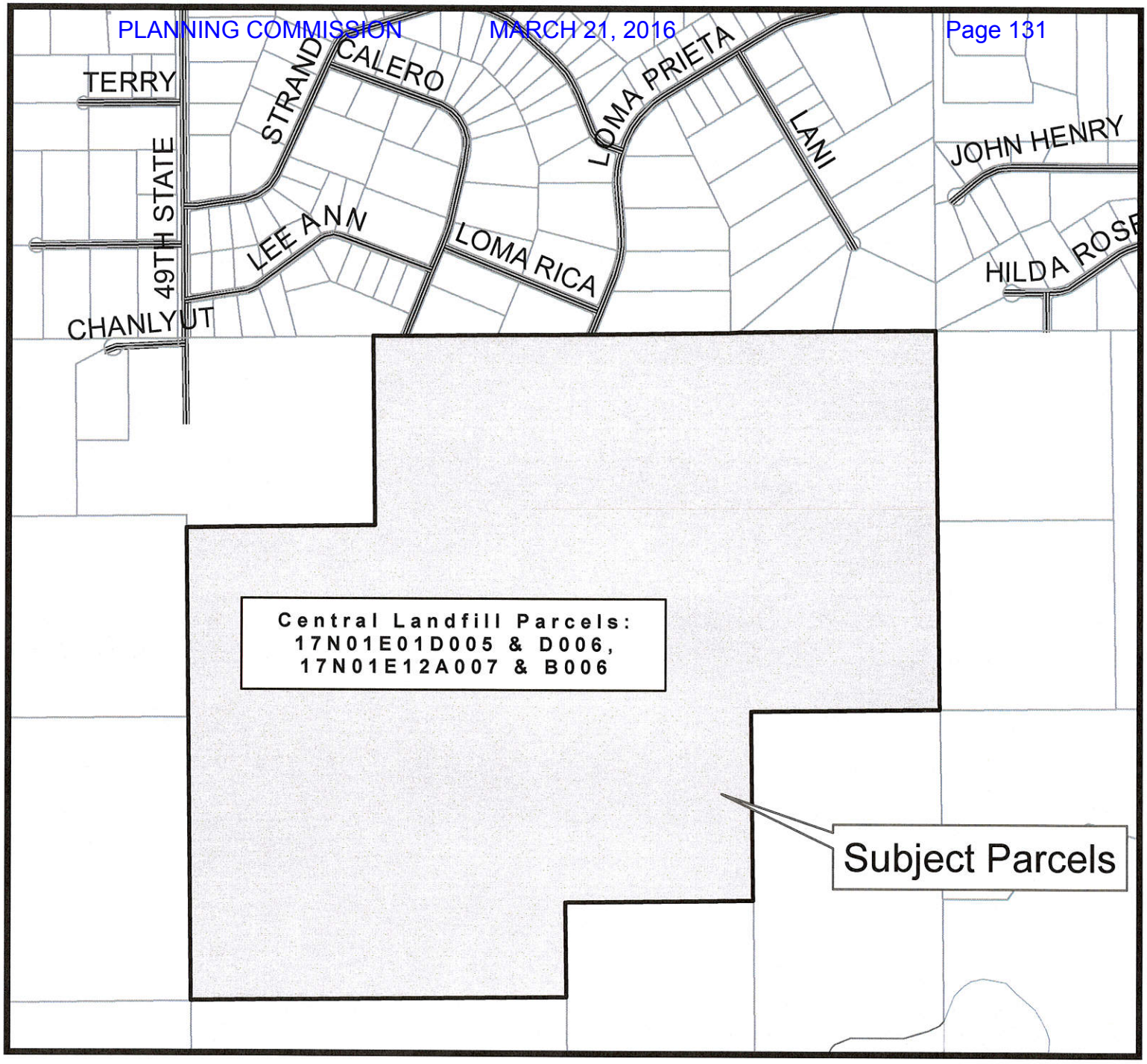
LEGISLATIVE

Resolution No. 16-11

Central Landfill IMD

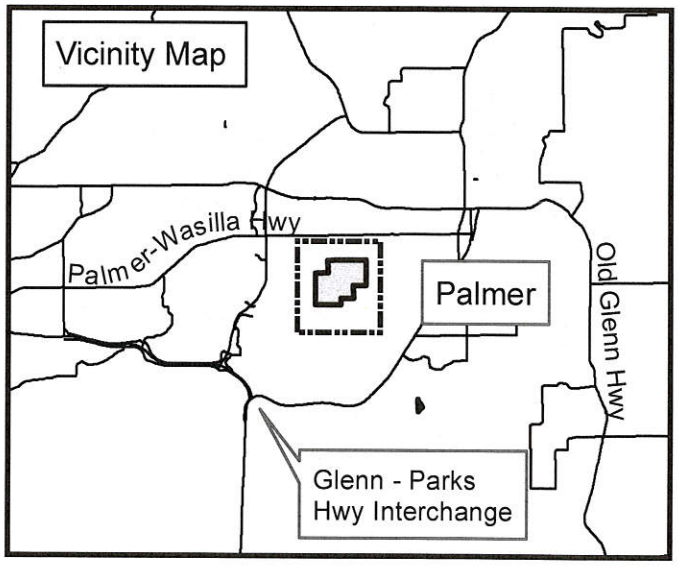
(Page 129 - 232)

INTRODUCTION FOR PUBLIC HEARING



Central Landfill Parcels:
17N01E01D005 & D006,
17N01E12A007 & B006

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.



MSB Development Services
February 16, 2016

0 1,000 2,000 Feet

This Page Intentionally Left Blank

MATANUSKA-SUSITNA BOROUGH

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

APPLICATION
Earth Materials Extraction

Matanuska - Susitna Borough
Development Services
FEB 16 2016
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**
_____ **$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: 17 North, Range: 01 East, Section: 01 & 12, Meridian____

MSB Tax Account # 17N01E01D005, 17N01E01D006, 17N01E12A007, 17N01E12B006

SUBDIVISION: _____ BLOCK(S): _____, LOT(S): _____

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? o Yes o No ✗ N/A

Name of Property Owner
Matanuska-Susitna Borough
Address: 350 E. Dahlia Ave.
Palmer, AK 99645
Phone: Hm _____ Fax _____
Wk 907-861-7606 Cell 907-354-2841
E-mail macey.shapiro@matsugov.us

Name of Agent/ Contact for application
Macey Shapiro
Address: 350 E. Dahlia Ave.
Palmer, AK 99645
Phone: Hm _____ Fax _____
Wk 907-861-7606 Cell 907-354-2841
E-mail macey.shapiro@matsugov.us

Description What type(s) of material is being extracted? sand and gravel

Total acreage area of all parcels on which the activity will occur: 440 acres
Total acreage area of earth material extraction activity: 13 acres (Cells 4 to 7 footprint)
Total cubic yards extraction per year: Approximately 133,000 CY per year
Total projected cubic yards to be extracted: 770,000
What is the estimated final year extraction will occur? Approximately 2020

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 Plan
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	Appendix A

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.	Appendix A
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.	"
Identify wetlands and waterbodies on site and within one mile	Exhibit 3
Identify existing surrounding land uses within one mile	Appendix A
Identify surrounding property ownership (i.e. public vs. private) within one mile of exterior boundaries	" Exhibit 3
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.	" Appendix A
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	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,	"

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)	Exhibits 4 & 5

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~~ Exhibit 6
Mining permit as required by the Alaska State Department of Natural Resources (ADNR) if extraction activities are to take place on state land		Exhibit 6
Reclamation plan as required by ADNR, pursuant to A.S. 27.19		Exhibits 4 & 5
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		Mining Plan
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.		Exhibit 7
Others (list as appropriate)		

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

MSB Tax parcel(s) ID #(s) 17N01E01D005, 17N01E01D006, 17N01E12A007, 17N01E12B006
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.

Signature: Property Owner — Printed Name: Eric Phillips — Date: 11/16/15

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: _____

****

RECEIVED
NOV 16 2015
PERMIT CENTER

EARTH MATERIAL EXTRACTION APPLICATION

MATANUSKA-SUSITNA BOROUGH

CENTRAL LANDFILL

MATANUSKA-SUSITNA BOROUGH

LAND AND RESOURCE MANAGEMENT DIVISION
CELLS, 4, 5, 6, AND 7
PROPOSED GRAVEL MINING PLAN OF OPERATIONS
AND SITE PLAN REQUIREMENTS

Matanuska - Susitna Borough
Development Services
FEB 16 2016
Received

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).

1. Plan of Operation

The Matanuska-Susitna Borough Central Landfill is located approximately 0.5 mile south on N 49th State Street from the intersection with the E Palmer Wasilla Highway. This Proposed Gravel Mining Plan (Plan) details the activities and dates of operation for gravel mining of future landfill Cells 4, 5, 6, and 7.

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 landfill and monitoring wells is shown in Appendix A-1. Appendix A-2 depicts the gravel mining truck haul route, material processing and stockpile area, and outer limit of gravel mining excavation (Cells 4 through 7). Appendix A-3 through Appendix A-6 show the site plans for the mining for Cells 4 through 7 and depicts the proposed operation areas, depth of excavation, slopes, cross section, and estimated final grade. Appendix A-7 presents the table of volumes for each cell and operational dates. The landowners within one-mile, wetlands, waterbodies, and other features are shown in Appendix A-8.

The current Plan includes future borrow sources located within the current landfill property boundary. The maximum area proposed for gravel extraction within the larger 440-acre landfill property is approximately 13 acres (total acreage of Cells 4 through 7); the remaining acreage contains landfill facilities (leachate treatment facility, recycling center, compost area, landfill gas area, open and closed landfill cells and access roads), an animal shelter, undeveloped land designated for future use as landfill cells, and undeveloped land utilized for the Crevasse Moraine Trail System. Property surrounding the landfill is residential to the north and west. The land south and east of the landfill is undeveloped land containing lakes and wetland areas.

The goal of the gravel extraction activities are to extract up to approximately 770,000 cubic yards of material for beneficial use onsite as cover material and/or sale. The property is currently owned by the MSB. Modifications to the 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 2020. No reclamation of the mined area is required prior to use as landfill cells. Final reclamation will be concurrent with closure for each landfill cell. Cell closure dates are described in the Development Plan (CH2M HILL, October 2014).

Extraction operations will be at the Contractor's discretion and are not seasonally dependent. Hours of operation are expected to be Monday through Friday from 8 a.m. to 6 p.m., and Saturday from 9 a.m. to 5 p.m. Existing access roads will be used for earth extraction, shown in Appendix A-2. Cell 4 will be mined first, followed by Cells 5 through 7.

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

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.

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 contracting and the need and schedule of the Contractor. No reclamation will be required. The mined cells with be covered with engineered liners for expansion of the Central Landfill.

2. Site Plan Requirements

The location of permanent and semi-permanent structures on the site for verification of setback requirements, are shown in Appendix A-2 through Appendix A-6.

Sand and Gravel Extraction

A mining schedule is included in Table A-7. Mining dates for each cell are included on the mining plans (Appendix A-3 through Appendix A-6).

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.

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 exist throughout the site (see Appendix A-1) and mining activities will not encroach within four feet of the seasonal high ground water level. Based on highest groundwater elevations measured on June 22, 2005, and March 11, 2014 (Shannon & Wilson, Inc., 2005; 2014), groundwater generally slopes from north to south, with approximate elevations ranging from 230 feet above mean sea level (amsl) at the north to 125 feet amsl at the south.

Most of the material extracted will be leaving the site via haul truck. Truck haul routes are shown in Appendix A-2. A water truck and/or sweeper may be used for dust control as needed.

The primary processing, staging, stockpiling, and operations area 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. 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.

Organic overburden from Cells 4 through 7 will be stockpiled for use as cover material or sold. Future use is intended to be for household waste cells. Mined areas will be excavated as specified in Appendix A-3 through Appendix A-6.

I. 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 (see Appendix A-3 through Appendix A-6). The relocation of structures within the operations area may be necessary depending on the project and will be determined by the Contractor.

II. Buffer areas and Driveways

Buffers, driveways and public access easements are shown in Appendix A. Buffers for the landfill consist of a 100-foot and 300-foot buffer, and a 50-foot section line easement and are presented in Appendix A-1.

As shown in Appendix A-2, all traffic will ingress and egress the site via one or both of two proposed access points. These access roads will be directly onto N 49th State Street, which is a paved residential road.

III. Wetlands and Waterbodies

No wetland areas are located in the area proposed for mining, and shown in Appendix A-8.

IV. Existing and Surrounding Land Uses

Property surrounding the landfill is residential to the north and west. The land south and east of the landfill is undeveloped land containing lakes and wetland areas. It is expected that MSB lands are used by the public for recreational purposes including the Crevasse Moraine Trail system. Surrounding properties are identified in Appendix A-8.

V. Road and Access Plan

All traffic will ingress and egress the site via an existing driveway off of Chanylut Circle then directly onto N 49th State Street, which is a paved residential road.

Construction-related traffic may be expected to generate up to 20 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.

VI. Visual Screen Measures

Residential areas and recreational trails are located in the vicinity of the proposed area of development. Existing landfill cells and forested areas around the landfill will provide a sufficient visual screening to these receptors.

VII. Noise Mitigation

Residential areas and recreational trails are located in the vicinity of the proposed area of development. Existing landfill cells and forested areas around the landfill will provide noise buffer to these receptors. 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 help attenuate work area noise to acceptable levels consistent with the stipulations of MSB 17.28.060(A)(5).

VIII. Lighting Plan

Most of the work will be conducted 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 nearby residential areas 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).

IX. 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.

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.

X. 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 perform the extraction 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.

XI. Reclamation Plan

No additional maintenance or requirements are anticipated to be necessary in the time between the completion of mining and start of landfill cell usage for municipal waste.

References

CH2M HILL. October 2014. *Final Matanuska-Susitna Borough Central Landfill Development Plan*. Prepared for Matanuska-Susitna Borough Solid Waste Division.

Shannon & Wilson, Inc. 2014. March 11, 2014 Groundwater Map.

Shannon & Wilson, Inc. 2005. June 22, 2005 Groundwater Map.

This Page Intentionally Left Blank

APPENDIX A

FIGURES AND SITE PLANS

Appendix A-1: Existing Site Plan
Appendix A-2: Gravel Mining Haul Route and Stockpile Plan
Appendix A-3: Landfill Cell 4 Mining Plan
Appendix A-4: Landfill Cell 5 Mining Plan
Appendix A-5: Landfill Cell 6 Mining Plan
Appendix A-6: Landfill Cell 7 Mining Plan
Appendix A-7: Table of Volumes & Dates
Appendix A-8: Land Use and Wetland/Water Bodies Figure
Appendix A-9: Future cells 8 to 29
Appendix A-10: Estimated Soil Quantities Future Cells 8 to 29

Figure 1.dgn 2014\10\07

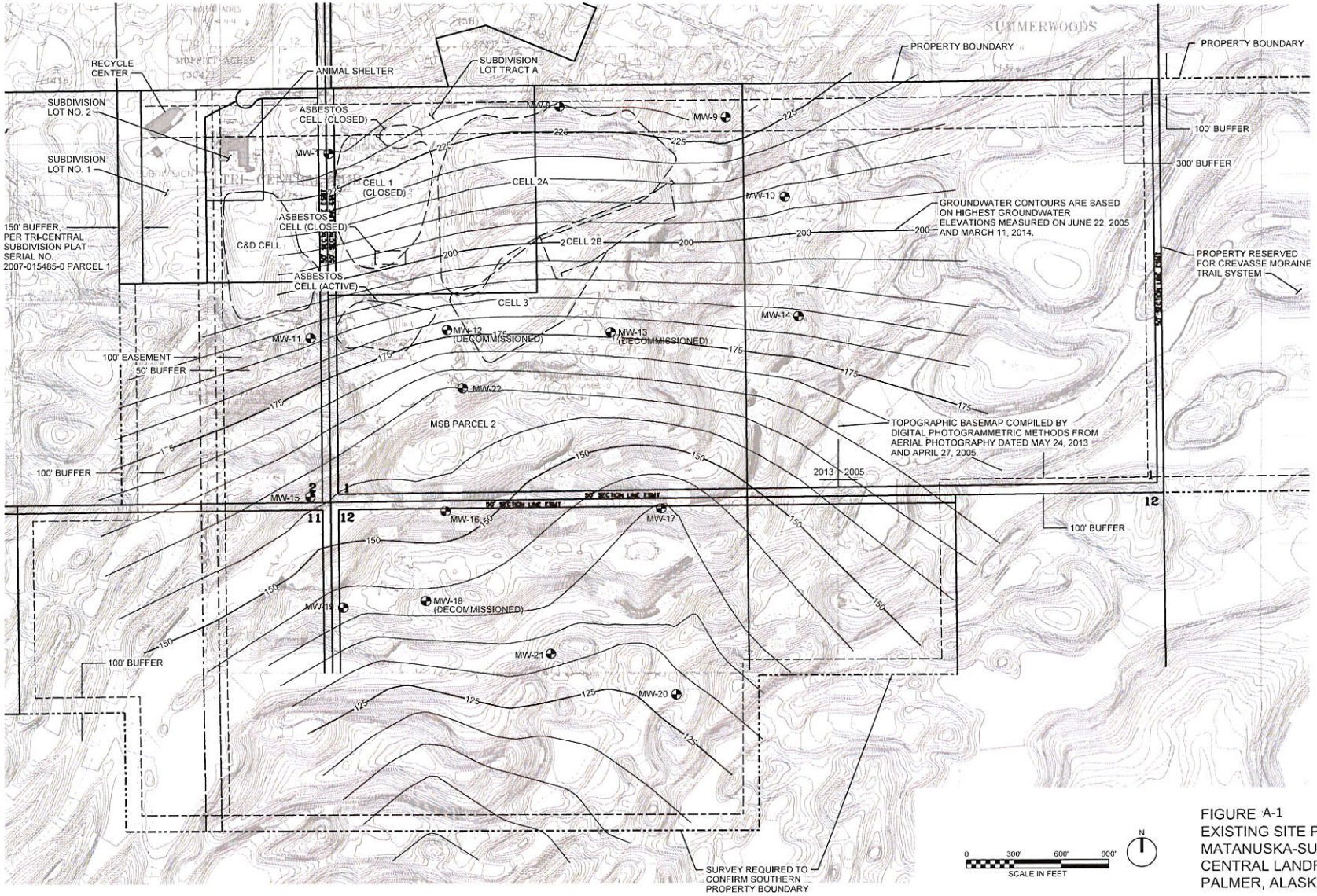


FIGURE A-1
EXISTING SITE PLAN
MATANUSKA-SUSITNA BOROUGH
CENTRAL LANDFILL
PALMER, ALASKA

CH2MHILL®

© CH2M HILL

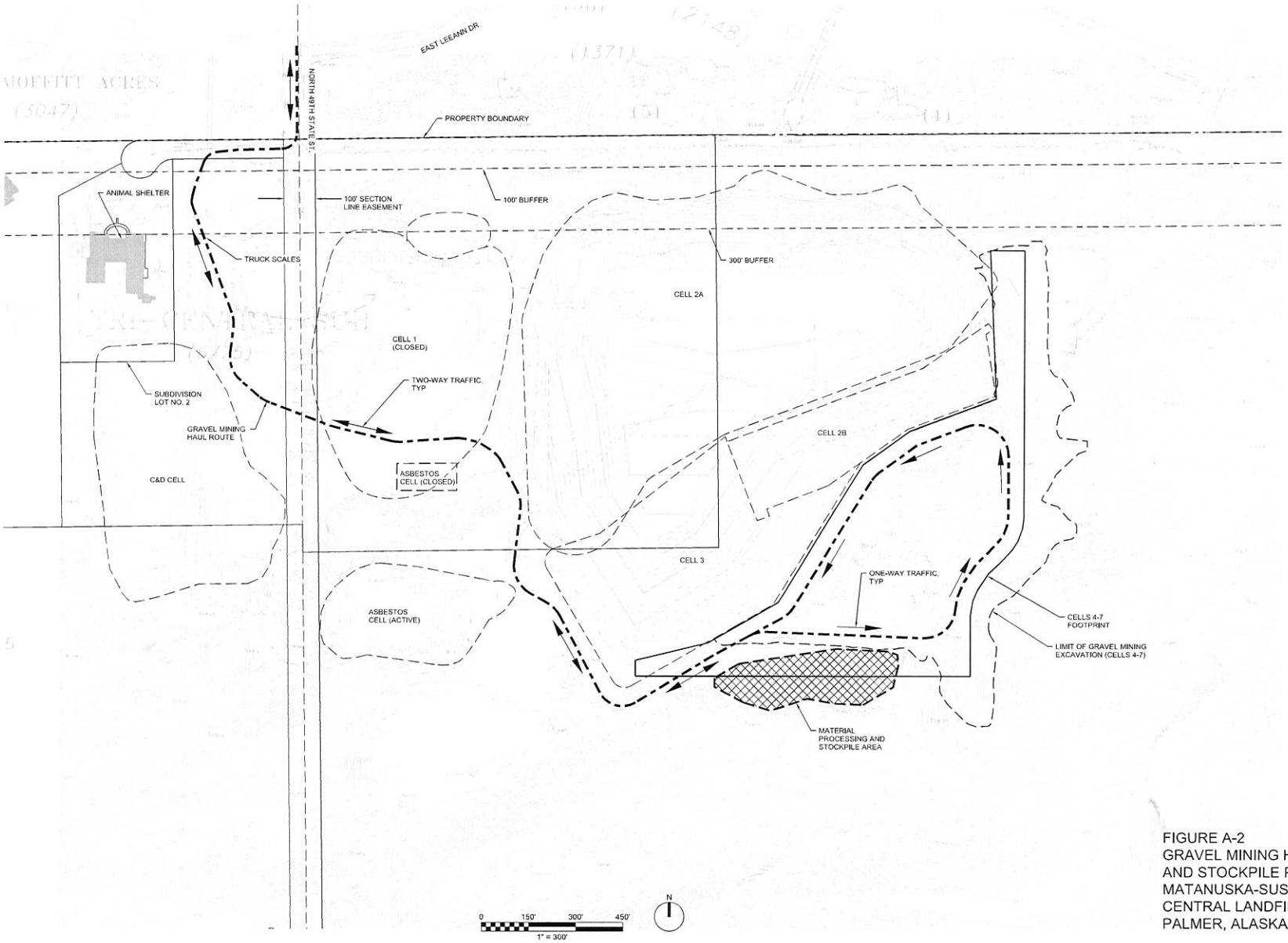
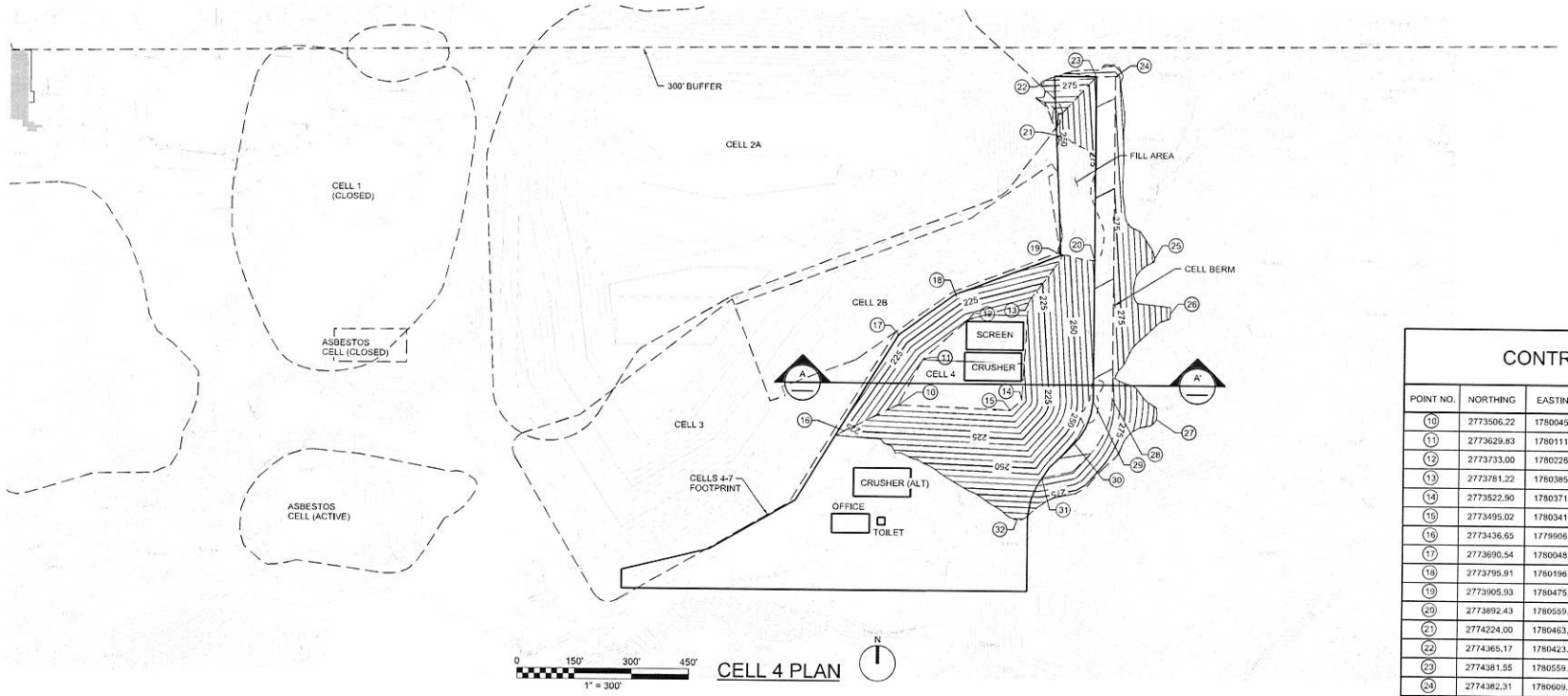


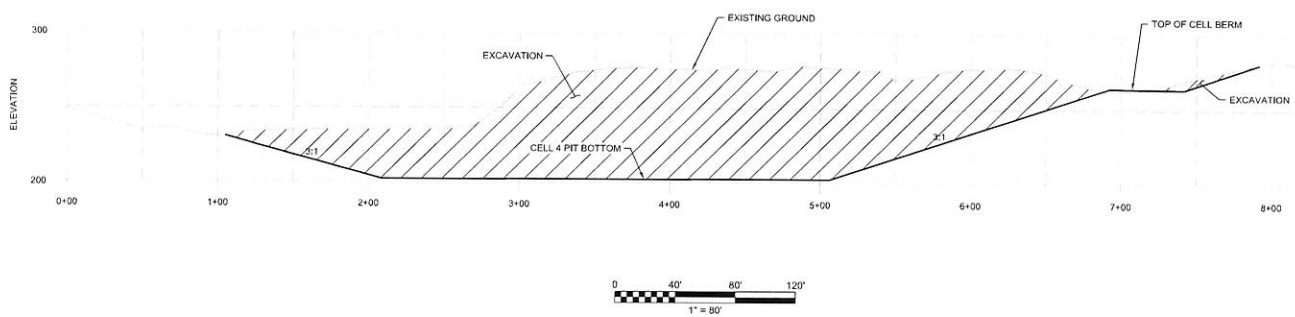
FIGURE A-2
GRAVEL MINING HAUL ROUTE
AND STOCKPILE PLAN
MATANUSKA-SUSITNA BOROUGH
CENTRAL LANDFILL GRAVEL MINING PLAN
PALMER, ALASKA

ch2m

FILENAME: GMP_Figure A-2 PLOT DATE: 2015\09\25 PLOT TIME: 11:59:57 AM



CELL 4 PLAN



CELL 4 SECTION A-A'

EXCAVATION SUMMARY

	VOLUME (CY)	YEARS
CELL 4	499,000	2016-2018

NOTES:

1. QUANTITIES PROVIDED ARE FOR ESTIMATING PURPOSES ONLY.
2. CONTOURS SHOWN ARE TOP OF FLEXIBLE MEMBRANE LINER.
3. EXCAVATION VOLUME IS IN-PLACE VOLUME AND DOES NOT ACCOUNT FOR SOIL SHRINK OR SWELL.
4. YEARS IN TABLE REPRESENT AN ACCEPTABLE RANGE FOR BEGINNING AND ENDING CELL EXCAVATION.
5. EXCAVATION VOLUME ACCOUNTS FOR MINOR FILL AREAS SHOWN.

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
10	2773506.22	1780045.00	201.00	12" ABOVE LINER GRADE
11	2773629.83	1780111.44	206.12	12" ABOVE LINER GRADE
12	2773733.00	1780226.57	210.40	12" ABOVE LINER GRADE
13	2773781.22	1780385.59	212.37	12" ABOVE LINER GRADE
14	2773522.90	1780371.12	202.16	12" ABOVE LINER GRADE
15	2773495.02	1780341.90	201.00	12" ABOVE LINER GRADE
16	2773436.65	1779906.36	225.92	12" ABOVE LINER GRADE
17	2773690.54	1780048.12	235.00	12" ABOVE LINER GRADE
18	2773795.91	1780196.53	233.24	12" ABOVE LINER GRADE
19	2773905.93	1780475.48	244.90	12" ABOVE LINER GRADE
20	2773892.43	1780559.10	272.51	12" ABOVE LINER GRADE
21	2774224.00	1780463.83	247.75	12" ABOVE LINER GRADE
22	2774365.17	1780423.07	279.14	12" ABOVE LINER GRADE
23	2774381.55	1780559.10	282.71	12" ABOVE LINER GRADE
24	2774382.31	1780609.10	281.21	AT EXCAVATION GRADE
25	2773902.31	1780716.84	307.07	AT EXCAVATION GRADE
26	2773757.31	1780759.61	318.29	AT EXCAVATION GRADE
27	2773474.77	1780725.91	303.00	AT EXCAVATION GRADE
28	2773527.31	1780609.03	263.30	AT EXCAVATION GRADE
29	2773521.55	1780558.88	264.78	12" ABOVE LINER GRADE
30	2773409.24	1780510.37	262.18	12" ABOVE LINER GRADE
31	2773317.62	1780425.69	259.57	12" ABOVE LINER GRADE
32	2773205.40	1780360.98	246.62	AT EXCAVATION GRADE

NOTES:

1. WHERE NOTED IN CONTROL POINT TABLE DESCRIPTION, EXCAVATION ELEVATIONS ARE 12" ABOVE LINER GRADES SHOWN.

BASIS OF BASEMAP:

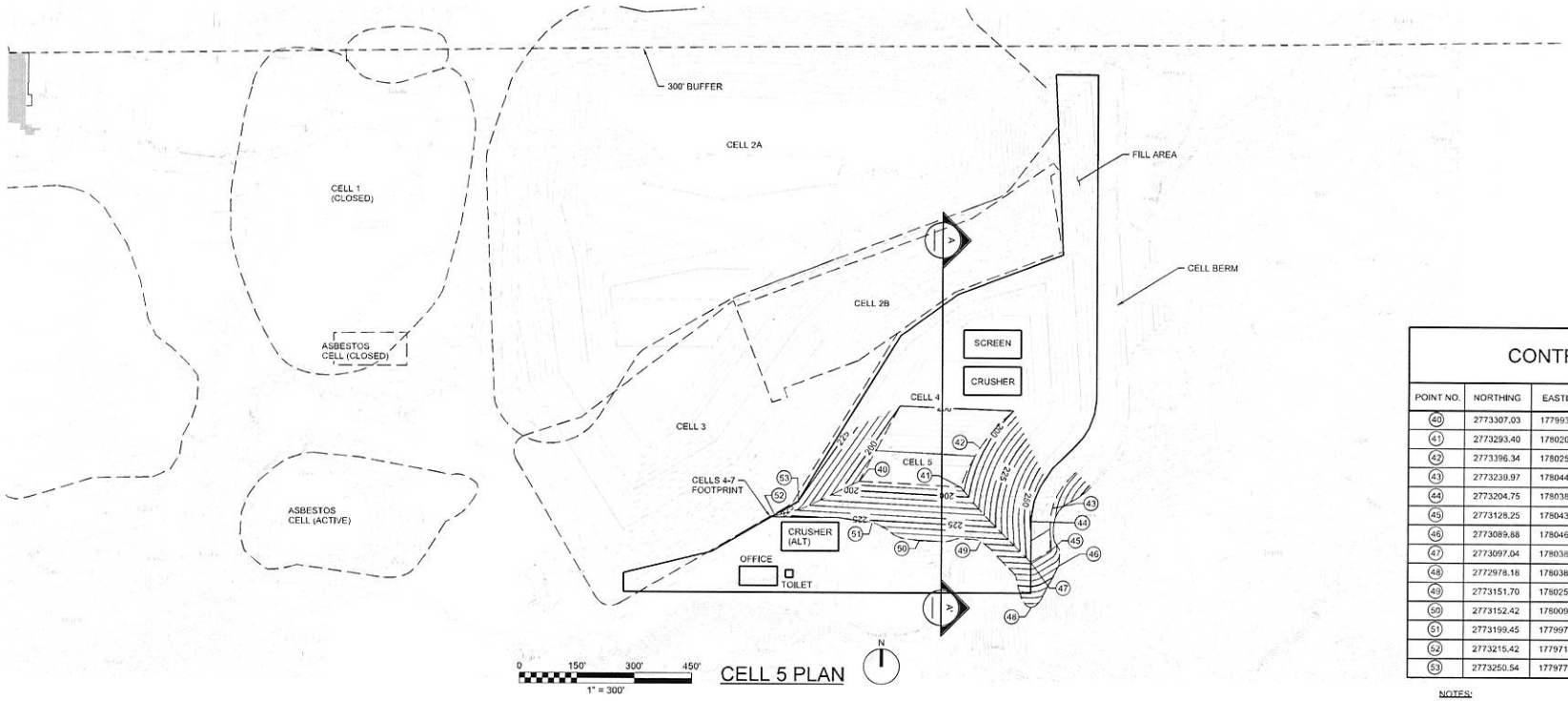
TOPOGRAPHIC BASEMAP COMPILED BY DIGITAL PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED MAY 24, 2013, 2013 TOPOGRAPHIC BASEMAP PREPARED BY AEROMETRIC; 2014 MERRILL FIELD DRIVE, ANCHORAGE, AK 99501 (PH: 907-272-4495).

COORDINATES SHOWN HEREON ARE BASED ON NAD83 ALASKA STATE PLANE ZONE 4. VERTICAL ELEVATIONS ARE REFERENCED TO MEAN LOWER LOW WATER.

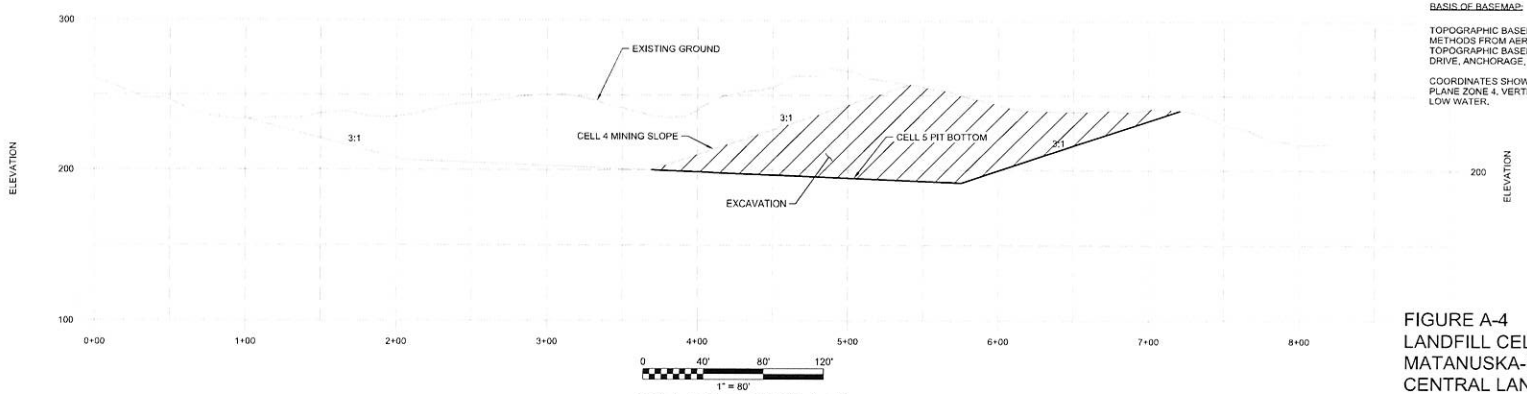
FIGURE A-3
LANDFILL CELL 4 MINING PLAN
MATANUSKA-SUSITNA BOROUGH
CENTRAL LANDFILL GRAVEL MINING PLAN
PALMER, ALASKA

ch2m

FILENAME: GMP_Figure A-3 PLOT DATE: 2015\11\06 PLOT TIME: 9:52:30 AM



CELL 5 PLAN



CELL 5 SECTION A-A'

EXCAVATION SUMMARY

	VOLUME (CY)	YEARS
CELL 5	193,000	2016-2018

NOTES:

1. QUANTITIES PROVIDED ARE FOR ESTIMATING PURPOSES ONLY.
2. CONTOURS SHOWN ARE TOP OF FLEXIBLE MEMBRANE LINER.
3. EXCAVATION VOLUME IS IN-PLACE VOLUME AND DOES NOT ACCOUNT FOR SOIL SHRINK OR SWELL.
4. YEARS IN TABLE REPRESENT AN ACCEPTABLE RANGE FOR BEGINNING AND ENDING CELL EXCAVATION.
5. EXCAVATION VOLUME ACCOUNTS FOR MINOR FILL AREAS SHOWN.

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
40	2773307.03	1779938.49	192.60	12" ABOVE LINER GRADE
41	2773293.40	1780204.81	192.60	12" ABOVE LINER GRADE
42	2773396.34	1780254.87	196.90	12" ABOVE LINER GRADE
43	2773239.97	1780445.15	256.18	AT EXCAVATION GRADE
44	2773204.75	1780389.32	257.07	12" ABOVE LINER GRADE
45	2773128.25	1780439.10	253.82	AT EXCAVATION GRADE
46	2773089.88	1780463.05	261.00	AT EXCAVATION GRADE
47	2773097.04	1780389.10	254.82	12" ABOVE LINER GRADE
48	2772978.18	1780389.67	251.66	AT EXCAVATION GRADE
49	2773151.70	1780257.63	211.14	AT EXCAVATION GRADE
50	2773152.42	1780095.79	210.67	AT EXCAVATION GRADE
51	2773199.45	1779973.04	196.77	AT EXCAVATION GRADE
52	2773215.42	1779719.10	226.83	12" ABOVE LINER GRADE
53	2773250.54	1779779.97	225.35	12" ABOVE LINER GRADE

NOTES:

1. WHERE NOTED IN CONTROL POINT TABLE DESCRIPTION, EXCAVATION ELEVATIONS ARE 12" ABOVE LINER GRADES SHOWN.

BASIS OF BASEMAP:

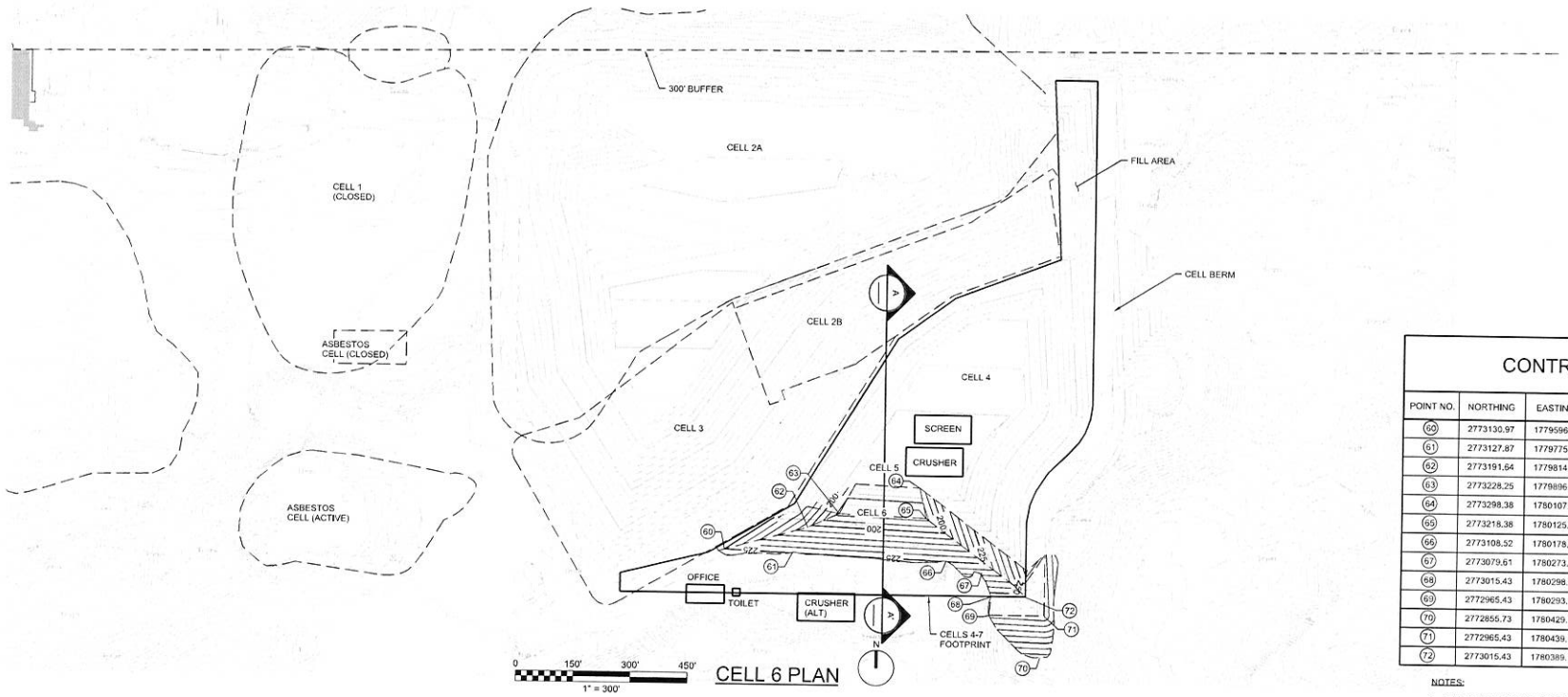
TOPOGRAPHIC BASEMAP COMPILED BY DIGITAL PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED MAY 24, 2013, 2013 TOPOGRAPHIC BASEMAP PREPARED BY AEROMETRIC: 2014 MERRILL FIELD DRIVE, ANCHORAGE, AK 99501 (PH: 907-272-4495).

COORDINATES SHOWN HEREON ARE BASED ON NAD83 ALASKA STATE PLANE ZONE 4. VERTICAL ELEVATIONS ARE REFERENCED TO MEAN LOWER LOW WATER.

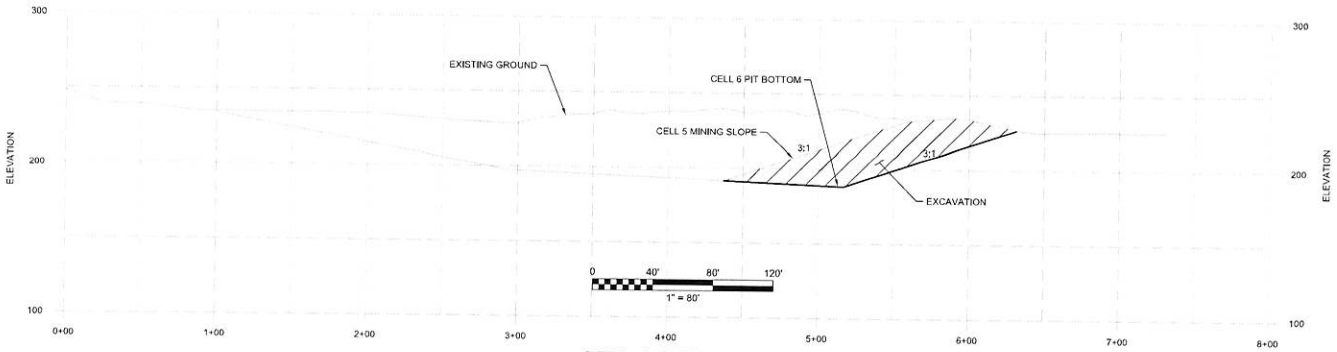
FIGURE A-4
LANDFILL CELL 5 MINING PLAN
MATANUSKA-SUSITNA BOROUGH
CENTRAL LANDFILL GRAVEL MINING PLAN
PALMER, ALASKA

ch2m

FILENAME: GMP_Figure A-4 PLOT DATE: 2015\11\06 PLOT TIME: 9:54:44 AM



CELL 6 PLAN



CELL 6 SECTION A-A'

EXCAVATION SUMMARY

	VOLUME (CY)	YEARS
CELL 6	74,000	2016-2018

NOTES:

1. QUANTITIES PROVIDED ARE FOR ESTIMATING PURPOSES ONLY.
2. CONTOURS SHOWN ARE TOP OF FLEXIBLE MEMBRANE LINER.
3. EXCAVATION VOLUME IS IN-PLACE VOLUME AND DOES NOT ACCOUNT FOR SOIL SHRINK OR SWELL.
4. YEARS IN TABLE REPRESENT AN ACCEPTABLE RANGE FOR BEGINNING AND ENDING CELL EXCAVATION.
5. EXCAVATION VOLUME ACCOUNTS FOR MINOR FILL AREAS SHOWN.

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
60	2773130.97	1779596.06	226.03	12" ABOVE LINER GRADE
61	2773127.87	1779775.57	224.46	12" ABOVE LINER GRADE
62	2773191.64	1779814.06	202.67	12" ABOVE LINER GRADE
63	2773228.25	1779896.32	189.28	12" ABOVE LINER GRADE
64	2773298.38	1780107.43	192.58	12" ABOVE LINER GRADE
65	2773218.38	1780125.48	189.27	12" ABOVE LINER GRADE
66	2773108.52	1780178.74	225.11	12" ABOVE LINER GRADE
67	2773079.61	1780273.60	233.40	12" ABOVE LINER GRADE
68	2773015.43	1780298.57	254.42	12" ABOVE LINER GRADE
69	2772965.43	1780293.65	252.73	AT EXCAVATION GRADE
70	2772855.73	1780429.10	287.55	AT EXCAVATION GRADE
71	2772965.43	1780439.10	250.86	AT EXCAVATION GRADE
72	2773015.43	1780389.10	253.12	12" ABOVE LINER GRADE

NOTES:

1. WHERE NOTED IN CONTROL POINT TABLE DESCRIPTION, EXCAVATION ELEVATIONS ARE 12" ABOVE LINER GRADES SHOWN.

BASIS OF BASEMAP:

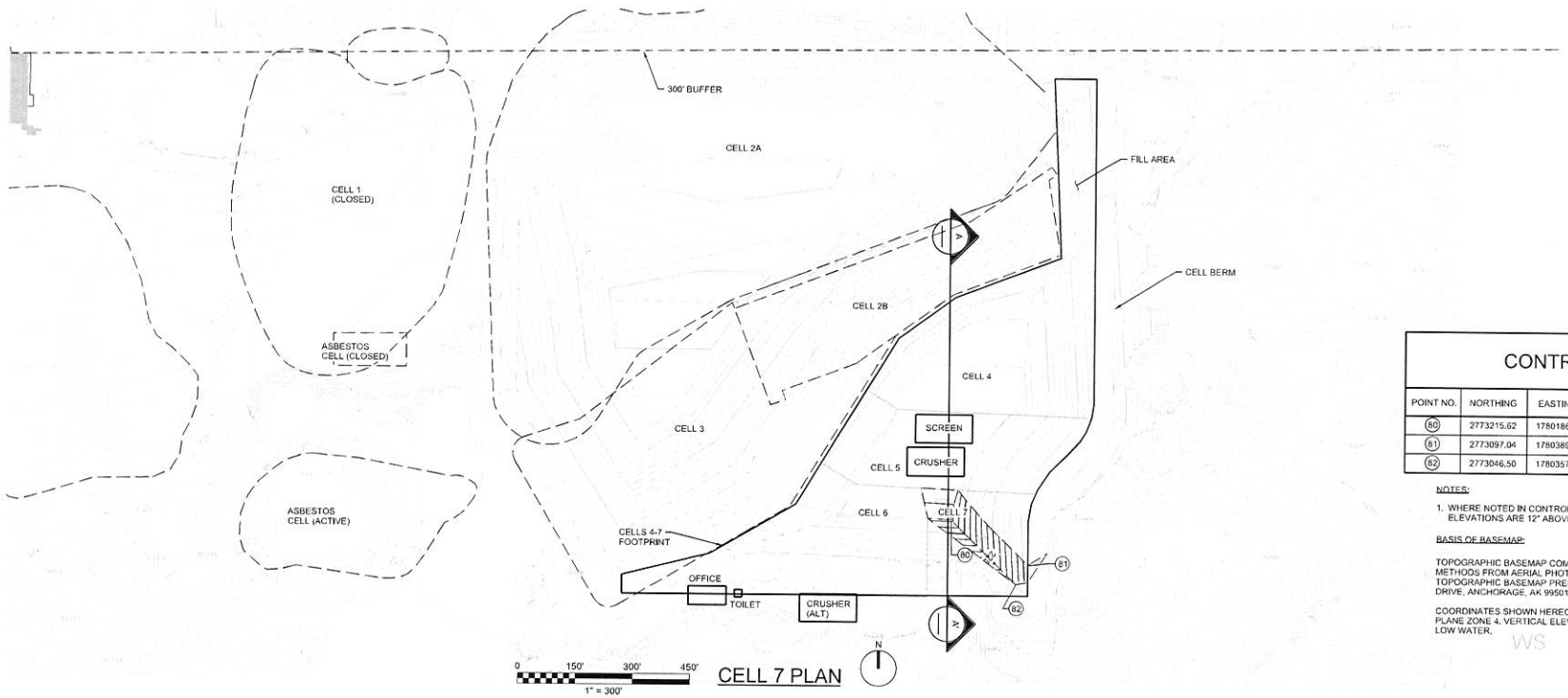
TOPOGRAPHIC BASEMAP COMPILED BY DIGITAL PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED MAY 24, 2013. 2013 TOPOGRAPHIC BASEMAP PREPARED BY AEROMETRIC; 2014 MERRILL FIELD DRIVE, ANCHORAGE, AK 99501 (PH: 907-272-4495).

COORDINATES SHOWN HEREON ARE BASED ON NAD83 ALASKA STATE PLANE ZONE 4. VERTICAL ELEVATIONS ARE REFERENCED TO MEAN LOWER LOW WATER.

FIGURE A-5
LANDFILL CELL 6 MINING PLAN
MATANUSKA-SUSITNA BOROUGH
CENTRAL LANDFILL GRAVEL MINING PLAN
PALMER, ALASKA

ch2m

FILENAME: GMP_Figure A-5 PLOT DATE: 2015\11\06 PLOT TIME: 9:56:50 AM



CELL 7 PLAN

EXCAVATION SUMMARY

	VOLUME (CY)	YEARS
CELL 7	4,000	2016-2018

NOTES:

1. QUANTITIES PROVIDED ARE FOR ESTIMATING PURPOSES ONLY.
2. CONTOURS SHOWN ARE TOP OF FLEXIBLE MEMBRANE LINER.
3. EXCAVATION VOLUME IS IN-PLACE VOLUME AND DOES NOT ACCOUNT FOR SOIL SHRINK OR SWELL.
4. YEARS IN TABLE REPRESENT AN ACCEPTABLE RANGE FOR BEGINNING AND ENDING CELL EXCAVATION.
5. EXCAVATION VOLUME ACCOUNTS FOR MINOR FILL AREAS SHOWN.

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
80	2773215.62	1780186.27	189.32	12" ABOVE LINER GRADE
81	2773097.04	1780389.10	254.82	12" ABOVE LINER GRADE
82	2773046.50	1780357.45	243.22	12" ABOVE LINER GRADE

NOTES:

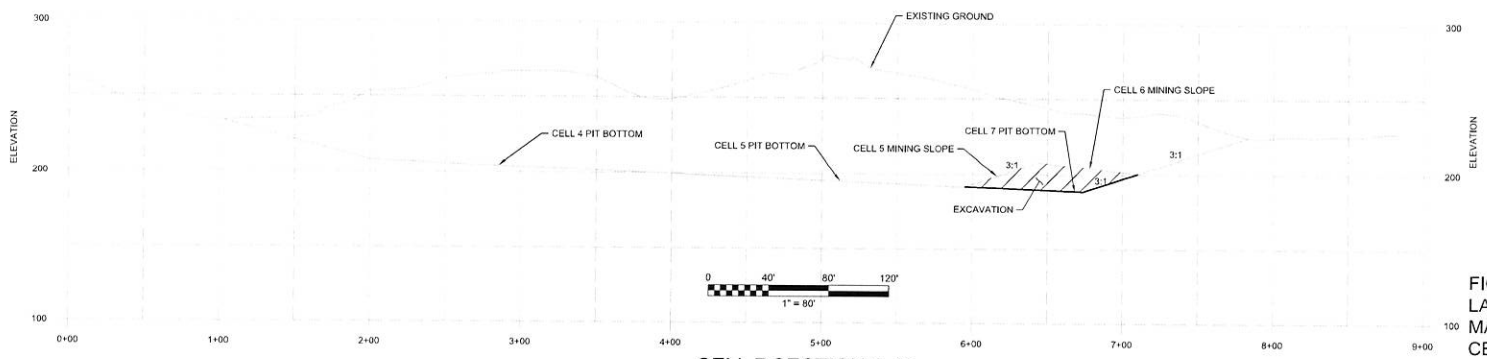
1. WHERE NOTED IN CONTROL POINT TABLE DESCRIPTION, EXCAVATION ELEVATIONS ARE 12" ABOVE LINER GRADES SHOWN.

BASIS OF BASEMAP:

TOPOGRAPHIC BASEMAP COMPILED BY DIGITAL PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED MAY 24, 2013. 2013 TOPOGRAPHIC BASEMAP PREPARED BY AEROMETRIC: 2014 MERRILL FIELD DRIVE, ANCHORAGE, AK 99501 (PH: 907-272-4495).

COORDINATES SHOWN HEREON ARE BASED ON NAD83 ALASKA STATE PLANE ZONE 4. VERTICAL ELEVATIONS ARE REFERENCED TO MEAN LOWER LOW WATER.

WS



CELL 7 SECTION A-A'

FIGURE A-6
LANDFILL CELL 7 MINING PLAN
MATANUSKA-SUSITNA BOROUGH
CENTRAL LANDFILL GRAVEL MINING PLAN
PALMER, ALASKA

ch2m

FILENAME: GMP_Figure A-6 PLOT DATE: 2015\11\06 PLOT TIME: 9:58:54 AM

Matanuska-Susitna Central Landfill
Table A-7
Estimated Soil Quantities - Cells 4 through 7

Cell	Total Volume Soil Above Liner 1 (cy)	Total Landfill Soil Needs (cy)	Total Bank Soils Available (cy)	Total Loose Soils [2] (cy)	Years to Complete
4	499,131	75,373	423,758	487,321	2016-2018
5	193,240	83,884	109,356	125,760	2016-2018
6	73,829	83,615	-9,786	-11,253	2016-2018
7	4,106	150,931	-146,825	-168,848	2016-2018
Total	**770,307**	**393,803**	**376,504**	**432,979**	

[1] Total volume available for use minus 1 foot above flexible membrane liner as buffer to reach rough grades
[2] Includes a swell factor of approximately 15% for gravel

cy = cubic yards

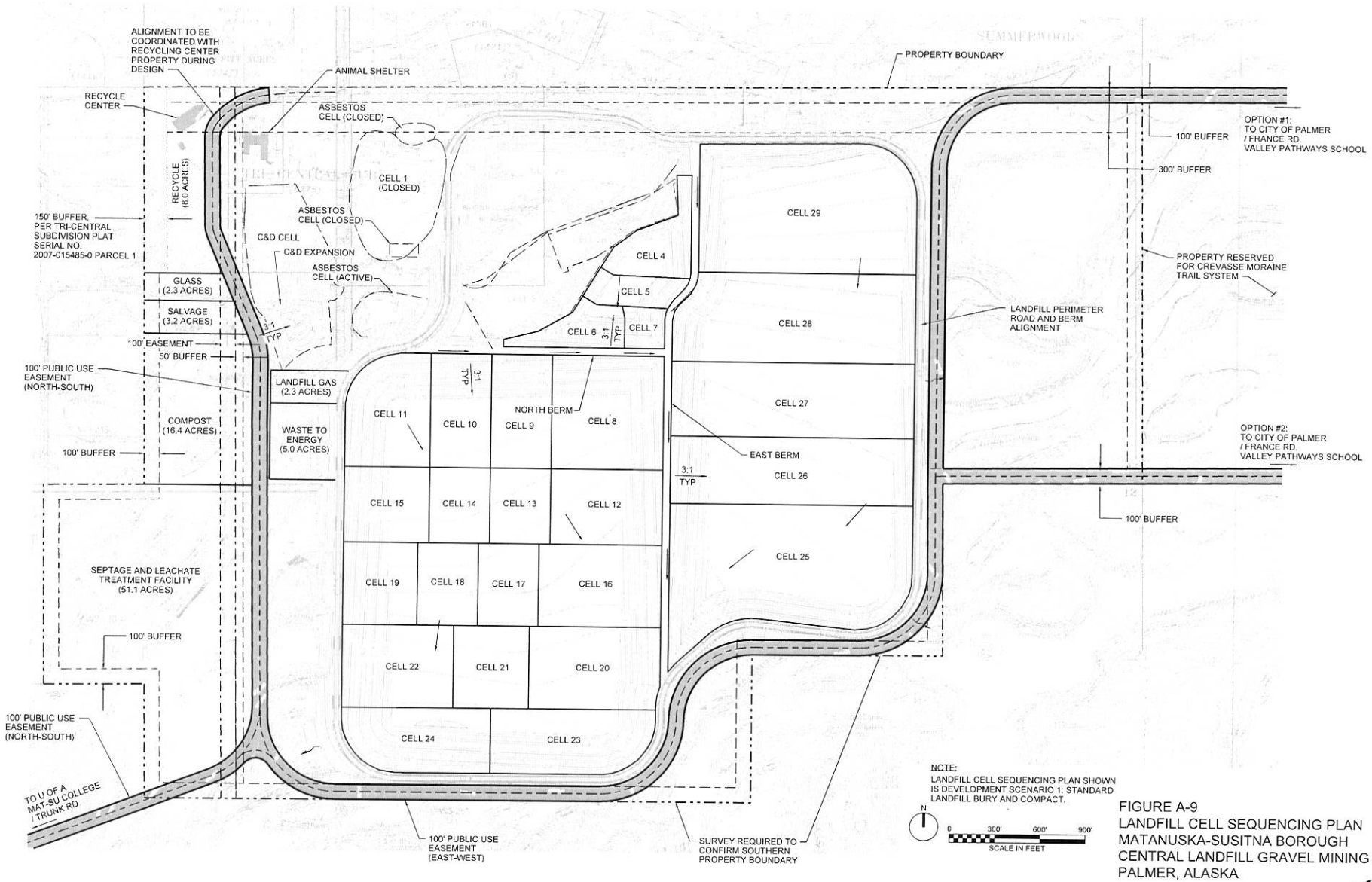


FIGURE A-9
LANDFILL CELL SEQUENCING PLAN
MATANUSKA-SUSITNA BOROUGH
CENTRAL LANDFILL GRAVEL MINING PLAN
PALMER, ALASKA

ch2m

FILENAME: Figure A-9 PLOT DATE: 2015\11\06 PLOT TIME: 3:02:30 PM

Matanuska-Susitna Central Landfill
Table A-10
Estimated Soil Quantities Cells 8 through 29

Cell	Total Loose Soils (cy)	Years to Complete
8	922,221	2020-2041
9	434,691	2020-2047
10	436,167	2020-2052
11	555,400	2020-2056
12	520,614	2020-2063
13	172,785	2020-2068
14	174,319	2020-2073
15	207,445	2020-2078
16	613,170	2020-2086
17	167,109	2020-2090
18	112,173	2020-2095
19	201,411	2020-2100
20	567,381	2020-2105
21	160,362	2020-2110
22	396,652	2020-2115
23	364,025	2020-2126
24	245,026	2020-2132
25	2,018,975	2020-2137
26	734,548	2020-2143
27	828,654	2020-2149
28	1,003,799	2020-2155
29	537,569	2020-2155
	11,374,494	**2020-2155**

cy = cubic yards

This Page Intentionally Left Blank

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

RECEIVED
NOV 17 2015
PERMIT CENTER

MEMORANDUM

DATE: 16 November 2015
TO: Ryan Johnston, Land Management Specialists
FROM: Sandra Cook, Architectural Historian
SUBJECT: Central Landfill Expansion
LEGAL: Section 1 and 12, T17N, R1E, SM
TAX MAP: WA09

NO OBJECTION

Cultural Resources Division staff has reviewed the above application and finds there is are no known r*ecorded* sites on 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.

While we have no objection to the proposed Platting action on the said property, and our records are not complete, we recommend caution during construction or related 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 would appreciate the chance to document them to augment our knowledge of local history. Cultural remains may 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.

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.

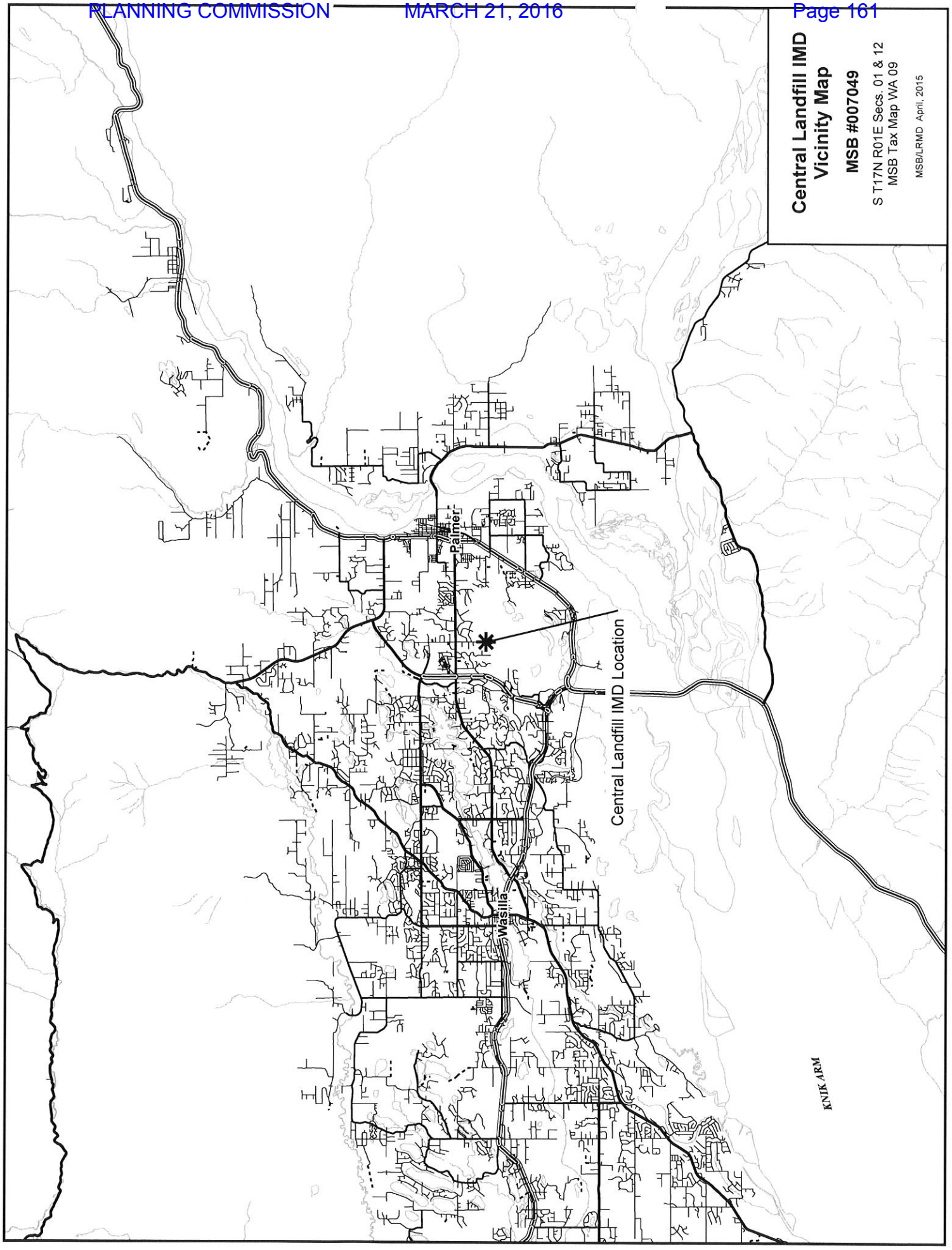
Sincerely

Sandra Cook
Architectural Historian

NOTE§A.S.11.46.482 (a) of the Alaska Statutes states that
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.

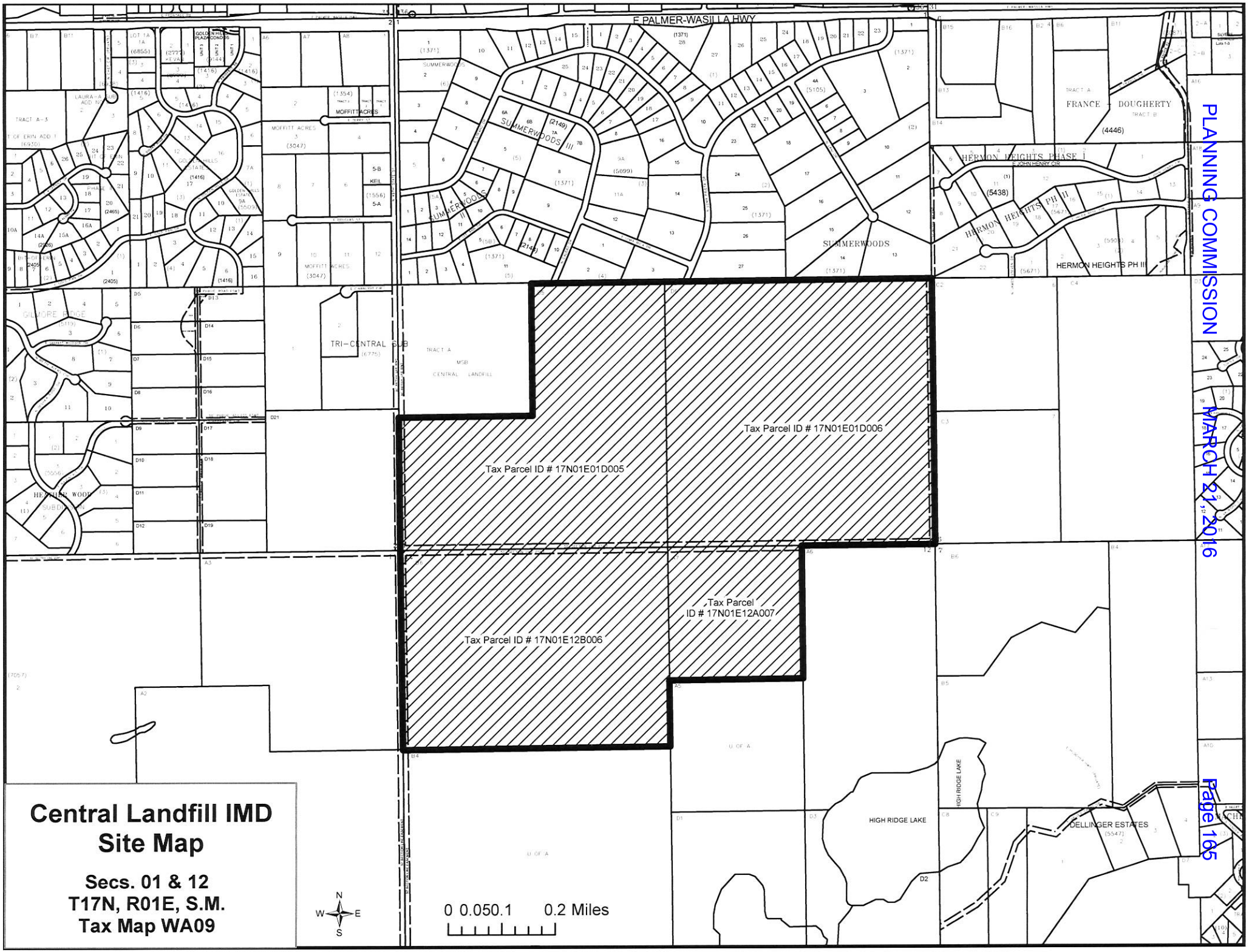
This Page Intentionally Left Blank

EXHIBIT 1
Vicinity Map


Central Landfill IMD
Vicinity Map
MSB #007049
S T17N R01E Secs. 01 & 12
MSB Tax Map WA 09
MSB/LRMD April, 2015
Palmer
Wasilla
Central Landfill IMD Location
KNIK ARM

This Page Intentionally Left Blank

EXHIBIT 2
Site Map



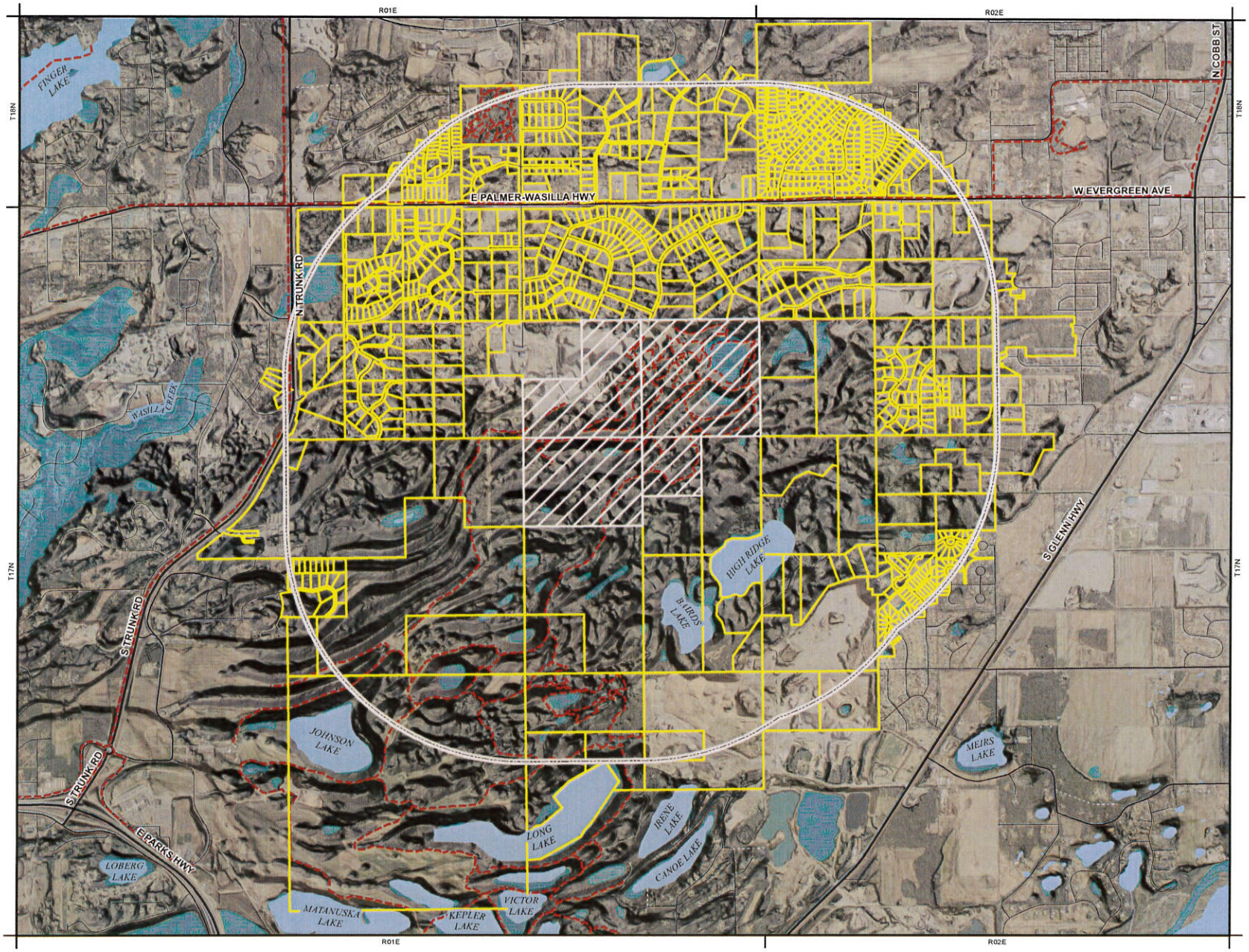
Central Landfill IMD Site Map

Secs. 01 & 12
T17N, R01E, S.M.
Tax Map WA09

This Page Intentionally Left Blank

EXHIBIT 3

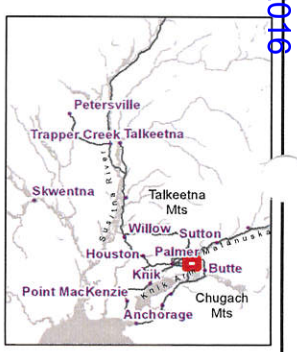
Map showing wetlands and properties within a 1-mile radius of the IMD boundaries with attached list of associated property owners



Matanuska - Susitna Borough
Land and Resource Management Division

Matanuska-Susitna Borough
Central Landfill IMD
Wetland and Properties Map
MSB #007049

- MSB TRAILS
- CENTRAL LANDFILL PARCELS
- 1 MILE RADIUS
- PARCELS WITHIN 1 MILE
- WETLANDS



0 500 1,000 2,000 3,000 4,000 Feet

Date: April, 2015
Sources: MSB GIS, MSB LRMD, AK DOT
Projection: NAD 83 AK ST PLN Z4
Location: MSB
Author: MSB LRMD

This Page Intentionally Left Blank

NO	TAX ID	NAME 1	ADDRESS	CSZ
1	53045B01L005	ABBOTT STEVEN L	8107 FRANI ST	ANCHORAGE AK 99518-2947
2	52994B02L005	ABLE CONSTANCE	9720 E ORTNER LOOP	PALMER AK 99645-8811
3	52405B02L008	ACKERMAN MELVIN& J LVG TR	11410 SPYGLASS HILL CIR	ANCHORAGE AK 99515-3074
4	54644B01L002	ADAMCZAK TIMOTHY&KRISTINA	PO BOX 1934	PALMER, AK 99645-1934
5	55266B08L003	ADAMS BRIAN D & JAMYE L	1137 S KATIE CIR	PALMER, AK 99645
6	52994B02L012	ADAMS HERBERT U	10170 E ORTNER LOOP	PALMER, AK 99645-8814
7	54446000T00A	ADAMS STEVEN D JR	PO BOX 170	PALMER AK 99645-0170
8	52841B08L005	AGUILAR AMANDA M	2170 N BROADWAY DR	PALMER AK 99645-9315
9	52946B02L013	ALASKA C U LENDING SRVCS LLC	1020 S BAILEY ST	PALMER AK 99645-6924
10	117N01E13B006	ALASKA STATE OF, DNR, DIV. LANDS	550 W 7TH AVE, STE 1050A	ANCHORAGE AK 99501-3579
11	117N01E13B005	ALASKA STATE OF, DNR, DIV. OF PARKS	7278 E BOGARD RD	WASILLA AK 99654
12	117N01E02C006	ALASKA STATE OF	PO BOX 196900	ANCHORAGE, AK 99519-6900
13	117N01E12A006	ALASKA UNIVERSITY OF	1815 BRAGAW ST, STE 101	ANCHORAGE, AK 99508
14	52946B05L007	ALFADL SARAH S	PO BOX 1020	BRYN MAWR PA 19010
15	53015B01L007	ALLEN KENNETH P& SHARON J	630 S VIOLET CIR	PALMER, AK 99645-9300
16	52315B01L003	ALLEN MARGARET SUSAN	981 N OLD TRUNK RD	PALMER AK 99645
17	53261B08L007	ALLEN RICHARD B& ELEANOR	PO BOX 1827	PALMER, AK 99645-1827
18	52148B5AL009	ALLEN RITA K	9845 E LEE ANN DR	PALMER AK 99645-8919
19	51333B03L002	ALLEN TIMOTHY J & S P	12217 SE 219TH PL	KENT, WA 98031
20	52841B07L013	ALLEY DEREK P & JANELLE L	9071 E WESTSIDE DR	PALMER, AK 99645-9323
21	52465B02L017	ALLISON BROOKE M	PO BOX 632	PALMER AK 99645-0632
22	53045B02L008	ALMANDINGER MYLER F	780 N ESTY DR	PALMER, AK 99645
23	117N02E18B003	ANCHORAGE SAND & GRAVEL CO INC	1040 O'MALLEY RD	ANCHORAGE AK 99515-3032
24	52574B01L016	ANDERSON GINA	PO BOX 48	PALMER, AK 99645-0048
25	51333B02L003	ANDERSON JAS R & JEAN	PO BOX 272	PALMER, AK 99645-0272
26	51371B04L001	ANDERSON JOS R&JENNIFER L	10120 E LOMA RICA DR	PALMER, AK 99645
27	52946B07L009	ANDERZEN TOR J & STEFANIE J	PO BOX 998	PALMER AK 99645-0998
28	52841B08L010	ANTCLIFF KENNETH & DEBORAH	2070 N BROADWAY DR	PALMER AK 99645-9314
29	54946B11L005	ANTHONY DONNA L	1064 S SETTLERS CIR	PALMER AK 99645-9366
30	51371B03L021	APEL ROB A & REBECCA S	10120 E STRAND DR	PALMER, AK 99645-8975
31	51538000LSU01	ARABIAN ACRES HOMEOWNERS	GENERAL DELIVERY	PALMER AK 99645-9999
32	55330B09L024	ARISMAN JEROME T& KAREN S	2477 N COMANCHE TRL	PALMER, AK 99645-8892
33	53015B03L013	ARMSTRONG JASON G	11852 E STAPLETON AVE, UNIT A	PALMER AK 99645-7748
34	53015B03L002	ASHE DEBORAH PEARCE	825 S IRIS CIR	PALMER AK 99645-7702
35	52148B5AL011	ATHANAS AARON B	9751 E LEE ANN DR	PALMER, AK 99645
36	53015B01L003	ATTEBERRY KEITH A & A C	705 VIOLET CIR	PALMER, AK 99645
37	54946B01L002	ATWELL OLLIE A & CATHY L	11407 E CIENNA AVE	PALMER, AK 99645
38	52148B5BL009	AVILA GREGORIO G	9930 E LEE ANN DR	PALMER AK 99645-8920
39	117N01E02A008	B & R LLC	6960 E BEECHCRAFT RD	WASILLA AK 99654-9326
40	117N02E06D003	BACHAND GREGORY A & RITA	2885 STATE ROUTE 153	TWISP WA 98856-9602
41	53015B05T00C	BADGER UTILITIES LLC	PO BOX 1315	PALMER, AK 99645-1315
42	55089B10L019	BAHRI FARID	PO BOX 4150	PALMER AK 99645-4150
43	53045B03L001	BAILEY KIP A & JANE S	875 N ESTY DR	PALMER AK 99645-9378
44	52841B03L020	BAILEY ROBERT E III	9221 E QUEENSBORO AVE	PALMER AK 99645
45	51189B02L004	BAKER JOHN M	8360 E COTTRELL CAMPUS DR	PALMER AK 99645-7404
46	51189B02L013	BALDWIN FORREST & KATHI LVG TR	8630 E COTTRELL-CAMPUS DR	PALMER AK 99645
47	52315B01L007	BARILE PRIMO	800 N TINA LN	PALMER, AK 99645
48	51577B03L006	BARNES DAVID L & SUSAN H	950 S JOANNE DR	PALMER, AK 99645
49	52120B03L008	BARRETT VANCE H & L G	2000 N LAUREL DR	PALMER, AK 99645
50	51371B03L006	BASHAW BRIAN D	1551 N CALERO DR	PALMER AK 99645
51	51333B03L004	BASSETT ROBT D JR & M A	PO BOX 4674	PALMER, AK 99645-4674
52	55119B01L001	BATES CHARLES W	1187 N VROMAN DR	PALMER AK 99645-7455
53	51371B01L004	BAUM ROBERT T & JESSICA J	PO BOX 4396	PALMER AK 99645-4396
54	55197B01L033	BAXTER ROY S & KIRSTEN A	PO BOX 1485	PALMER, AK 99645-1485
55	51189B02L010	BAY MICHAEL P SR & LILLIAN M	8530 E COTTRELL-CAMPUS DR	PALMER AK 99645-8959
56	52120B01L001	BEACH GREGORY T& PAMELA J	10000 E WITEZ II LN	PALMER, AK 99645
57	52465B02L012	BEAN DOUGLAS L&MARGARET A	1350 N KILDARE CIR	PALMER, AK 99645
58	52946B05L012	BEARCE GARY W & SHIRLEY M	PO BOX 2650	PALMER, AK 99645-2650
59	52994B01L015	BEASLEY JOHN E & MARGARET	PO BOX 2430	PALMER, AK 99645-2430
60	52946B03L006	BEAUMAN LEE & ELNA L	PO BOX 2328	PALMER, AK 99645-2328
61	117N02E06A015	BECK & HENRY LLC	1150 S COLONY WAY STE 3, PMB 133	PALMER AK 99645

62	52148B5BL010	BECK ROY A & CAROL ANN L	1290 N CALERO DR	PALMER, AK 99645-8900
63	51416B03L003	BECKWITH BRENT M	1606 N GOLDEN HILLS CIR	PALMER AK 99645-8419
64	53045B03L005	BEESON JOHN C & XONG CHAO	PO BOX 1714	PALMER, AK 99645-1714
65	54644B01L007	BELDEN MELVIN E& REGINA M	PO BOX 2346	PALMER, AK 99645-2346
66	52841B09L005	BELL GORDON D & NOEL C	2301 N BROADWAY DR	PALMER, AK 99645-9346
67	52946B06L004	BELL VICKI L	PO BOX 747	PALMER AK 99645-0747
68	51416B03L014	BERBERICH JOHN E	16691 E OUTER SPRINGER LOOP	PALMER, AK 99645
69	53261B08L008	BERG H WAYNE & SHIRLEY M	PO BOX 1427	PALMER AK 99645-1427
70	55089B10L012	BERKLEY THOMAS W LIV TR TRE	PO BOX 3146	PALMER AK 99645-3146
71	51416B04L001	BERNSTINE KURT & MICHELLE	9000 E GOLD PAN DR	PALMER AK 99645
72	55197B05L009	BETHE MICHAEL L& KATHLEEN	PO BOX 2225	PALMER, AK 99645-2225
73	51371B06L002	BEUCLER JOS A	PO BOX 870610	WASILLA, AK 99687-0610
74	117N02E06B013	BEYELER NATALIE J	PO BOX 3582	PALMER AK 99645-3582
75	52465B02L013	BIEK JPAUL & REBEKAH R	8850 E KILKENNY DR	PALMER AK 99645-8973
76	117N01E02D019	BILL GREGORY S	PO BOX 1463	PALMER, AK 99645-1463
77	54946B02L017	BLACKETT GEO S & SHARON A	1183 S FRONTIER DR	PALMER, AK 99645
78	51371B01L018	BLACKETT HUNTER C	1183 S FRONTIER DR	PALMER AK 99645-9365
79	53045B01L014	BLANKENSHIP CHAS M	PO BOX 4147	PALMER, AK 99645-4147
80	52946B03L004	BLEILER DAVID CHARLES	155 STANDARD DR	KENAI AK 99611
81	52946B07L021	BLOOM RICK R	PO BOX 4816	PALMER AK 99645-4816
82	51371B01L007	BLOOMSTROM JEREMY B & KRISTINA M	3500 E WHISPERING WOODS DR	WASILLA, AK 99654
83	52946B03L014	BOADWAY MICHAEL G	PO BOX 479	PALMER AK 99645-0479
84	54946B10L006	BOCK CHARLES	1021 S SETTLERS CIR	PALMER AK 99645-9366
85	51371B03L022	BOGART JAS W III& LINDA D	10060 E STRAND DR	PALMER, AK 99645
86	55266B08L006	BOGUE BYVAN R & IRENE P	PO BOX 2132	PALMER, AK 99645-2132
87	54946B11L001	BOLLER DUSTIN E & ANGELA P	1114 S FRONTIER DR	PALMER AK 99645-9365
88	55094B03L005	BONILLA JACOB R & MARIA A	25 E NAVAJO RD	TUCSON AZ 85705-3951
89	51371B01L016	BONN DAVID A	1600 N LOMA PRIETA DR	PALMER, AK 99645-8964
90	54635000T00A2	BONNET VERNON E& LORELL C	PO BOX 876514	WASILLA, AK 99687-6514
91	52841B05L020	BONNINGTON JAMES & LISA C	11701 GALLOWAY LOOP	EAGLE RIVER AK 99577-7315
92	52841B12L019	BONSER PATRICK E& KAREN A	9060 E WESTSIDE DR	PALMER, AK 99645
93	55197B05L001	BOOTH DAVID A & KRISTINA H	PO BOX 1536	PALMER AK 99645-1536
94	55094B02L009	BOPST RUSSELL L JR & ESTHER	1102 S REBECCA DR	PALMER AK 99645-9361
95	54946B01L001	BORG CASEY J & JESSICA J	11387 E CIENNA AVE	PALMER, AK 99645
96	52841B08L003	BORING TIMOTHY E & JILL M	2210 N BROADWAY DR	PALMER, AK 99645
97	51189B02L003	BORUM BRADY M & CAITLYN J	8330 E COTTRELL CAMPUS DR	PALMER AK 99645-7404
98	52841B08L014	BOUCHARD MARCELLE M	1808 SW TURNBERRY PL	BEND OR 97702
99	51189B02L005	BOURDEAU EUGENE F JR	PO BOX 2226	PALMER AK 99645-2226
100	53261B06L009	BOUTSOMSI ERAVANH	PO BOX 210856	ANCHORAGE AK 99521-0856
101	117N02E06D026	BOWLING LARRY W JR& SUSAN	PO BOX 1952	PALMER, AK 99645-1952
102	54946B02L020	BOWMAN BRADLEY D & RHONDA J	1237 S FRONTIER DR	PALMER, AK 99645
103	52946B02L007	BOWMAN CHRISTOPHER J	2165 N BELMONT AVE	PALMER AK 99645-8898
104	52946B02L006	BOYDEN COLIN T & M A	PO BOX 3717	PALMER, AK 99645-3717
105	52148B5BL001	BREHM KURT E & TAMMY D	9600 E LEE ANN DR	PALMER, AK 99645-8917
106	52315B01L017	BREJA ANDREW J & AMBERLY R	1180 N TINA LN	PALMER AK 99645-8955
107	51416B03L015	BRESHEARS DURAN & ASHLEY	PO BOX 871604	WASILLA AK 99687-1604
108	51189B02L009	BRESHEARS JORDAN M & ALICE M	4020 W LAMONT WAY	WASILLA AK 99623-4200
109	51416B04L003	BREWER DONALD E	1300 N GOLDEN HILLS DR	PALMER, AK 99645
110	117N02E05B018	BRILES FAM LVG TR MARITAL TR A	12100 E WOODSTOCK DR	PALMER AK 99645-7112
111	51416B01L001	BRISKE WILLIAM K	9370 E PALMER WASILLA HWY	PALMER AK 99645
112	117N01E02A006	BRISKE WILLIAM K	9370 E PALMER WASILLA HWY	PALMER AK 99645-7326
113	55089B12L004	BROEDER JASON D & KATHRYN	PO BOX 1558	PALMER, AK 99645-1558
114	55266B08L002	BROGAN TIFFANY	206 HILL DR	WHITE BLUFF TN 37187-4743
115	55094B02L001	BROOKE ANDREW T&COLETTE J	11466 CEDARVALE FARM PKY	MIDLAND NC 28107-9315
116	55094B03L007	BROOKS VICTOR O & TAMMY L	1143 S REBECCA DR	PALMER, AK 99645
117	55266B07L002	BROWN DEWAINE E	1001 S REBECCA DR	PALMER, AK 99645
118	53188B09L013A	BROWN EDWARD J & DIANA D	2141 N BROADWAY DR	PALMER AK 99645-9315
119	51189B02L012	BROWN GERALD D & KAREN A	8600 E COTTRELL-CAMPUS DR	PALMER AK 99645
120	53015B01L001	BROWN JASON F & MICHELLE L	745 S VIOLET CIR, # 2	PALMER AK 99645-9351
121	52841B12L027	BROWN MARTIN D& JANETTE L	450 N KLOUDA CIR	WASILLA, AK 99654
122	53045B01L025	BROWN RICHARD WAYNE FAM TR	1740 HEIRLOOM CIR, UNIT B	PALMER AK 99645-6789
123	55094B06L014	BRUMAGIN SAMANTHA J	11649 E ERICA CIR	PALMER AK 99645-9357

124	52946B03L011	BRUNER SAM	PO BOX 4254	PALMER AK 99645-4254
125	55197B01L024	BRYANT JEFFREY	1560 E VERDE CIR	PALMER, AK 99645-5703
126	52574B04L001	BUE BRIAN G & PAMELA W	PO BOX 641	PALMER, AK 99645-0641
127	117N01E02D015	BUIRGE DAVID C REV TR	PO BOX 2428	PALMER, AK 99645-2428
128	52926B02L014A	BUIST JASON T & LAURIE A	1340 N KILDARE CIR	PALMER AK 99645-8972
129	53015B05L009	BULAWA ABBEY L	3290 W SECLUDED MEADOWS LOOP	WASILLA AK 99623-0315
130	53015B05L011	BULLOCK TROY & ABIGALE	11940 E SHOOTING STAR CIR	PALMER AK 99645-8322
131	51332B03L004	BURBANK TRENTON D JR & SALLIE B	PO BOX 551	PALMER AK 99645-0551
132	54946B01L003	BURGAN-KELLY BONNIE G TRE	PO BOX 172	PALMER, AK 99645-0172
133	52148B5AL004	BURGOYNE ROBERT D	179 E NELSON AVE	WASILLA AK 99654
134	52946B07L003	BURKE MARY C	PO BOX 3766	PALMER, AK 99645-3766
135	52946B07L023	BURKE WM M & AMY D	PO BOX 3766	PALMER, AK 99645
136	52574B01L013	BURTON BRIAN JAY	2180 N MONTE VISTA DR	PALMER AK 99645-8147
137	52994B01L004	BUSH DONALD E JR& CAROL G	PO BOX 871141	WASILLA, AK 99687-1141
138	52315B02L004	BUXBAUM TERRY E& BONITA K	PO BOX 4480	PALMER, AK 99645-4480
139	51371B03L005	CAMBRON ROBERT A II & JENNIFER MAE	1581 N CALERO DR	PALMER AK 99645
140	52841B12L023	CAMPBELL GREGORY SCOTT	1980 N MIDTOWN DR	PALMER AK 99645-9324
141	51416B03L020	CAMPBELL MARK D & NANCY M	PO BOX 3075	PALMER, AK 99645-3075
142	51371B02L011	CAMPBELL WM L	PO BOX 2041	PALMER, AK 99645-2041
143	53015B04L006	CANADY RONNA K	645 S WILDROSE CIR	PALMER AK 99645-7708
144	52946B05L003	CARDIEL DANIEL CHRISTOPHER JR	PO BOX 872994	WASILLA AK 99687-2994
145	117N01E02C006	CARLSON HEIDIE CATHRYN	8501 E HIGHLANDS CIR	PALMER AK 99645
146	51371B06L013	CARLSON SYLVIA	9975 E STRAND DR	PALMER AK 99645-8925
147	52841B05L019	CARLYLE KORY P	126 N WITHERSPOON DR	PALMER, AK 99645
148	53015B04L012	CARLYLE MARSHALL J & DAKOTA J	PO BOX 271	PALMER AK 99645-0271
149	53045B02L001	CARPENTER DOUGLAS&DEBORAH	1150 S COLONY WAY, STE 3 PMB 236	PALMER AK 99645-6967
150	55266B09L005	CARPENTER WM T & KAREN L	912 S REBECCA DR	PALMER, AK 99645
151	52841B07L015	CARRIER BENJAMIN L	PO BOX 870103	WASILLA, AK 99687-0103
152	52841B07L018	CARRYER ELIZABETH M	8951 E WESTSIDE DR	PALMER, AK 99645-9322
153	54946B02L022	CARTER ROBERT	1285 S FRONTIER DR	PALMER AK 99645-9365
154	51332B03L006	CARUSO BALADSINO & AGNES	2400 N ARABIAN LN	PALMER, AK 99645
155	52946B07L011	CASILLO RICK JOSEPH	PO BOX 3088	PALMER AK 99645-3088
156	51371B02L006	CASWELL RICHARD A JR & TERRY S	1561 N LANI DR	PALMER AK 99645-8961
157	55094B02L010	CHANG TOM & GRACE FAM TR	PO BOX 308	PALMER, AK 99645-0308
158	51371B02L013	CHESNUT LONNIE R& BEVERLY	PO BOX 2506	PALMER, AK 99645-2506
159	52946B07L014	CHRISTENSON CAROL	10928 E EQUESTRIAN ST	PALMER AK 99645
160	53261B09L005	CHRISTOPHER PETER& DENISE	PO BOX 2271	PALMER, AK 99645-2271
161	53261B12L027	CHURCH JANIS M	10901 E EQUESTRIAN ST	PALMER AK 99645
162	117N01E02B012	CIRI LAND DEV CO	PO BOX 93330	ANCHORAGE AK 99509
163	55249B11L018	CLARK ELIJAH L	1150 S COLONY WAY, STE 3, PMB 320	PALMER AK 99645-6967
164	52315B02L001	CLARK JAMIE C	1191 N TINA LN	PALMER AK 99645-8955
165	55249B10L021	CLARK MATTHEW M & JESSICA E	PO BOX 1991	PALMER AK 99645-1991
166	51371B03L015	CLARKSON URIAH J & JESSICA M	PO BOX 1805	PALMER AK 99645-1805
167	117N02E06B015	CLEMENS RON	PO BOX 875250	WASILLA, AK 99654-5250
168	53015B04L002	COILE LEONARD R & PATRICIA D	PO BOX 3759	PALMER AK 99645-3759
169	52315B02L015	COLETTE SEAN A & RACHEL	701 N MARCELL LOOP	PALMER, AK 99645
170	53015B03L004	COLLIER PAM & ROBERT FAMILY TR	865 S IRIS CIR	PALMER AK 99645
171	54988B06L005	COLLUM GEO L III& TRACY L	3408 N ARABIAN LN	PALMER, AK 99645
172	52315B02L011	COMER MICHAEL D & JULIANNE M	921 N TINA LN	PALMER AK 99645
173	51354000T002	CONN JOHN A III & JAMIE I	5610 S OURAY ST	CENTENNIAL CO 80015-4011
174	117N01E02A007	CONNER OMAR IRVING	200 NE 8TH ST	FRUITLAND ID 83619-5055
175	52465B02L024	CONWAY JAS M	8925 E KILKENNY DR	PALMER, AK 99645
176	52946B03L023	CONWAY LOIS M	PO BOX 94	PALMER, AK 99645-0094
177	51371B01L022	COOK DUGGER A & PATTI K	1720 N LOMA PRIETA DR	PALMER AK 99645
178	52315B02L006	COPSON ADAM D	1041 N TINA LN	PALMER, AK 99645
179	54644B01L006	CORDIE DAVID & CHERYL	PO BOX 671733	CHUGIAK AK 99567-1733
180	51333B03L006	CORNELISON FORREST DEAN	2100 N LAUREL DR	PALMER AK 99645-5721
181	52946B06L005	COTTER NOEL M	2060 N PALOMINO LN	PALMER AK 99645-8899
182	51371B02L001	COUSINEAU RANDY	6001 130TH ST CT NW	GIG HARBOR, WA 98332
183	52946B01L002	COWAN JUSTIN SPENCER & JENNIFER	1875 N BELMONT AVE	PALMER AK 99645-8897
184	55197B01L027	COWGILL COREY D	1001 TURK CIR	WASILLA AK 99654-6348
185	52994B01L007	COX MICHAEL D	9781 E ORTNER LOOP	PALMER, AK 99645

186	53045B01L011	CRAMER DONNA J	PO BOX 2411	PALMER, AK 99645-2411
187	52777000L001	CRAMER JOSEPH SR & MARIA V	PO BOX 1752	PALMER, AK 99645-1752
188	52841B12L025	CRAWFORD AK COMM PROP TR	2208 W LAKE LUCILLE DR	WASILLA AK 99654-7934
189	52946B06L007	CREER BRIAN D & SUSAN L	PO BOX 3601	PALMER, AK 99645-3601
190	52841B12L014	CRIPPEN HARRY	PO BOX 1327	PALMER, AK 99645-1327
191	117N01E02B011	CRITERION GENERAL INC	2820 COMMERCIAL DRIVE	ANCHORAGE AK 99501-3015
192	55278000L002	CRUM RL INVESTMENTS LLC	1740 N TERRILOU CT	PALMER AK 99645
193	117N01E02C005	CULLENBERG BYRON D & MARIA Y	8573 E HIGHLANDS CIR	PALMER AK 99645-8908
194	53261B06L013	CUMMINGS WILLIAM	1150 S COLONY WAY, STE 3	PALMER AK 99645-6967
195	52841B08L018	CURNEY SHAFFER G & SANDRA	4154 GATESFORD CIRCLE DR	TROY MI 48085-3671
196	55266B08L008	CZECHOWICZ NICHOLAS	5100 E HOVEY DR	WASILLA, AK 99654-6776
197	53261B04L019	DAGENHART JAY R	11161 E ROCKINGHAM WAY	PALMER AK 99645
198	55089B12L007	DAGG ROLF A & LILY K	2018 N TABASCO CAT DR	PALMER AK 99645
199	117N02E06A014	DAGG ROLF A PROSSER ALAN R	PO BOX 3537	PALMER AK 99645-3537
200	55266B08L011	DAMASSIOTIS KATHERINE	11727 E LORETTA CIR	PALMER, AK 99645
201	52315B02L003	DANNER LENA M	PO BOX 2064	NOME AK 99762-2064
202	55266B07L004	DARNELL ZACHARY R	7014A GOLD KINGS AVE	ANCHORAGE AK 99504-1176
203	51416B04L005	DARRELL COLLEEN K C	PO BOX 804	PALMER, AK 99645-0804
204	52315B01L004	DAUWE STEVEN M & KIMBERLY	46170 SPRUCE PL	NIKISKI AK 99611-9603
205	51371B06L009	DAVIES STEPHEN L & F N	PO BOX 4813	PALMER, AK 99645-4813
206	51371B01L006	DAVIS RICHARD D & LINDA M	10175 E STRAND DR	PALMER, AK 99645-8975
207	55094B06L001	DAVIS ROBERT M & ANDREA J	1107 S REBECCA DR	PALMER AK 99645-9361
208	53261B12L026	DAVIS TROY HOMES INC	165 E PARKS HWY, # 200	WASILLA AK 99654
209	52841B08L004	DAY ADAM J & KRISTINA J	2190 N BROADWAY DR	PALMER AK 99645-9315
210	55206B12L010	DEAN JOHN R	PO BOX 316	PALMER, AK 99645-0316
211	52405B02L009	DEAN THEODORE A& DORRIE J	PO BOX 914	PALMER, AK 99645-0914
212	117N02E08B014	DEBOER BRYAN E & M L	PO BOX 1027	ANCHORAGE AK 99570-1027
213	55105B02L004A	DEEL JONATHON R & ROSALIE A	PO BOX 2648	PALMER, AK 99645-2648
214	52405B02L002	DEEL WAYNE E & JULIENE JOYCE	PO BOX 2574	PALMER, AK 99645-2574
215	52465B02L020	DELANEY MIECKAL	PO BOX 1534	PALMER AK 99645-1534
216	53045B01L023	DENBLEYKER LUCAS M	PO BOX 876949	WASILLA AK 99687-6949
217	53045B01L016	DENISON RAYMOND J & SHERI	PO BOX 1626	PALMER, AK 99645-1626
218	51371B02L025	DENNIS JAS K & NANCY I	PO BOX 1429	PALMER AK 99645-1429
219	52315B01L015	DENNIS JAS KEVIN	1120 N TINA LN	PALMER, AK 99645
220	52574B03L003	DENTON JIMMIE C JR & JANIE D	PO BOX 330	PALMER, AK 99645-0330
221	52148B5AL014	DEPRIEST THOMAS D	9601 E LEE ANN DR	PALMER AK 99645-8917
222	52994B01L013	DEROUCHIE DEVON J	9961 E ORTNER LOOP	PALMER AK 99645
223	51371B04L002	DEVEAUX LEROY A & JESSICA	PO BOX 144	PALMER AK 99645-0144
224	52841B08L021	DIBARTOLO KRISTINE L	8852 DOME CIR	EAGLE RIVER AK 99577-8560
225	53015B05L008	DIONNE NATHAN D	11880 E SHOOTING STAR CIR	PALMER, AK 99645
226	51416B01L014	DISHNEAU GARRY SR & PAT	PO BOX 873523	WASILLA, AK 99687-3523
227	54988B06L006	DITMER ROBERT D & LORI A	3484 N ARABIAN LN	PALMER AK 99645-8832
228	52841B07L010	DOAN KURTIS E & PAMELA L	2176 N MIDTOWN DR	PALMER, AK 99645-9326
229	53261B12L023	DOBBS MARK A & PAULA A	11001 E EQUESTRIAN ST	PALMER, AK 99645
230	117N01E02D012	DODDS LOREN REVARD	8705 SOMERS PL	ANCHORAGE AK 99502-3913
231	55266B07L005	DOERR JESSE C & LINNZI E	953 S REBECCA DR	PALMER AK 99645
232	55266B09L007	DONE KRISTINE	872 S REBECCA DR	PALMER AK 99645-9361
233	52841B12L016	DONER MARK A & MERRY M	1925 N BATTERY CIR	PALMER, AK 99645
234	52946B03L020	DONN JOSHUA J & CALLIANDRA G	2025 N KENTUCKY DERBY DR	PALMER AK 99645
235	54946B01L005	DOORES LOUIS E JR	1282 S FRONTIER DR	PALMER AK 99645-9365
236	51577B02L025	DORLAND DOUGLAS	8061 E COTTRELL-CAMPUS DR	PALMER, AK 99645
237	51371B03L019	DORMAN TOBIN I & SIERRA D	10180 E STRAND DR	PALMER, AK 99645
238	55330B09L022	DOWNS BRUCE FAMILY TR	101 W 36TH AVE, STE 419	ANCHORAGE AK 99503
239	52835000L007	DRAPER JOHN D	PO BOX 1768	PALMER, AK 99645-1768
240	52232B02L001	DRASKY GARY D	9131 E FRONTAGE ROAD, STE 3	PALMER, AK 99645
241	52994B02L004	DROPIK GEO MICHAEL& TRACY	9690 E ORTNER LOOP	PALMER, AK 99645
242	51371B04L003	DRUMMOND GREGORY L TR/TRE	10202 E LOMA RICA DR	PALMER AK 99645-8921
243	51371B01L028	DUBOIS DAN'L L & MARSHA A	PO BOX 1126	PALMER, AK 99645-1126
244	55206B12L014	DUFFIN HOLT S & JENNIFER	1150 S COLONY WAY STE 3 PMB 190	PALMER, AK 99645
245	53015B01L004	DUGGER GARY E	PO BOX 1434	PALMER, AK 99645-1434
246	51371B01L026	DUNKIN CURTIS & SUSAN TR	6104 EASTWOOD	ANCHORAGE AK 99504-4431
247	53015B04L007	DUNLAP TYLER	11721 BROOK HILL CT	ANCHORAGE AK 99516-1970

248	53047000L012	DURFEE JOHN & DOROTHY	PO BOX 2688	PALMER, AK 99645-2688
249	53047000L011	DUSENBERY RANDY	9500 E DOUGLAS ST	PALMER AK 99645
250	52946B05L016	EAGLE UTILITIES	PO BOX 3489	PALMER, AK 99645-3489
251	54946B01L009	EASTERLING ANDREW E	1204 S FRONTIER DR	PALMER AK 99645-9365
252	52733000L004A	EATON ERIN JEANETTE	10250 E WITEZ II LN	PALMER AK 99645-5725
253	52994B01L009	EDMONDS KEVIN J	1880 GLENN HWY	PALMER AK 99645-6769
254	117N01E02C007	EGELUS RICK & MARGARET	2950 S SKY RANCH LOOP	PALMER AK 99645-9005
255	55330B09L021	EHMANN FLOYD L JR	PO BOX 2144	PALMER AK 99645-2144
256	52574B01L015	ELLER DAVID J & TERISHA K	PO BOX 1102	PALMER AK 99645-1102
257	52841B12L015	ELLIBEE DON H	1905 N BATTERY CIR	PALMER, AK 99645
258	52465B02L023	ELLIOTT WM J & LINDA M	8965 E KILKENNEY DR	PALMER, AK 99645
259	52946B03L015	ELMORE CHARLES NATHAN	2155 N KENTUCKY DERBY DR	PALMER AK 99645
260	52946B05L013	ELSE JAS F REV TR TRE	PO BOX 1922	PALMER, AK 99645-1922
261	51371B02L018	EMERY LYNN M	PO BOX 298246	WASILLA, AK 99629-8246
262	51371B01L021	EMMERSON JACK S & MELISSA	1700 N LOMA PRIETA DR	PALMER AK 99645-8965
263	52946B07L024	EMMI ERNEST J & KIMBERLY	PO BOX 4340	PALMER AK 99645-4340
264	55119B02L002	ENLOE GARY S & CAROLYN J	1098 N BETTE ALEXIS CIR	PALMER, AK 99645
265	52841B12L021	ERICKSON HOWARD & DOROTHY	13388 E VERDA DR	PALMER, AK 99645
266	55089B10L009	ERNE TONY R & LETICIA	PO BOX 5264	FORT RICHARDSON, AK 99505-5264
267	52946B03L008	ESARY CHARLES & CATHERINE G	PO BOX 1911	PALMER, AK 99645-1911
268	53045B01L017	ESTERS LAVADA	810 BUCK CT	VACAVILLE, CA 95688-3515
269	53261B06L015	EVANS ANDREW G&KIMBERLY K	PO BOX 1895	PALMER, AK 99645-1895
270	52148B5AL001	EVANS HARRY G	9600 E STRAND DR	PALMER AK 99645
271	51371B03L020	EVANS JEFFREY L & DARLA L	HC 89 BOX 225	WILLOW AK 99688-9703
272	52841B08L007	EVANS WM DUANE JR & LISA	2130 N BROADWAY DR	PALMER, AK 99645
273	55249B11L014	EWING MICHAEL R	2298 N THUNDER GULCH CIR	PALMER AK 99645-8894
274	52841B08L023	EYCHANER JEFFREY M	11808 ALDERWOOD LOOP	ANCHORAGE, AK 99516
275	52994B01L011	EYMANN JAMES M & PEGGY A	9901 E ORTNER LOOP	PALMER, AK 99645
276	52994B01L010	EZZO BRIAN S	9871 E ORTNER LOOP	PALMER AK 99645-8812
277	55206B12L009	FARRELL ADAM D	1934 N CITATION CIR	PALMER AK 99645-8877
278	55197B01L021	FASSETT GARY A & KIMBERLY	PO BOX 2903	PALMER, AK 99645-2903
279	51332B01L002	FAULKNER STEVE A&PATTI JO	2001 N ARABIAN LN	PALMER AK 99645-8840
280	52315B01L005	FENNELL KENNETH R	PO BOX 4675	PALMER, AK 99645-4675
281	55094B10L011	FERRIS JERRY L & PAMELA J	11619 E ANNIE LN	PALMER, AK 99645
282	52841B09L006	FETTERLY JASON G	2281 N BROADWAY DR	PALMER AK 99645-9316
283	54988B03L005	FIESER JASON T & STACI S	2351 N LOVE DR	PALMER AK 99645-8826
284	53015B02L010	FINLEY JARRETT H & AMBER B	1802 N KENDY CIR	PALMER AK 99645
285	54946B10L003	FINNESETH ANGELA G	1008 S SETTLERS CIR	PALMER AK 99645-9366
286	55249B09L018	FINNSSON DONALD S & ANITA	PO BOX 3303	PALMER, AK 99645-3303
287	52315000T00C	FISH STEPHEN C& CHRISTINA	PO BOX 2529	PALMER, AK 99645-2529
288	53045B02L002	FISHER DANIEL & KATRINA	955 N HELEN DR	PALMER AK 99645-9397
289	54946B10L002	FISHER STEVEN A & SHARON L	22904 US HIGHWAY 224	FOSTORIA OH 44830-9624
290	117N01E02D016	FITCH ROB & KAREN	955 N GOLDEN HILLS DR	PALMER AK 99645-8911
291	52994B01L005	FITZPATRICK JAS & DONNA	995 LOWER CT	FAIRBANKS, AK 99712
292	53045B02L011	FLORA ROBT E JR & STACY A	900 N ESTY DR	PALMER, AK 99645
293	55249B11L020	FOOTE VIVIAN	PO BOX 55	PALMER, AK 99645-0055
294	53016B07L002	FORRESTER WM J& KRISTEN L	PO BOX 2557	PALMER, AK 99645-2557
295	53015B02L007	FOSTER SUSAN K	PO BOX 3604	PALMER AK 99645-3604
296	55249B11L015	FOSTER TIMOTHY & RITA	PO BOX 1282	PALMER, AK 99645-1282
297	55249B11L016	FOURNELLE JOSEPH B & JOY E	2344 N THUNDER GULCH CIR	PALMER AK 99645
298	52946B07L006	FOX JAMES C & LILY A	PO BOX 3789	PALMER, AK 99645-3789
299	52574B01L012	FOX JOHN D & BRENDA K	PO BOX 4966	PALMER AK 99645-4966
300	52149000L006B	FRALEY RICHARD J& DIANA K	1680 N CALERO DR	PALMER, AK 99645
301	54446000T00B	FRANCE BONNIE M	11338 E FRANCE CIR	PALMER AK 99645-7440
302	117N02E06A018	FRANCE MILES D & NANCY L	751 N NORTHSHORE DR	WASILLA, AK 99654
303	55206B12L022	FRANCO JOSEPH & CHARITY	700 CERVANTES CT	EL PASO TX 79922-2103
304	55266B08L004	FRANZEN JOSHUA D	11708 E LORETTA CIR	PALMER, AK 99645
305	117N02E06D033	FRAZE ENTERPRISES INC	13490 E PLACITA EL CENTENO	TUCSON AZ 85749-9733
306	52148B5AL007	FREEMAN JONATHAN & LUANA	9790 E STRAND DR	PALMER AK 99645-8924
307	52946B01L007	FREIBURGER ANNA M	PO BOX 770402	EAGLE RIVER, AK 99577-0402
308	52841B07L003	FRERICHS ROCKY & VERA	8910 E LEXINGTON ST, #7	PALMER AK 99645-9328
309	51371B06L004	FREY DON J, FREY DON J EST	629 TAYLOR ST	ANCHORAGE, AK 99508

310	51371B01L009	FRITZ CHRISTINE L	PO BOX 1341	PALMER, AK 99645-1341
311	52841B11L006	G G P LTD PRTNRSHP	9131 E FRONTAGE RD, STE 3	PALMER, AK 99645
312	53015B04L013	GAINES JACQUELINE E	PO BOX 1511	PALMER, AK 99645-1511
313	55206B12L018	GALL TANYA	1779 N CITATION CIR	PALMER AK 99645-8896
314	55206B12L021	GALLOWAY TIMOTHY L	1893 N CITATION CIR	PALMER AK 99645-8896
315	53261B06L010	GARRISON LARRY G & LYNN C	PO BOX 4128	PALMER, AK 99645-4128
316	51577B03L001	GATTO CATHY	50 NE BELLA VISTA DR	BELFAIR WA 98528-5012
317	55197B01L036	GAULKE THOS E	16928 LUDLOW CIR	EAGLE RIVER, AK 99577
318	117N02E06D030	GEHRING PAUL & HOLLIS	1231 N ESTY DR	PALMER, AK 99645
319	51371B01L008	GEHRING STEVEN J & BIRDIE	10225 E STRAND DR	PALMER, AK 99645
320	51371B02L012	GERTEISEN GABRIELE M	1255 N LANI DR	PALMER, AK 99645
321	52841B11L007	GGP LLC	9131 E FRONTAGE RD, SUITE 3	PALMER AK 99645
322	117N02E06D002	GIANOPOULOS STEVEN G	PO BOX 4326	PALMER, AK 99645-4326
323	55266B08L012	GIFFORD PHILLIP J & ABY G	11707 E LORETTA CIR	PALMER AK 99645-9363
324	53261B06L014	GILBERT SANDRA A	4061 BROOKSHIRE WAY	MONTGOMERY AL 36116-4338
325	52315B02L005	GILDERSLEEVE RICHARD T	1071 N TINA LN	PALMER, AK 99645
326	52835000L003	GILL BARBARA A	PO BOX 1246	PALMER, AK 99645-1246
327	51416B01L011	GILLETTE THOS P& MICHELLE	PO BOX 2964	PALMER, AK 99645-2964
328	117N01E02C016	GILMORE GINA BABETTE	PO BOX 226	PALMER AK 99645-0226
329	52841B12L017	GILSDORF JASON M	1975 N BATTERY CIR	PALMER AK 99645-9319
330	53045B02L010	GLASER JOHN V & CATHY A	870 N ESTY DR, # A	PALMER, AK 99645
331	53015B03L005	GLASER TYLER A & JEANNE M	885 S IRIS CIR	PALMER AK 99645
332	52232B01L003	GLEASON JULIANNE	1920 N MONTE VISTA DR	PALMER AK 99645
333	117N01E02C012	GOLD LLC	101 W PARKS HWY	WASILLA, AK 99654
334	52994B01L003	GONSKI JAS T & PATRICIA A	9661 E ORTNER LOOP	PALMER, AK 99645-8811
335	51332B03L007	GONZALES JULIAN	45147 S HWY 3	ST MARIES ID 83861-9001
336	51371B03L012	GOODWIN ANDREW S & TINA M	10121 E LOMA RICA DR	PALMER AK 99645-8921
337	55197B05L006	GOOTEE JASON R	2244 N VERDE DR	PALMER AK 99645
338	55094B02L004	GOSNELL NORMA JEAN TRUST TRE	7300 E DENELLE ST	PALMER, AK 99645
339	52120B03L009	GOSS RUSSELL	1960 N LAUREL DR	PALMER AK 99645-8807
340	52946B04L004	GOUDEY BRITT C	PO BOX 90410	ANCHORAGE, AK 99509-0410
341	55119B01L003	GRAHAM REBECCA	8837 E GARRETT WOODSON CIR	PALMER, AK 99645
342	51371B05L008	GRAUVOGEL LAURA L M	PO BOX 1062	PALMER AK 99645-1062
343	52946B03L009	GRAY BRUCE E III&BONNIE L	PO BOX 3984	PALMER, AK 99645-3984
344	55119B01L005	GRAY ROBT L & ROSANNE M	PO BOX 134	PALMER, AK 99645-0134
345	53015B02T00F	GREEN VALLEY SUBDIVISION	GEN DEL	PALMER AK 99645-0000
346	53015B04T00E	GREEN VALLEY SUBDIVISION	GEN DEL	PALMER AK 99645-0000
347	52946B01L008	GREENE JAMES P & ESTHER C	PO BOX 413	PALMER AK 99645-0413
348	52946B03L010	GREMLEY RICHARD& K LVG TR	PO BOX 1250	PALMER, AK 99645-1250
349	52946B03L024	GRENDELL DANA S & J M	PO BOX 1565	PALMER, AK 99645-1565
350	51577B02L021	GRIFFIN MATTHEW W	PO BOX 670589	CHUGIAK AK 99567-0589
351	51371B06L008	GRIFFITH PETER & BRIANA	1711 LORE RD, # 307	ANCHORAGE AK 99507-2969
352	53015B05L002	GRIMES DUSTIN L	11150 E LUPINE RD	PALMER AK 99645-9411
353	55197B01L029	GROSZ DAVID H & CATHERINE M	2189 N VERDE DR	PALMER AK 99645-8845
354	51333B02L001	GROVE DAVID A JR	1050 S COLONY WAY, STE # 3 PMB 247	PALMER AK 99645
355	55094B02L003	GUIKEMA GRANT N & CARA LYNN	2030 RAIN DANCE LOOP	HARKER HTS TX 76548-7426
356	55089B12L005	GUMBLETON BRIAN M & C J	2064 N TABASCO CAT DR	PALMER AK 99645-8818
357	55089B10L007	GUNDERSEN LARRY L&DARLENE	PO BOX 187	PALMER, AK 99645-0187
358	51371B06L010	HADDOCK MICHAEL E & KRISTINE D	9905 E STRAND DR	PALMER AK 99645
359	51371B05L011	HAGERDON PAUL	PO BOX 3378	PALMER AK 99645-3378
360	52148B5AL003	HALE ERIC N	10250 E OLIVEWOOD DR	PALMER AK 99645-9623
361	52835000L002	HALE WM ROGER & JEAN M	10355 E CODY ST	PALMER AK 99645
362	54988B03L001	HALL JESS PALMER RES TR	PO BOX 1987	PALMER AK 99645-1987
363	52946B02L009	HALL MARTIN	PO BOX 2205	PALMER AK 99645-2205
364	117N02E05C021	HALLEY BRICE C & PATRICIA G	650 N NATASHA RD	PALMER AK 99645-9383
365	55094B03L006	HALSEY KATIE R	1169 S REBECCA DR	PALMER AK 99645-9360
366	51577B02L017	HAMM DANIEL & JULIE	8661 E REGENTS RD	PALMER, AK 99645
367	52946B02L005	HAMMAKER ROBT G& KATHLEEN	2145 N BELMONT AVE	PALMER, AK 99645
368	54946B10L007	HAMMER JAS D & CATHY L	1075 S FRONTIER DR	PALMER, AK 99645-9365
369	55266B08L005	HAMMONS ALFRED V JR& DAWN	11726 E LORETTA CIR	PALMER, AK 99645-9363
370	54988000T00A	HAND JOS E & COLLETTE	PO BOX 2092	PALMER, AK 99645-2092
371	52232B03L001	HANKINS-TOOKE JANELLE D	PO BOX 3486	PALMER, AK 99645-3486

372	117N02E06D029	HANRAHAN DAN'L J	PO BOX 3505	PALMER, AK 99645-3505
373	51371B06L045	HANSEN LEVI J	1750 N SUMMERWOODS DR	PALMER AK 99645-8971
374	53015B02L008	HANSEN STEPHANIE M	1412 BONNEVILLE LN	LA GRANDE OR 97850-3381
375	53261B04L015	HARD JOEL L & ANNETTE M	11240 E EQUESTRIAN ST	PALMER, AK 99645
376	52841B08L015	HARD JOHN S	1970 N BROADWAY DR	PALMER AK 99645-9313
377	52841B11L005	HARDY DANIEL B SR & T M	PO BOX 874092	WASILLA, AK 99687-4092
378	53261B08L002	HARLAMERT MERLIN W JR	11155 E EQUESTRIAN ST	PALMER AK 99645-8866
379	52994B02L006	HARMAN JOSHUA F & HOLLY N	PO BOX 3466	PALMER AK 99645-3466
380	54946B11L002	HARMON TODD A & MIRANDA M B	1073 S SETTLERS CIR	PALMER, AK 99645-9366
381	55197B01L032	HARRIS-GAULKE BARBARA L	PO BOX 4740	PALMER, AK 99645-4740
382	52841B12L024	HARSH CHRISTOPHER M	PO BOX 4560	PALMER, AK 99645-4560
383	51189B02L011	HART JAMES E	8560 E COTTRELL-CAMPUS DR	PALMER, AK 99645
384	51416B01L013	HARTMAN LUKE & RISA	PO BOX 337	PALMER AK 99645-0337
385	57303B02I024A	HAVENS CHRISTOPHER	8401 E REGENTS ROAD	PALMER, AK 99645
386	52405B02L005	HEDIGER CRAIG B & KATHLEEN A	101 W PARKS HWY	WASILLA, AK 99654-6918
387	53015B03L012	HEFFNER HORACE W&SHEILA M	11842 E STAPLETON AVE	PALMER, AK 99645
388	52465B02L018	HEFNER LEWIS H JR	PO BOX 2991	PALMER AK 99645-2991
389	117N01E02D013	HELGESON JAS P	24052 CARAVEL PL	LAGUNA NIGUEL, CA 92677-4752
390	57303B02L023A	HELVESTON DANIEL	8451 E REGENTS ROAD	PALMER, AK 99645
391	51333B02L002	HENDRICKSON ANDREW A&LYNN	10101 E WITEZ II LN	PALMER, AK 99645-8820
392	51333B01L003	HENDRICKSON LARRY R	PO BOX 2515	PALMER AK 99645-2515
393	51332B01L004	HENRY ROBT F & JANIS A	2151 N ARABIAN LN	PALMER, AK 99645
394	55094B02L008	HETLET LANCE L& NATASHA D	1124 S REBECCA DR	PALMER, AK 99645-9361
395	54946B05L002	HILL JERRY L & SANDRA L	920 S BLUNCK ST	PALMER, AK 99645
396	55094B02L013	HILL ROY RAYBURN & LINDSAY	11574 E ANNIE LN	WASILLA AK 99645-9364
397	55094B03L002	HILTON ADAM & VERONIKA	1255 S REBECCA DR	PALMER AK 99645-9360
398	52148B5AL005	HINDIN HOWARD & CAROLEE K	PO BOX 3693	PALMER, AK 99645-3693
399	52315B02L009	HODGE GLENN A	951 N TINA LN	PALMER AK 99645-8953
400	55197B01L031	HODGE TREVOR E & CARISA Y	PO BOX 1813	PALMER, AK 99645-1813
401	52405B02L003	HODGSON JOEL R & DIANNE M	8905 E GOLD PAN DR	PALMER, AK 99645
402	52994B02L002	HODSDON MICHAEL S	PO BOX 3396	PALMER AK 99645-3396
403	54946B10L001	HOFFMAN STEVEN C & MONICA P	1032 S SETTLERS CIR	PALMER AK 99645
404	52841B09L008	HOFFMANN LARRY A& JEWELL	2241 N BROADWAY DR	PALMER, AK 99645
405	52946B05L005	HOGAN WM H & CONSTANCE M	PO BOX 3896	PALMER, AK 99645-3896
406	117N02E06D031	HOLCOMB CARL E	1006 N ESTY DR	PALMER AK 99645
407	52946B03L019	HOLLAND MICHAEL & RUBIELA	1835 W SUBURBAN DR	WASILLA AK 99654-0907
408	52148B5BL008	HOLLIBAUGH TERRY R & KIMBERLY L	9900 E LEE ANN DR	PALMER, AK 99645
409	52841B12L011	HOLTZ SHANE D & JENNIFER E	1990 N BATTERY CIR	PALMER AK 99645-9319
410	52574B03L002	HOPF ROBT G & MARILYN S	PO BOX 2829	PALMER, AK 99645-2829
411	54988B03L006	HORN DAVID A & GINETTE M	2283 N LOVE DR	PALMER AK 99645
412	52841B07L016	HORST VERNON LEE	PO BOX 4279	PALMER AK 99645-4279
413	52926B02L015A	HOTCHKISS VICTOR E	1355 N KILDARE CIR	PALMER, AK 99645-8972
414	51371B05L009	HOUK DONALD R & GISILE E	9905 E LEE ANN DR	PALMER, AK 99645-8920
415	52149000L007A	HRIBAR DAVID M JR	PO BOX 737	PALMER, AK 99645-0737
416	53045B03L004	HUDMAN KENNETH L & KELLI L	815 N ESTY DR	PALMER, AK 99645-9378
417	52994B01L008	HUFF JOSHUA A	9811 E ORTNER LOOP	PALMER AK 99645
418	53261B10L003	HUGHES CORY & SARAH I	PO BOX 876818	WASILLA, AK 99687-6818
419	52946B03L021	HUGHES JEAN A	PO BOX 2302	PALMER, AK 99645-2302
420	51333B03L007	HUNT SAM D & DIANE L	2050 N LAUREL DR	PALMER AK 99645
421	51371B03L017	HURT DAVID & AMY	10240 E STRAND DR, #B	PALMER AK 99645-8975
422	52946B01L006	HUSEBY JOHN T & JACQUE F	PO BOX 4521	PALMER, AK 99645-4521
423	51371B01L010	HUSS ERIC W & MICHELLE	1500 N LOMA PRIETA DR	PALMER AK 99645-8963
424	54988B04L011	HYSOM GREGORY H	10869 E HARVEST DR	PALMER AK 99645-8829
425	53261B06L011	IPPOLITO ANGELO A III & AMY E	11090 E EQUESTRIAN ST	PALMER, AK 99645-5702
426	53015B03T00G	IRIS CIRCLE WATER CORP	873 S IRIS CIR	PALMER AK 99645-7702
427	54946B11L006	ISHMAEL KENNETH B	1056 S SETTLERS CIR	PALMER, AK 99645
428	55206B12L019	JACKSON KELLY A	1462 HAZEL ST	LOUISVILLE, KY 40211-1875
429	53045B01L006	JACOB GLENN C & JANET L	650 N ESTY DR	PALMER, AK 99645
430	53045B01L007	JACOB JANET L SUTTLE	650 N ESTY DR	PALMER, AK 99645
431	51371B03L024	JACOB NATOSHA N	10030 E STRAND DR	PALMER AK 99645-8926
432	52777000L002	JACOBSEN GARY & MARILYN	PO BOX 875191	WASILLA, AK 99687-5191
433	52232B01L009	JAMES JON M	PO BOX 3316	PALMER, AK 99645-3316

434	51333B03L005	JAMES MARY L	PO BOX 1346	PALMER AK 99645-1346
435	54946B01L004	JARCHOW CHRISTOPHER J	11447 E CIENNA AVE	PALMER AK 99645-9367
436	54988B02L001	JEN # 3 LLC	2326 N LOVE DR	PALMER, AK 99645
437	52315B02L014	JENKINS DANIEL R & AMY K	801 N TINA LN	PALMER, AK 99645
438	54988B04L010	JENSEN PHILLIP M & SHANA L	2481 N HOPE CIR	PALMER AK 99645-8827
439	51371B03L025	JESSE DAVID H & NANCY L	PO BOX 2958	PALMER AK 99645-2958
440	54988B04L006	JESSUP THOS W & JOY F	10543 E HARVEST DR	PALMER, AK 99645
441	55197B01L026	JINKS CHARLES E & DEVON K	11530 E VERDE CIR	PALMER AK 99645-5703
442	52841B09L007	JOHNSON CHAD & EMILY J	PO BOX 874716	WASILLA AK 99687-4716
443	53015B01L008	JOHNSON DONALD W	PO BOX 107	PALMER AK 99645-0107
444	52841B12L020	JOHNSON HEI SUK	2040 N MIDTOWN DR	PALMER, AK 99645
445	52148B5BL003	JOHNSON LARRY A	PO BOX 672594	CHUGIAK, AK 99567-2594
446	51371B01L019	JOHNSON SHARLEEN T	310 7TH AVE SW	CONRAD MT 59425-2636
447	52841B10L001	JOHNSTON ALVIN A & GAIL A	PO BOX 6	PALMER, AK 99645-0006
448	55089B12L006	JONES GARY S	PO BOX 463	PALMER, AK 99645-0463
449	52946B02L011	JONES JONATHAN D	PO BOX 4303	PALMER AK 99645-4303
450	53261B10L004	JONES SCOTT W & JULIE L	PO BOX 3381	PALMER, AK 99645-3381
451	52946B04L009	JORDAN BRUCE E & KATHY L	2220 N KENTUCKY DERBY DR	PALMER, AK 99645
452	55249B11L011	JORDAN MARK J & LAURA R	PO BOX 1872	PALMER, AK 99645-1872
453	54946B05L001	JRK GROUP LLC	PO BOX 1987	PALMER AK 99645-1987
454	54946B01L007	KAHLER SHAWN & JENNIFER S	1248 S FRONTIER DR	PALMER, AK 99645-9365
455	55094B03L001	KAMINSKA AARON & LINDSY	1275 S REBECCA DR	PALMER AK 99645-9360
456	55119B01L010	KASTAR PHILIP A & JOANNA E	929 N BETTE ALEXIS CIR	PALMER AK 99645
457	55119B02L003	KASTAR STACEY	2556 MYRTLE ST	HONOLULU HI 96816-3528
458	52120B03L010	KAUCIC CHAS F	1930 N LAUREL DR	PALMER, AK 99645
459	52841B06L012	KAZMIERSKI FRED J & KELLY	2270 N BROADWAY DR	PALMER, AK 99645
460	55089B10L014	KEARLEY KELVIN F	10887 E TIMBER COUNTRY CIR	PALMER, AK 99645
461	51189B02L008	KEENE JAMES A & SHANNON L	PO BOX 3469	PALMER AK 99645-3469
462	51416B02L004	KEHLER KERRY D & ROBERTA	1625 N GOLDEN HILLS DR	PALMER, AK 99645
463	53047000L010	KEIL GLEN D JR & PEGGY J	PO BOX 470	PALMER, AK 99645-0470
464	52841B07L014	KEIL WILLIAM G II & J N	9061 E WESTSIDE DR	PALMER, AK 99645
465	53015B02L009	KEIRN JANET M	920 S PARK PL	PALMER AK 99645-7754
466	52315B01L008	KELLER ARTHUR L & JANE E	850 N TINA LN	PALMER, AK 99645
467	52315B01L009	KELLER DAVID A	PO BOX 772823	EAGLE RIVER, AK 99577-2823
468	54988B04L008	KELSCH DOUGLAS & JESSICA	2480 N HOPE CIR	PALMER AK 99645-8827
469	118N01E36B010	KENLEY DOUGLAS T	9806 E NORTHSTAR CIR	PALMER AK 99645-8810
470	53261B09L007	KENNEY NANCIE E	PO BOX 2211	PALMER, AK 99645-2211
471	55119B01L006	KENNY TRISTAN D	8934 E GARRETT WOODSON CIR	PALMER AK 99645-8968
472	51332B04L001	KENSHALO SARAH M	1543 K ST	ANCHORAGE AK 99501-4965
473	53261B12L024	KERNEN BRYAN S & TAMMI	480 BEAUMONT PARK CIR	BLYTHEWOOD SC 29016-8277
474	52574B03L006	KERR BRENDA M	267 WILDERNESS DR	FAIRBANKS, AK 99712
475	52994B02L009	KERST WILLIAM F & NATASHA M	10080 E ORTNER LOOP	PALMER AK 99645
476	55206B12L015	KHOE WILLEM H II	PO BOX 4649	PALMER, AK 99645-4649
477	54946B02L014	KICHAK JAS A	PO BOX 1965	PALMER, AK 99645-1965
478	52841B08L013	KILGORE MELVIN J & MARILYN Y	2010 N BROADWAY DR	PALMER AK 99645-9314
479	117N02E06D035	KINTER JOHN W JR & FRANCISCA	PO BOX 1328	PALMER AK 99645-1328
480	52994B02L003	KIRK BRIAN E & KRISTI A	9660 E ORTNER LOOP	PALMER AK 99645
481	52733000L004B	KIRSCH HERMAN & TAMMY	2050 N ARABIAN LN	PALMER AK 99645-8840
482	52946B04L005	KITCHIN DANIEL M & REBEKAH K	PO BOX 1984	PALMER AK 99645-1984
483	51333B01L004	KITTREDGE KIM	10150 E WITEZ II LN	PALMER, AK 99645
484	52465B02L021	KLEIN KEITH & MYLINDA	6290 E ALTRA DR	PALMER, AK 99645
485	52946B05L014	KLINA JAMES M III & MISA S	PO BOX 3121	PALMER AK 99645-3121
486	53015B03L011	KLUEVER KENT A & VICKI M	840 S IRIS CIR	PALMER AK 99645-7702
487	55206B12L017	KNAPP RICHARD E & ASHLEY B	PO BOX 78	PALMER AK 99645-0078
488	53015B02L005	KNIGHT BRYAN D & ALLISON	PO BOX 3879	PALMER, AK 99645-3879
489	52946B03L022	KNUTSON ELIZABETH A	PO BOX 3738	PALMER, AK 99645-3738
490	52946B01L011	KOEHRER REVOCABLE TR	PO BOX 1776	PALMER AK 99645-1776
491	52315000T00B	KOKOSZKA KENNETH M & JAMIE	1200 N TINA LN	PALMER AK 99645-8986
492	52315B01L013	KOLBERG KYLE H	1060 N TINA LN	PALMER AK 99645-8954
493	51371B01L014	KOLEHMAINEN JOHN & KAROL	1560 N LOMA PRIETA DR	PALMER AK 99645-8963
494	52926B02L010A	KOPSACK GLORIA D	8800 E KILKENNY DR	PALMER, AK 99645
495	52465B02L011	KOPSACK LANCE R& JUDITH S	8800 E KILKENNY DR	PALMER, AK 99645

496	117N02E06D017	KOST DANNY W	11668 E HELEN DR	PALMER, AK 99645
497	51416B04L006	KOSTEK DIANE L	1200 N GOLDEN HILLS DR	PALMER AK 99645-8915
498	117N02E07A010	KOTTRA LORRAINE L TR TRE	2412 HIALEAH DR	ANCHORAGE, AK 99517
499	54644B01L009	KRAUSE JOSEPH G & DIANE M	PO BOX 3887	PALMER AK 99645-3887
500	55266B08L009	KRUEGER KRISTI A	11751 E LORETTA CIR	PALMER AK 99645-9363
501	51416B02L003	KUDRYN PYOTR N & GALINA P	501 W PAYSTREAK CIR	WASILLA, AK 99654
502	51371B02L021	KUENNING ROBERT B & MARY A	1541 N LOMA PRIETA DR	PALMER AK 99645-8963
503	54644B01L005	LABBE ROBERT B & BONNIE L	11750 E ALBERHILL CIR	PALMER, AK 99645-8800
504	117N01E02D014	LABBY M SCOTT & SUZAN K	1105 N GOLDEN HILLS DR	PALMER, AK 99645
505	118N01E35C002	LAFRANCE ARTHUR R & D F	9251 E PALMER-WASILLA HWY	PALMER, AK 99645
506	52120B01L002	LAMBERT WILMA J REV LIV TR	PO BOX 3232	PALMER AK 99645-3232
507	51371B03L016	LANDON TONY	10270 E STRAND DR	PALMER AK 99645-8975
508	55089B11L010	LANE MICHAEL R & LORI C	10875 E BLACK EYED SUSAN LN	PALMER, AK 99645-8875
509	53015B04L001	LARSEN TRACY	PO BOX 882	PALMER AK 99645-0882
510	54946B11L004	LARSON JANELL R	1072 S SETTLERS CIR	PALMER, AK 99645-9366
511	53015B02L011	LARSON PAUL E & COLLEEN M	860 S IRIS CIR	PALMER, AK 99645
512	55089B10L008	LARSON RICHARD A	1247 E FOXHILL DR, # 117	FRESNO CA 93720-4297
513	53261B12L025	LATTA KYLE A & CHRISTINE M	10961 E EQUESTRIAN ST	PALMER AK 99645
514	117N01E02D018	LAUGHLIN BRIAN	755 N GOLDEN HILLS DR	PALMER, AK 99645
515	117N01E02D009	LAUGHLIN KAREN LVG TR	8731 E TIMES SQUARE CIR	PALMER AK 99645-9333
516	52841B12L013	LAWALTER GREGORY A& KAREL	1930 N BATTERY CIR	PALMER, AK 99645
517	52946B07L019	LAWTON CHRISTOPHER K & ELIZABETH M	1865 N KENTUCKY DERBY DR	PALMER AK 99645-8836
518	52946B07L015	LAYTON TIMOTHY J& KAREN A	PO BOX 2111	PALMER, AK 99645-2111
519	52841B08L006	LEARY KYLE A	2150 N BROADWAY DR	PALMER AK 99645-9315
520	54988B04L009	LECHEMINANT GARTH W& TAMI	PO BOX 1715	PALMER, AK 99645-1715
521	51416B03L017	LECLAIR LIV TR	PO BOX 2763	PALMER AK 99645-2763
522	55197B01L025	LEE DORIS ROBERTA	11540 E VERDE CIR	PALMER AK 99645-5703
523	52946B02L010	LEE JASON K & SERENA C	2265 N KENTUCKY DERBY DR	PALMER AK 99645-5710
524	52946B05L010	LEET CHAS A & KAREN K	PO BOX 1315	PALMER, AK 99645-1315
525	53015B03L006	LEHMAN MARK W	905 S IRIS CIR	PALMER AK 99645-7755
526	117N01E02D006	LEIDER WM R & KIMBERLY	PO BOX 1645	PALMER, AK 99645-1645
527	54988B04L003	LEIGH THOMAS E & ANNA P	3435 N ARABIAN LN	PALMER, AK 99645
528	52232B01L004	LENZ JULIA K MOOR	PO BOX 1528	PALMER, AK 99645-1528
529	51332B03L003	LESLIE EILEEN S	2300 N ARABIAN LN	PALMER, AK 99645
530	51577B02L018	LEUTZINGER JOSHUA D	PO BOX 770002	EAGLE RIVER AK 99577-0002
531	55249B11L013	LEWIS MITCHELL C & JEANNE	PO BOX 461	KOTZEBUE AK 99752-0461
532	52841B08L012	LIFETIME INVESTMENTS LLC	2521 E MOUNTAIN VILLAGE DR, STE B F	WASILLA AK 99654-7377
533	52841B12L010	LINDSAY MICHAEL G & K K	8996 E WESTSIDE DR	PALMER, AK 99645
534	51416B03L007	LING MARK E	PO BOX 2882	PALMER, AK 99645-2882
535	52148B5BL002	LINN TOSHA NICOLE	4540 S CAPTAINS CIR	WASILLA AK 99623-9434
536	52315B01L001	LITTLE JACK L & MARY T	1051 N TRUNK RD	PALMER, AK 99645
537	51371B06L007	LITTLE JJ	552 DYEA AVE, APT D	ANCHORAGE AK 99505-1140
538	52148B5BL007	LOCKLEAR DAREL	9800 E LEE ANN DR	PALMER AK 99645
539	52148B5BL005	LOCKLEAR DAVID L & L P	9800 E LEE ANN DR	PALMER, AK 99645
540	53045B02L004	LOGGINS MARVIN	855 N HELEN DR	PALMER, AK 99645
541	53047000L008	LOGSDON TARA	8901 E KIVA WAY	PALMER AK 99645-9338
542	54988B02L002	LOMBARD JACK B	PO BOX 1613	PALMER AK 99645-1613
543	55266B09L008	LOONEY MICHAEL D& KAREN J	850 S REBECCA DR	PALMER, AK 99645
544	52841B03L019	LOPEZ MICHAEL C	9201 E QUEENSBORO AVE	PALMER AK 99645-9343
545	51371B01L005	LOPEZ OSCAR J	PO BOX 2637	PALMER AK 99645-2637
546	52946B06L001	LORIA TIMOTHY J & LINDA S	PO BOX 3572	PALMER AK 99645-3572
547	51333B03L003	LORRIGAN JACK C	2300 N LAUREL DR	PALMER AK 99645-8809
548	54946B11L003	LOUDON MATTHEW K&BROOKE L	1075 S SETTLERS CIR	PALMER, AK 99645-9366
549	54635000T00A1	LOWERY CHAD L	PO BOX 876811	WASILLA AK 99687-6811
550	53045B02L003	LOYER JUANITA	1505 S PHYL CT	PALMER, AK 99645
551	52315B01L014	LUEVANO JACOB A	1100 N TINA LN	PALMER AK 99645-8955
552	52315B02L012	LUGERS GREGORY S& DARLENE	861 N TINA LN	PALMER, AK 99645
553	52946B02L004	LUSSOW TIMOTHY A	PO BOX 876885	WASILLA AK 99687-6885
554	54644B01L001	LYNCH CYNTHIA L	1150 S COLONY WAY, PMB 358	PALMER, AK 99645-6967
555	53015B02L003	LYON DUSTEN RAY	PO BOX 671534	CHUGIAK, AK 99567-1534
556	51371B06L006	MACAULY ALEXANDER S	PO BOX 711	PALMER, AK 99645-0711
557	117N01E12D002	MACHETANZ TRAEGER	4110 W BARRETT ST	SEATTLE, WA 98199-2428

558	52946B01L003	MACK BRENNA L	PO BOX 4267	PALMER AK 99645-4267
559	52841B08L006	MACKINOKI LARRY&C. STINE	2140 N BROADWAY DR	PALMER, AK 99645
560	55099B03L011A	MACKRETH WM J	PO BOX 873405	WASILLA, AK 99687-3405
561	55197B05L002	MADDUX MICHAEL R	1150 S COLONY WAY, STE #3 PMB 180	PALMER AK 99645-6967
562	55197B01L030	MAGEE JUSTIN T & JODI	2171 N VERDE DR	PALMER AK 99645-8845
563	55119B01L011	MAGNUSON ERIC W & AMY E	303 MATHER ST	TRAVIS AFB CA 94535-1912
564	53015B01L012	MAHAN BRUCE M & WENDY D	720 S VIOLET CIR	PALMER, AK 99645
565	55197B05L005	MALONE JASON R & SELENA P	19932 SEIKA DR	CHUGIAK AK 99567-6362
566	52946B07L018	MANDRELL DEAN & CAROL E	PO BOX 3529	PALMER AK 99645-3529
567	53261B08L001	MANDRELL HENRY D	PO BOX 3529	PALMER, AK 99645-3529
568	52946B07L020	MANN JODIE L	PO BOX 2701	PALMER, AK 99645-2701
569	52120B01T00A	MANNA INDEPENDENT BAPTIST CHURCH	PO BOX 1048	PALMER, AK 99645-1048
570	51416B01L002	MANNING GREGORY R & LACEY R	118 FOXWORTH TRL	NASHVILLE GA 31639-3548
571	54946B02L019	MARCHINI GINA L	1219 S FRONTIER DR	PALMER AK 99645-9365
572	51371B03L014	MARCIEL THOS F	5711 WHISPERING SPRUCE DR	ANCHORAGE AK 99516-2357
573	117N02E07A005	MARCISAK ROBERT J	2221 MULDOON RD, # 147	ANCHORAGE, AK 99504-3645
574	52841B07L011	MARQUISS LISA A	2130 N MIDTOWN DR	PALMER, AK 99645-9326
575	53261B08L003	MARSH SAM A & MICHELLE M	PO BOX 760	PALMER, AK 99645-0760
576	55266B08L007	MARTEL RICHARD L	11758 E LORETTA CIR	PALMER AK 99645-9363
577	51189B02L006	MARTIN MARCELL A	1150 S COLONY WAY, STE 3, PMB 340	PALMER AK 99645
578	53015B05L005	MARTINEZ VALERIE E	PO BOX 3758	PALMER, AK 99645-3758
579	51371B02L022	MASAHITO OYA	ANJYO-CITY AICHI	JAPAN 444-1162 99999
580	51416B03L008	MASSEY KATHLEEN D	PO BOX 876743	WASILLA, AK 99687-6743
581	52946B03L017	MATHEWSON JAMES A	314 N TIFFANY DR	PALMER AK 99645
582	117N02E06D028	MATLOCK TIMOTHY & CECILIA	11833 E HELEN DR	PALMER, AK 99645
583	55089B10L011	MATOLKA DYLAN J	14 DOUGLAS AVE	YORKVILLE NY 13495-1805
584	51416B02L005	MATTHEWS ROGER V & MELINDA	1655 N GOLDEN HILLS DR	PALMER AK 99645
585	53015B05L003	MATTSON CHRISTOPHER W	PO BOX 870627	WASILLA AK 99687-0627
586	53261B06L012	MAW JAS TODD & DEENA D	PO BOX 525	PALMER, AK 99645-0525
587	54988B06L007	MAYBERRY CHANCE A & ROXANNA D	3548 N ARABIAN LN	PALMER, AK 99645
588	53045B01L012	MCCABE CHRISTINE A	600 N VALBORG CIR	PALMER AK 99645-9382
589	52946B03L002	MCCALL MARY ANN	1880 N BELMONT AVE	PALMER, AK 99645
590	54988B06L001	MCCANN DOUGLAS P & TRACY F	3126 N ARABIAN LN	PALMER AK 99645-8831
591	117N01E02C010	MCCANN MEGAN E B	8507 E MARCELL CIR	PALMER, AK 99645
592	52946B05L002	MCCREARY WM C& MICHELLE M	PO BOX 2248	PALMER, AK 99645-2248
593	52994B01L017	MCEWEN AARON G	10081 E ORTNER LOOP	PALMER AK 99645-8814
594	53045B01L003	MCGANN JAMES K & DANA	655 N ESTY DR	PALMER, AK 99645
595	52946B05L017	MCGINTY CHRISTOPHER R & SHAYNA L	2061 N PALOMINO LN	PALMER AK 99645-8899
596	53261B08L005	MCINTOSH BRIAN M & STACEY	11215 E EQUESTRIAN ST	PALMER, AK 99645-8866
597	53015B03L001	MCKECHNIE RUSSELL E & C A	PO BOX 21	PALMER, AK 99645-0021
598	52994B01L019	MCKIBBEN BAIRD	10151 E ORTNER LOOP	PALMER AK 99645-8889
599	51371B01L024	MCKINLEY KEVIN M	2408 C ST	ANCHORAGE AK 99503
600	53045B02L009	MCLAREN WILLIAM F & MARJORIE P	PO BOX 4887	PALMER AK 99645-4887
601	53261B04L010	MCNEAL KEVIN	6940 SERENITY CIR	ANCHORAGE AK 99502-1847
602	118N01E35C009	MCNEESE RONALD L EST	8965 E KILKENNY DR	PALMER AK 99645-8928
603	52841B05L018	MCQUOWN DONALD W	PO BOX 3494	PALMER, AK 99645-3494
604	53015B01L010	MEALS JOSHUA D & KIMBERLY K	680 S VIOLET CIR	PALMER, AK 99645
605	53015B03L003	MEARS WAYNE & SHARON	845 S IRIS CIR	PALMER AK 99645-7702
606	117N02E06B002	MEDBERY ALEC H& CYNTHIA M	PO BOX 319	PALMER, AK 99645-0319
607	55266B08L015	MELARVIE VANESSA M	358 N BONANZA ST	PALMER AK 99645-6240
608	54693B08L016A	MELLOR TIMOTHY J	2021 N MIDTOWN DR	PALMER AK 99645
609	51556000L005-B	MELTON DEE L & MARLA M	PO BOX 3237	PALMER, AK 99645-3237
610	51416B03L011	MELTON WM L	PO BOX 2085	PALMER, AK 99645-2085
611	53015B04L008	MENASHE ISAAC B & AMBER D	PO BOX 2609	PALMER, AK 99645-2609
612	51371B02L019	MENESES DAVID & ESTHER T	1574 N LANI DR	PALMER, AK 99645-8961
613	117N02E06D036	MERIT HOMES LLC	PO BOX 220128	ANCHORAGE AK 99522-0128
614	52946B02L003	MESIA KERRI L	2095 N BELMONT AVE	PALMER AK 99645-8898
615	117N02E05C014	MEYER ANTON J & PIRKKO S	8210 SUNDI DR	ANCHORAGE, AK 99502
616	53045B01L022	MEYER ROBT S	1150 S COLONY WAY STE 3 PMB 329	PALMER, AK 99645-6967
617	51416B01L016	MICHELSEN KIM T	1205 N GOLDEN HILLS DR	PALMER AK 99645-8915
618	52841B07L006	MIDTOWN EST PROP OWNERS	PO BOX 1141	PALMER, AK 99645-1141
619	52841B11L003	MIDTOWN EST WATER UTILITY	4000 OLD SEWARD HWY, 1 ALEUT PLA	ANCHORAGE, AK 99503-6068

620	117N02E06B016	MIELKE ROBERT D & T RI TR/TRES	PO BOX 870988	WASILLA AK 99687-0988
621	52148B5AL010	MILAZZO MARK C & LAC A J	PO BOX 3842	PALMER AK 99645-3842
622	51577B02L022	MILLER KEVIN T	1401 N OLD TOWNE DR	PALMER AK 99645-7743
623	52149000L006A	MILLETTE MATTHEW J	9850 E STRAND DR	PALMER AK 99645-8924
624	54946B01L011	MILLS TIMOTHY M & JOANNA	1152 S FRONTIER DR	PALMER, AK 99645-9365
625	55089B12L008	MILLS WESLEY J & KAROL A	1250 3 1/2 AVE NW	BYRON MN 55920-1397
626	52841B07L019	MIRANDA JOSHUA S & CHRISTINE G	8911 E WESTSIDE DR	PALMER AK 99645-9322
627	53261B04L020	MIRANDA LYNN M	PO BOX 2363	PALMER AK 99645
628	55094B03L003	MOELLER MARK J	1233 S REBECCA DR	PALMER AK 99645-9360
629	51354000T001	MOFFITT HOUSE LLC	6250 N LOSSING RD	PALMER, AK 99645
630	52946B07L008	MOLNAR EDW A JR & LINDA J	PO BOX 301	PALMER AK 99645
631	117N02E07D007	MONTANO DONALD A	PO BOX 1905	PALMER, AK 99645-1905
632	52574000T00B	MOOR KATHERINE J TR TRE	1210 G ST	ANCHORAGE AK 99501-4353
633	51332B01L007	MOORE CARL ROY	2301 N ARABIAN LN	PALMER, AK 99645
634	53261B10L001	MOORE JAMES S	PO BOX 876653	WASILLA, AK 99687-6653
635	54988B04L001	MORE CLINTON W & MONICA A	PO BOX 1546	PALMER, AK 99645-1546
636	53188B09L014A	MORE STEVE J	2101 N BROADWAY DR	PALMER AK 99645-9315
637	51577B03L007	MORENO SHERRY A	PO BOX 4030	PALMER AK 99645-4030
638	51371B06L003	MORRIS BRYAN H & RENEE	1601 N 49TH STATE ST	PALMER AK 99645
639	55094B02L012	MORRISON JUDITH L	11604 E ANNIE LN	PALMER, AK 99645
640	55197B01L034	MORTON NATHAN E	2099 N VERDE DR	PALMER AK 99645-9162
641	52232B02L002	MOSELEY THOS F& DEBORAH L	1900 N BASIN ST	PALMER, AK 99645
642	51416B01L010	MOUNCE ROBERT LEON	1405 N GOLDEN HILLS DR	PALMER AK 99645-8914
643	51416B03L019	MRZENA MATTHEW D	PO BOX 876023	WASILLA AK 99687-6023
644	51332B04L003	MUCHA MARK S	PO BOX 448	PALMER, AK 99645-0448
645	52946B07L017	MUDD MELISSA G	PO BOX 876658	WASILLA, AK 99687-6658
646	51371B02L020	MULHOLLAND KEITH & STELLA M	PO BOX 672264	CHUGIAK, AK 99567-2264
647	55094B10L010	MURDOCK JOSEPH M & BEVERLY R	11601 E ANNIE LN	PALMER AK 99645-9364
648	53261B08L006	MURPHY BRETT & VALERIE	PO BOX 1803	PALMER, AK 99645-1803
649	52232B01L006	MURPHY THOMAS M REV TR	PO BOX 3087	PALMER AK 99645-3087
650	52315B01L002	MUSGRAVE JONAS G & MISTI	1001 N OLD TRUNK RD	PALMER AK 99645
651	51371B02L027	NAGY LOUIS JR	11545 DISCOVERY VIEW DR	ANCHORAGE AK 99515-2752
652	52946B02L012	NARDIN FAM TR	PO BOX 4944	PALMER, AK 99645-4944
653	117N02E06B011	NARDINI NEIL & STACY	2451 N LAKESPUR HILL CIR	PALMER AK 99645
654	53015B04L004	NATARTE VIRGILIO E	5210 CHENA AVE	ANCHORAGE, AK 99508-2517
655	52835000L006	NEFFENDORF RONALD D &CARLA S REV L	3065 ARCTIC FOX DR	WASILLA AK 99654-2731
656	52946B02L008	NELLES JEFF A & HEATHER L	PO BOX 4436	PALMER, AK 99645-4436
657	53045B01L002	NELLESSEN JOHN P	PO BOX 870258	WASILLA, AK 99687-0258
658	51371B02L017	NELSON BRYAN & SONJA LVG TR	1500 N LANI DR	PALMER AK 99645-8961
659	52405B02L001	NELSON NANCY A	8975 E GOLD PAN DR	PALMER, AK 99645
660	51577B03L004	NEUMANN ROSALIE J L/E	3251 AQUARIUS CIR	ANCHORAGE AK 99517
661	53015B02L002	NEWBERRY DANIELLE M	PO BOX 391	PALMER AK 99645-0391
662	117N02E07C008	NEWBURY NORMAN K & DEBRA L	9693 E VALLEY CREST DR	PALMER AK 99645-7759
663	55266B08L013	NICHOLS ROBT J & CHERYL A	11689 E LORETTA CIR	PALMER, AK 99645
664	55206B12L020	NICODEMUS TIMOTHY A & TENDRA L	1859 N CITATION DR	PALMER AK 99645-8896
665	55249B11L012	NORMAN SHAWN A & SHEENA A	PO BOX 455	PALMER AK 99645-0455
666	52841B07L004	NORRIS JAMIE L	8940 E LEXINGTON ST	PALMER AK 99645-9328
667	53261B08L004	NORTON DAVID C & KIM Z	PO BOX 2742	PALMER, AK 99645-2742
668	55089B12L002	NOYCE JOHN W & SANDRA O	PO BOX 701	PALMER, AK 99645-0701
669	52232B01L002	NYE THOMAS MICHAEL & KATHLEEN A	2433 LEARY BAY CIR	ANCHORAGE AK 99515-2735
670	52574B01L014	OATHOUT-WELCH MARY T	2210 N MONTE VISTA DR	PALMER, AK 99645
671	52946B04L002	O'BRIEN WM C	PO BOX 1342	PALMER, AK 99645-1342
672	51371B03L001	OGLE BRUCE J	PO BOX 111311	ANCHORAGE, AK 99511-1311
673	52841B08L009	OLAYVAR RODENDO B	2090 N BROADWAY DR	PALMER, AK 99645-9314
674	117N02E06A004	OLD 302 LLC	39901 N GLENN HWY	SUTTON AK 99674-8005
675	53047000L002	OLD APOSTOLIC LUTHERN CHR	PO BOX 2658	PALMER, AK 99645-2658
676	51416B01L012	OLIVER DAVID A & YVONNE M	PO BOX 2858	PALMER, AK 99645-2858
677	53261B04L016	OLIVER JENNIFER L	645 G ST, #1188	ANCHORAGE AK 99501-3443
678	51371B01L012	OLIVERSON DOUGLAS P & B A	12730 RIVULET CIR	ANCHORAGE AK 99516-7317
679	55266B09L006	OLSON BOYD & MICHELE N	890 S REBECCA DR	PALMER, AK 99645-9361
680	117N01E02D005	OLSON DOUGLAS L& MARY A E	1150 N GOLDEN HILLS DR	PALMER, AK 99645
681	51371B01L025	OLSON GRANT E D & KIMBERLY J	174 E SCHROCK RD	WASILLA AK 99654-9012

682	51416B04L004	OLSON TREVOR G & R[illegible]HEL J	1260 N GOLDEN HILLS DR	PALMER, AK 99645
683	51416B03L042	O'NEAL PATRICK S & R[illegible]CCA	1575 N GOLDEN HILLS CIR	PALMER, AK 99645
684	117N01E02D007	ORNELAS ROBERT W	1000 N GOLDEN HILLS DR	PALMER AK 99645-8927
685	52946B05L011	ORTIZ ANGELO & ELIA	15551 DAWN CRST	SAN ANTONIO TX 78248-1342
686	52779000L004	ORTNER WALTER P & SARAH R	PO BOX 147	PALMER, AK 99645-0147
687	53015B03L009	ORVOSH BEVERLY K	PO BOX 905	PALMER, AK 99645-0905
688	54946B10L004	OSLUND ROBERT J & SAMANTHA A	1011 S SETTLERS CIR	PALMER, AK 99645
689	117N02E07A009	OTT DOUGLAS C & SUSAN B	12079 E DRIFT LN	PALMER AK 99645-8349
690	52148B5AL013	OUELLETTE MARK& BARBARA A	PO BOX 4158	PALMER, AK 99645-4158
691	51371B03L013	OUZTS KYLE M REV TR/TRE	OUZTS LINDSAY R REV TR/TRE	11309 NORTHVIEW DR
692	54988B06L002	OWEN L SCOTT & NICOLE M	3220 N ARABIAN LN	PALMER AK 99645-8831
693	117N02E06A016	OWENS DAVID	1150 S COLONY WAY, STE # 3 PMB 223	PALMER AK 99645-6967
694	54988B03L002	PACE WILLIAM CORY	5966 E CUMULUS CIR	PALMER AK 99645-5906
695	54988B04L005	PACKA BENJAMIN J	3191 N ARABIAN LN	PALMER AK 99645
696	52946B04L006	PACKA JEREMIAH DAVID & JESSICA DAWN	PO BOX 2827	PALMER AK 99645-2827
697	51371B02L023	PAGE RONNIE H & CYNTHIA L	1501 N LOMA PRIETA	PALMER, AK 99645
698	117N02E06C002	PALMER CITY OF	231 W EVERGREEN AVE	PALMER, AK 99645-6952
699	52315B01L016	PALMER STEPHEN C& COLLEEN	1140 N TINA LN	PALMER, AK 99645
700	51371B02L015	PAQUETTE GERARD S& TERRAN	PO BOX 4457	PALMER, AK 99645-4457
701	52841B08L002	PARKER MICHAEL L	9190 E LEXINGTON ST	PALMER AK 99645-9330
702	52926B02L016A	PARKER STEVE E & HEATHER F	PO BOX 3676	PALMER, AK 99645-3676
703	54988B04L007	PAYNE KIRK P & CYNTHIA S	2436 N HOPE CIR	PALMER, AK 99645-8827
704	53015B01L006	PEAKS DAVID E & TIFFANY P	645 S VIOLET CIR	PALMER, AK 99645
705	51416B03L003	PEARSON CHRISTOPHER J	3301 BALD EAGLE DR	WASILLA AK 99654-2632
706	51371B01L015	PECHOTA STEVEN F & BETH A	PO BOX 2951	PALMER, AK 99645-2951
707	52120B03L013	PEIROVI ESMAIL	9104 MENDENHALL MALL RD	JUNEAU, AK 99801
708	51577B02L020	PEMPEK GARY J & DEBRA L	PO BOX 871744	WASILLA, AK 99687-1744
709	54988B06L008	PENNINGTON JOEL D & DAWN M	3620 N ARABIAN LN	PALMER AK 99645-8830
710	52841B08L020	PETERSEN JENNIFER L	2081 N MIDTOWN DR	PALMER AK 99645-9325
711	52315B01L011	PETERSEN SAMUEL J & JENNIFER R	960 N TINA LN	PALMER, AK 99645
712	55094B02L011	PETERSON DANIEL T& SANDRA	11638 E ANNIE LN	PALMER, AK 99645-9364
713	51371B01L002	PETRIE CHAD A	PO BOX 876615	WASILLA, AK 99687-6615
714	52994B01L012	PFISTER MARK S & MARY T	9931 E ORTNER LOOP	PALMER AK 99645-8813
715	52835000L001	PHILLIP COLE & MELINDA	10305 E CODY DR	PALMER AK 99645
716	52946B06L003	PIERCE BRITTANY	7141 E BREEZEWOOD RD	WASILLA AK 99654-4608
717	55206B12L016	PIERCE RANDALL M & MARY E	PO BOX 352	PALMER AK 99645-0352
718	51371B01L017	PIETRAK LEON A	PO BOX 3072	PALMER, AK 99645-3072
719	54946000T00A	PIONEER MDWS HOMEOWNERS	PO BOX 3024	PALMER, AK 99645-3024
720	52946B07L010	PONDER DENNIS J& LUCRETIA	PO BOX 2095	PALMER, AK 99645-2095
721	52841B09L011	POOLER BRAD & LISA	2181 N BROADWAY DR	PALMER, AK 99645
722	52841B09L010	POOLER LISA M OSBORNE	2181 N BROADWAY DR	PALMER, AK 99645-9315
723	117N01E02C011	POORBAUGH KEITH A & JENNIFER L	8530 E HIGHLANDS CIR	PALMER AK 99645
724	53045B01L009	PORTERFIELD JANEL L	PO BOX 13075	TRAPPER CREEK, AK 99683-3075
725	55266B09L002	PORTNER DANIEL G	996 S REBECCA DR	PALMER, AK 99645-0996
726	55119B01L009	POWERS JEFFREY S & S A	935 N BETTE ALEXIS CIR	PALMER, AK 99645
727	52946B05L008	PROBASCO PETER M& MARYANN	PO BOX 861	PALMER, AK 99645-0861
728	52841B11L004	PROMISELAND LLC	1801 E DOWLING RD	ANCHORAGE AK 99507
729	51332B05L002	PROSSER LOREN W	2701 N HASSEN BEY DR	PALMER AK 99645-8849
730	54946B02L018	PROUTY LUCAS L	1199 S FRONTIER DR	PALMER AK 99645
731	117N02E07A003	PSENAK DALE & BRENDA	PO BOX 278	PALMER, AK 99645-0278
732	117N02E07A013	PYRAH FREDERICK W & K M	PO BOX 966	PALMER, AK 99645-0966
733	51189B01L003	PYSZ KENNETH J	8161 E COTTRELL CAMPUS DR	PALMER, AK 99645
734	52994B01L006	QUIER SARA M	9751 E ORTNER LOOP	PALMER AK 99645
735	52841B07L009	RANDALL SARAH M	PO BOX 402	KOTZEBUE AK 99752-0402
736	52149000L007B	RANDOLPH RUSSELL & ELAINE	PO BOX 871910	WASILLA AK 99687-1910
737	52994B01L016	RANGITSCH SHAWN D	10051 E ORTNER LOOP	PALMER AK 99645-8814
738	51416B03L006	RATLIFF DONNA	1600 N GOLDEN HILLS CIR	PALMER AK 99645-7435
739	51577B02L019	RATLIFF STAN D	PO BOX 871515	WASILLA AK 99687-1515
740	51189B02L002	RAY BRYCE C & CHARLOTTE R	8300 E COTTRELL-CAMPUS DR	PALMER, AK 99645
741	51371B02L007	RAY DOUGLAS A & NATALIE R	PO BOX 1446	PALMER, AK 99645-1446
742	51371B01L013	RAY PATRICIA ANN	12561 BEACHCOMBER DR	ANCHORAGE, AK 99515
743	52315B01L012	RAY RHONDA	1030 N TINA LN	PALMER AK 99645-8954

744	51371B03L007	REBER THOMAS J	PO BOX 2587	PALMER, AK 99645-2587
745	117N02E07B004	REBA JAMES L	PO BOX 872605	WASILLA AK 99687-2605
746	117N01E02D017	REDWOOD PANTHEA L/E	9200 RAVENDALE LN	PALMER, AK 99645
747	55094B10L012	REED MICHAEL R & SUSAN M	11633 E ANNIE LN	PALMER, AK 99645-4892
748	53015B05L012	REEDER ANDREW J & PETRA B	PO BOX 1352	PALMER, AK 99645-1352
749	54946B02L016	REEM JASON D & CRYSTAL R	1167 S FRONTIER DR	PALMER, AK 99645
750	52994B02L010	REEVES JASON S	1101 CORDOVA ST, STE 317 PMB 462	ANCHORAGE AK 99501
751	52946B03L018	REEVES MICHAEL & MARTHA	PO BOX 1182	PALMER AK 99645-1182
752	52315B01L010	REIMERS DARYL F	930 N TINA LN	PALMER, AK 99645
753	52841B08L024	REMAKLUS CHAS P & TANDI C	2161 N MIDTOWN DR	PALMER, AK 99645
754	55094B03L004	REYNOVIC SAMUEL G III	1207 S REBECCA DR	PALMER AK 99645-9360
755	52841B12L018	RICHARDSON DANIEL MARK	1983 N BATTERY CIR	PALMER AK 99645-9319
756	52841B09L009	RICHARDSON TERRY L & B L	2201 N BROADWAY DR	PALMER, AK 99645
757	52574B03L005	RIGGS JOHN H & CHERYL D TRES	1150 S COLONY WAY, STE 3 PMB 322	PALMER AK 99645
758	52148B5AL002	RINDONE P RENEE	9630 E STRAND DR	PALMER, AK 99645
759	53045B01L015	RINGGER NICHOLAS W	39224 E PLANKINTON AVE	CUDAHY WI 53110
760	118N01E36B020	RISSI MARGARET B	2500 N HASSEN BEY DR	PALMER, AK 99645
761	53015B01L005	ROBERTS THOS J & CLARA A	665 VIOLET CIR	PALMER, AK 99645
762	55206B12L012	ROBERTSON WILLIAM B & TERESA M	PO BOX 2296	PALMER, AK 99645
763	51373B01L009	ROBINSON ARTHUR L REV TR	12000 E WOODSTOCK DR	PALMER AK 99645-7111
764	55197B05L010	ROBINSON GRIER D JR & TERRIE A	121 FAIRWAY LN	CAPE CARTERET NC 28584-9725
765	51371B01L011	ROBINSON WALTER C&KATIE A	PO BOX 2441	PALMER, AK 99645-2441
766	52120B03L012	ROGERS JAS J & DIANA R	PO BOX 1666	PALMER, AK 99645-1666
767	52946B05L009	ROOT RICHARD RYAN	PO BOX 3736	PALMER AK 99645-3736
768	55094B02L005	ROPKA DONALD E & TRICIA A	1186 S REBECCA DR	PALMER, AK 99645
769	52315B02L007	ROSE CLINTON R	1011 N TINA LN	PALMER AK 99645-8954
770	52946B06L006	ROSE KATHRYN J	PO BOX 2632	PALMER AK 99645-2632
771	52574B01L011	ROVIRA RAUL A	PO BOX 5437	JBER AK 99505-5437
772	52946B05L006	ROWE JOHN W	PO BOX 872222	WASILLA AK 99687-2222
773	55330B09L019	RUDA JAMES R & JUNE M	2293 N THUNDER GULCH CIR, # 3	PALMER AK 99645-8894
774	55249B11L017	RUDD DOUGLAS E& CHANG U K	PO BOX 536	PALMER, AK 99645-0536
775	52946B07L013	RUDOLPH DAVID S	561 S DENALI ST, # C	PALMER, AK 99645-6439
776	51332B02L003	RUDOLPH LINDA M	PO BOX 192	PALMER, AK 99645-0192
777	52946B01L010	RUNKLE MARLENE M LIV TR	1975 N BELMONT AVE	PALMER AK 99645-8897
778	51556000L005-A	RUNYAN RICHARD W	1400 N 49TH ST	PALMER AK 99645-8847
779	53045B01L004	RYAN SHAWN C & DAPHNI R	PO BOX 389	PALMER, AK 99645-0389
780	52946B01L009	RYDEEN JOHN W & LIAN R	1945 N BELMONT AVE	PALMER, AK 99645
781	53045B01L024	SAFFRAN HILLARY	PO BOX 195	PALMER AK 99645-0195
782	53015B02L006	SAMANIEGO JOSEPH	3060 N LAZY EIGHT CT, STE 2 PMB 276	WASILLA AK 99654-4331
783	51371B01L003	SAMPSON JEFFREY F	10095 E STRAND DR	PALMER, AK 99645-8926
784	53261B09L006	SANCHEZ STEVEN F	CMR 434 BOX 039	APO AE 09138
785	55094B10L009	SANDERS JASON P & TAMMY M	11583 E ANNIE LN	PALMER AK 99645-9364
786	54988B01L001	SANDERSON KIRK R&KATHLEEN	9451 N PALMER-FISHHOOK RD	PALMER, AK 99645
787	118N01E35C006	SANDVIK RUTH B	PO BOX 190348	ANCHORAGE AK 99519-0348
788	51371B02L016	SANTIAGO MATTHEW DANIEL	1400 N LANI DR	PALMER AK 99645-9171
789	53261B04L014	SAPP RONALD L & SHERRI A	11256 E EQUESTRIAN ST	PALMER AK 99645-8866
790	51416B03L004	SAUM THERESA L	1690 N GOLDEN HILLS DR	PALMER, AK 99645
791	51371B02L009	SAUNDERS MARY L	PO BOX 3554	PALMER, AK 99645-3554
792	53047000L009	SAWYER RONNIE L	PO BOX 876055	WASILLA, AK 99687-6055
793	55089B12L003	SAWYER STEVEN C	2124 N TABASCO CAT DR	PALMER, AK 99645-8893
794	117N02E06A009	SCARSELLA FAMILY LLC	PO BOX 68697	KENT WA 98168-0697
795	54946B01L008	SCHEIB MATTHEW A	1770 S CREEKSIDE CIR	WASILLA AK 99654-8293
796	52841B12L008	SCHELLING TIMOTHY W & DAWN M	8900 E WESTSIDE DR	PALMER, AK 99645
797	51189B02L001	SCHMIDT GREGORY A	8250 E COTTRELL-CAMPUS DR	PALMER, AK 99645
798	53261B10L006	SCHWARTZ ANTHONY J & YULIA V	PO BOX 2677	PALMER, AK 99645-2677
799	51371B01L001	SEARLES DAVID H& RAQUEL V	PO BOX 876057	WASILLA, AK 99687-6057
800	51416B03L018	SEARS BRADLEY J	9095 E GOLD PAN DR	PALMER AK 99645-9684
801	53045B02L009	SELWAY CORP	PO BOX 1987	PALMER AK 99645-1987
802	52326000T001	SENTA MICHAEL R & PENELOPE B TRES	PO BOX 949	PALMER AK 99645-0949
803	55119B01L008	SEVERSON JAMIE M & KARA L	8832 E GARRETT WOODSON CR	PALMER, AK 99645-8968
804	53015B02L004	SEWELL DENISE M	PO BOX 1306	PALMER AK 99645-1306
805	55197B05L011	SHAVER JOSHUA A & MARVILIE U	2310 N VERDE DR	PALMER AK 99645

806	52574B01L010	SHAW ROBERT W & DC `IA M	2090 N MONTE VISTA DR	PALMER, AK 99645
807	51371B05L005	SHAY GWYNNE B	PO BOX 2768	KODIAK, AK 99615-2768
808	51416B04L002	SHEETS ERIK M	3035 E PALMER-WASILLA HWY	WASILLA AK 99654-7279
809	52994B02L001	SHELTON MICHAEL T& EDIE A	9600 E ORTNER LOOP	PALMER AK 99645-8811
810	52946B07L004	SHEN HENRY J & ASA B	11030 E EQUESTRIAN CIR	PALMER AK 99645-8805
811	55094B09L001	SHERANT MATTHEW	11671 E ANNIE LN	PALMER, AK 99645
812	53045B01L021	SHERMAN JACK D & REBECCA C	PO BOX 2609	PALMER, AK 99645-2609
813	53045B01L020	SHERMAN JARED E & MIRANDA L	11425 E KANGAROO CT	PALMER AK 99645
814	53261B10L002	SHULTZ STEVEN M & NANCY	PO BOX 876880	WASILLA, AK 99687-6880
815	52841B08L019	SIMAC VINCENT L	2061 N MIDTOWN DR	PALMER AK 99645-9325
816	52946B01L001	SIMEROTH ANTHONY J	PO BOX 193	PALMER, AK 99645-0193
817	55266B08L014	SIMMERMAN MELISSA A	11669 E LORETTA CIR	PALMER AK 99645-9362
818	52315B02L002	SIMMONS SHANNON W	1161 N TINA LN	PALMER AK 99645-8955
819	53087000L001	SIMPLE PLEASURES LLC	PO BOX 3349	PALMER, AK 99645-3349
820	51416B03L016	SISCO BRET A	626 N BOBBY DAY CIR	WASILLA AK 99654-7369
821	52946B01L004	SITBON RICHARD G & TAMELA	1810 N BELMONT AVE	PALMER AK 99645-8897
822	52946B03L013	SIZEMORE JAS F & CAROL M	PO BOX 2581	PALMER, AK 99645-2581
823	51371B02L014	SKOW ERIC W & BETH A	1250 N LANI DR	PALMER AK 99645-8960
824	52841B10L002	SKUBE ANDREW J	2041 N BROADWAY DR	PALMER AK 99645
825	52841B12L026	SMITH BRIAN E & TERESA L	11680 E CRIMSONVIEW DR	PALMER, AK 99645
826	117N01E02C008	SMITH D & D JOINT REV TR	3332 E TAMARAK AVE, # 3	WASILLA, AK 99654-7429
827	52946B07L001	SMITH LLOYD T JR&KATHLEEN	PO BOX 357	PALMER, AK 99645-0357
828	51371B06L005	SMITH MICHAEL E	2521 E MOUNTAIN VILLAGE DR, STE B I	WASILLA AK 99654-7377
829	55119B02L001	SMITH MICHAEL L	13340 M32/M33	ATLANTA MI 49709-8825
830	52946B03L001	SMITH NICOLE E	1805 N EQUESTRIAN PL	PALMER AK 99645-5718
831	54988B03L003	SMITH PAUL A & RUTH A	2832 MORGAN LOOP	ANCHORAGE AK 99516
832	51354000T003	SMOOT DAVID S	PO BOX 2983	PALMER, AK 99645-2983
833	51371B01L023	SMYERS JAS E	1905 CLEVELAND AVE	ANCHORAGE AK 99517-2657
834	55089B11L009	SMYLIE THOS M JR & DIANA	10835 E BLACKEYED SUSAN	PALMER AK 99645
835	55089B10L015	SORENSEN KEVIN L& DIANA J	PO BOX 4136	PALMER, AK 99645-4136
836	52946B07L012	SORENSON A'LEISHA	PO BOX 4265	PALMER AK 99645-4265
837	55206B12L013	SOUTHWICK SHANE& MARIANNE	PO BOX 3973	PALMER, AK 99645-3973
838	53015B05L007	SOVERNS RICHARD C & REBECCA J	8614 E PROSPECT HILLS CIR	PALMER, AK 99645
839	51371B03L002	SPAHR DON & KATHERINE	5571 KENNYHILL DR	ANCHORAGE, AK 99504-3719
840	55197B01L028	SPARKS EDWARD N	1150 S COLONY WAY, STE 3 PMB 342	PALMER AK 99645-6967
841	55249B10L023	SPARKS JOLENE ANN L/E	PO BOX 876823	WASILLA AK 99687-6823
842	53015B01L009	SPENCER BYRON NEIL	3450 HARRIER CIR	ANCHORAGE AK 99504-3964
843	53015B04L005	SPENCER MICHAEL & CLAUDIA	PO BOX 4801	PALMER AK 99645-4801
844	52841B11L002	SPINELL HOMES INC	1900 W NORTHERN LGTS BLVD, # 200	ANCHORAGE, AK 99517-3342
845	55266B08L010	ST CLAIR ROBERT B	11745 E LORETTA CIR	PALMER, AK 99645
846	52148B5AL008	ST SAVIOUR ADAM	9825 E LEE ANN DR	PALMER AK 99645-8919
847	55278000L003	STALEY JEFFERY R	PO BOX 872668	WASILLA AK 99687-2668
848	52946B05L015	STANLEY GINA	1150 S COLONY WAY, STE 3 PMB 614	PALMER AK 99645-6967
849	117N01E02D008	STANLEY JAMES B & LARA W	950 N GOLDEN HILLS DR	PALMER AK 99645-8911
850	55249B10L020	STANTON W MICHAEL	PO BOX 2067	PALMER AK 99645-2067
851	52148B5BL006	STARK HEATHER	PO BOX 2756	PALMER, AK 99645-2756
852	55089B10L010	STEADMAN BRANDEN & TYE	10876 E TIMBER COUNTRY CIR	PALMER AK 99645
853	53015B06L006	STEARNS DAMIAN & CATHERINE	1206 W RANDOM WAY	PAYSON, AZ 85541
854	52994B01L001	STEARNS SAMUEL M	9601 E ORTNER LOOP	PALMER AK 99645-8811
855	51333B02L005	STEFANSKI JOEL M& MELINDA	2251 N HASSEN BEY DR	PALMER, AK 99645
856	53015B02L012	STEFFENS CLAIRE	PO BOX 101847	ANCHORAGE, AK 99510-1847
857	52946B03L025	STEINKE LONNIE W & KATRINA S	PO BOX 398	PALMER AK 99645-0398
858	51189B01L001	STELCK LARRY L	8101 E COTTRELL CAMPUS DR	PALMER AK 99645-8958
859	117N02E06B006	STENBERG PETER ANN	PO BOX 2525	PALMER AK 99645-2525
860	54988B05L001	STEVENS RODNEY L & CANDICE D	3563 N ARABIAN LN	PALMER AK 99645-8830
861	51371B06L014	STEVENSON CHERYL A	PO BOX 670746	CHUGIAK AK 99567-0746
862	52841B07L017	STEWART BRYAN P & LA SONYA M	135 BULLARD AVE	FT LEAVENWORTH KS 66027-1204
863	55119B01L004	STEWART MARK & STACEY	PO BOX 1167	PALMER AK 99645-1167
864	118N01E35C005	STEWART SCOTT D & LAURA A	PO BOX 771758	EAGLE RIVER, AK 99577-1758
865	51597000L001B	STEWART STEVEN L & RUTH M	1800 N ARABIAN LN, STE A	PALMER, AK 99645
866	51333B03L001	STOGDILL DAVID & DEBRA	2350 N HASSEN BEY DR	PALMER, AK 99645
867	52946B05L004	STOHLER LYLE E & KRISTEN	PO BOX 277	PALMER AK 99645-0277

868	55197B01L022	STONE RANDALL J	11531 E VERDE CIR	PALMER AK 99645-5703
869	52946B05L001	STORMS BRODERICK T & LIAM	1950 N KENTUCKY DERBY DR	PALMER AK 99645-8836
870	51371B02L010	STORTZ PETER J	PO BOX 131	PALMER, AK 99645-0131
871	53045B03L002	STOUGH VICKI M	855 N ESTY DR	PALMER, AK 99645
872	52315B02L013	STOUT MARY J	PO BOX 2810	PALMER, AK 99645-2810
873	52946B03L012	STRATTON EDWARD J & LISA R	2130 N BELMONT AVE	PALMER AK 99645
874	117N02E06D032	STUART JOHN & KAREN	PO BOX 2291	PALMER, AK 99645-2291
875	53015B01L002	STUART THOS E	725 S VIOLET CIR	PALMER, AK 99645
876	51577B03L009	SUAREZ JOSE CARLOS	8280 E REGENTS RD	PALMER AK 99645-8944
877	51463000L001	SWIFT KIMBERLY J	PO BOX 44	PALMER AK 99645-0044
878	51463000L002	SWIFT ROBT J JR& GISELA M	PO BOX 2043	PALMER, AK 99645-2043
879	54946B02L021	SYBOUTS DARREN A & G M	1257 S FRONTIER DR	PALMER, AK 99645-9365
880	53047000L006	SYCKS FAM TR	1980 DRIFTWOOD CIR	PALMER, AK 99645
881	51373B01L006	TALBERT LAWRENCE N & LISA	12055 E WOODSTOCK DR	PALMER, AK 99645
882	53016B07L005	TANNER RANDY L & JANICE C	10761 E VALLEY CREST DR	PALMER AK 99645-7762
883	51333B02L004	TAYLOR BRENT H& KIMBERLEY	PO BOX 4046	PALMER, AK 99645-4046
884	54988B06L004	TAYLOR ROBERT H 1999 TRUST	3354 N ARABIAN LN	PALMER, AK 99645
885	52946B02L001	TEGELER DAN'L W & G E	PO BOX 367	PALMER, AK 99645-0367
886	51189B01L002	TENNESEN REIDAR G	8131 E COTTRELL-CAMPUS DR	PALMER AK 99645-8958
887	55197B01L035	TENNEY BRYAN & LYNETTE	2085 N VERDE DR	PALMER AK 99645
888	55249B11L021	TERRY MARK A & BETH A	10041 HANLEY CIR	ANCHORAGE, AK 99507
889	52946B07L007	TERRY TIMOTHY W & DESIREE M	11130 E EQUESTRIAN CIR	PALMER AK 99645-5728
890	52148B5BL004	TESCH DANA & KAYLIN	9750 E LEE ANN DR	PALMER AK 99645-8918
891	54644B01L003	THOM MARILYN K	11751 E PALMER-WASILLA	PALMER, AK 99645
892	54644B01L004	THOM ROBT L & MARILYN K	11751 E PALMER-WASILLA	PALMER, AK 99645
893	51332B01L003	THOMAS CLINTON L& CARLY L	1150 S COLONY WAY STE 3, PMB 198	PALMER, AK 99645-6967
894	55089B10L018	THOMPSON ELKE A	PO BOX 33	PALMER, AK 99645-0033
895	52946B03L016	THOMPSON JASON M	1150 S COLONY WAY, STE 3 PMB 217	PALMER AK 99645-6967
896	55249B11L019	THOMPSON MARK E & JUDY E	PO BOX 33	PALMER, AK 99645-0033
897	52315B01L006	THOROMAN ROBT H& RHONDA L	PO BOX 3278	PALMER, AK 99645-3278
898	53261B04L013	THURBEE THOMAS F	PO BOX 2406	PALMER, AK 99645-2406
899	52841B08L022	TIEDEMAN RICHARD&MARIANNE	2121 N MIDTOWN DR	PALMER, AK 99645-9326
900	51416B03L005	TIMMONS EDWARD III & MARY J	PO BOX 670889	CHUGIAK, AK 99567-0889
901	52946B02L002	TODD RAYFORD J & KATHERINE M	2075 N BELMONT AVE	PALMER AK 99645
902	117N02E05C020	TOKAR JERRY W & GLORIA J	12000 E HELEN DR	PALMER AK 99645-9380
903	53045B02L005	TOMASINO ERIC JR & JESSI T	PO BOX 343	PALMER AK 99645-0343
904	53045B01L008	TOMLINSON JEFFREY A & C C	800 N HELEN DR	PALMER, AK 99645-9379
905	52841B07L012	TORRENCE DAVID S& CATHY L	2100 N MIDTOWN DR	PALMER, AK 99645
906	55197B05L004	TREFTZ CHRISTOPHER D & JOY	PO BOX 2668	PALMER AK 99645-2668
907	51332B02L002	TRINITY LUTHERAN CH INC	10355 E PALMER-WASILLA	PALMER, AK 99645
908	117N01E11C001	TROTTER JEFFREY D LVG TR	971 S JOANNE DR	PALMER AK 99645-8945
909	51371B06L012	TROUTNER JOHN R & S M	9955 E STRAND DR	PALMER AK 99645-8925
910	52841B07L002	TRUAX BRADLEY D& CHERYL L	8880 E LEXINGTON ST	PALMER, AK 99645-9327
911	52232B01L005	TRUEBLOOD HOLLY	2210 N MONTE VISTA DR	PALMER AK 99645-8850
912	118N02E31D007	TULL JON C F & VANESSA	1849 TUSCAN GROVE PL	CAMARILLO CA 93012-8960
913	118N02E31D013	TULL WILLIAM F & JUNE R	1995 N MONTE VISTA DR	PALMER AK 99645-8842
914	51332B04L006	TUOMI REV TR	PO BOX 3287	PALMER, AK 99645-3287
915	52946B07L022	TURNER BRUCE W& HARRIET I	PO BOX 3792	PALMER, AK 99645-3792
916	54946B10L005	TURNER JAS R & HEIDI B	1015 S SETTLERS CIR	PALMER, AK 99645-9366
917	52946B07L002	TZOU JACK & TRACY	PO BOX 181	PALMER, AK 99645-0181
918	55249B10L022	ULRICH VERLYN	PO BOX 2456	PALMER AK 99645-2456
919	117N01E02D011	UNITED STATES MARSHALS SERVICE	222 W 7TH AVE, # 28	ANCHORAGE AK 99513
920	54946B01L010	UPICKSOUN ALLEN L & MYRA R	1180 S FRONTIER DR	PALMER AK 99645-9365
921	52841B08L001	URBANO PAUL J	9160 E LEXINGTON ST	PALMER, AK 99645-9330
922	53015B05L013	VALADEZ MARIO M & MONICA	PO BOX 4083	PALMER AK 99645-4083
923	53015B04L009	VAN DIEST REV TR	PO BOX 25	MOSSYROCK, WA 98564-0025
924	55249B09L017	VAN HORN ANDREA V	PO BOX 2024	PALMER AK 99645-2024
925	55089B12L001	VAN HORN LEE A	1150 S COLONY WAY, STE 3 PMB 351	PALMER AK 99645-6967
926	55266B07L003	VAN ROTEN DOROTHY	1241 S KATIE CIR	PALMER AK 99645-9359
927	51416B03L010	VAN SANT STEVEN L & IDRIS	PO BOX 3117	PALMER AK 99645-3117
928	53047000L007	VANDER BIE RYAN C	8531 GOLDEN ST, #3	ANCHORAGE AK 99502-5200
929	52946B01L005	VANDERPOOL VICTORIA A	PO BOX 14	PALMER, AK 99645-0014

930	52841B12L012	VANGORDER NEAL R&[illegible]VGENIA	1960 N BATTERY CIR	PALMER, AK 99645
931	55197B05L042	VANHOOMISSEN BERN[illegible]D J	2330 N VERDE DR	PALMER AK 99645-8845
932	53261B06L008	VEGAS EVANGELINE A S	PO BOX 3955	PALMER, AK 99645-3955
933	55089B10L016	VERSTEEG CHRISTOPHER T	3060 N LAZY EIGHT CT, STE 2 PMB 424	WASILLA AK 99654
934	51371B02L003	VETTER STEFANIE L	PO BOX 202770	ANCHORAGE, AK 99520-2770
935	52946B04L001	VIEIRA DONALD D& SHERIE L	PO BOX 3491	PALMER, AK 99645-3491
936	52994B01L002	VINGOE MARK A	PO BOX 4311	PALMER, AK 99645-4311
937	53015B01T00D	VIOLET CIR WATER ASSN INC	PO BOX 1927	PALMER, AK 99645-1927
938	55197B01L023	VOGEL CHRISTOPHER	5425 E ASPEN ST	WASILLA AK 99654-4233
939	55094B02L006	VON HAGEL DARYL S	6411 W 109TH PL	WESTMINSTER CO 80020-6408
940	52946B03L007	VONHOLLE JAS R & JANE A	PO BOX 3870	PALMER, AK 99645-3870
941	117N01E02B006	VROMAN ROBT H REV TR TRE	PO BOX 466	PALMER, AK 99645-0466
942	51332B03L005	VRVILO MICHAEL J & LISA L	PO BOX 2571	PALMER AK 99645-2571
943	54946B01L006	WAGNER NATALIE R	1268 S FRONTIER DR	PALMER, AK 99645
944	52946B03L003	WAGNER RALPH F& DOROTHY R	PO BOX 1502	PALMER, AK 99645-1502
945	51371B03L018	WAKEFIELD MARK W & JAMIE M	10210 E STRAND DR	PALMER, AK 99645
946	52994B02L011	WALKER DONALD L & CELIA	PO BOX 1361	PALMER, AK 99645-1361
947	117N01E02C009	WALKER GARY L & AMY M	8690 E HIGHLANDS CIR	PALMER, AK 99645
948	51371B03L004	WALKER JAS L &CHRISTINE F	PO BOX 1693	PALMER, AK 99645-1693
949	55197B05L003	WALKER TERRI L	PO BOX 538	PALMER, AK 99645-0538
950	52841B08L025	WALLACE JOHNNIE L JR& C K	2181 N MIDTOWN DR	PALMER, AK 99645
951	55330B09L020	WALLACE KEVIN R& TERESA R	PO BOX 4657	PALMER, AK 99645-4657
952	52574B03L007	WALTON WM A & JANET L	PO BOX 3692	PALMER, AK 99645-3692
953	53045B03L003	WARD JAS E & CAROL ANN	PO BOX 3213	PALMER, AK 99645-3213
954	52232B01L008	WARD JOHN R & RENA R	2030 N MONTE VISTA DR	PALMER AK 99645-8839
955	54946B02L015	WASHER RICHARD A & BARBARA A	1151 S FRONTIER DR	PALMER AK 99645-9365
956	52835000L005	WATKINS DONAVON E	PO BOX 2412	PALMER AK 99645-2412
957	55119B01L002	WATSON JIMMY & PATRICIA	8796 E GOLD PAN DR	PALMER, AK 99645
958	53015B05L006	WAUTELET MATTHEW	11885 E SHOOTING STAR CIR	PALMER AK 99645-8313
959	55094B10L008	WEAVER AARON A	101 E 9TH AVE, STE 4A	ANCHORAGE AK 99501
960	54988B05L002	WEAVER ANDILEA	PO BOX 772323	EAGLE RIVER AK 99577-2323
961	51332B01L005	WEBER RONALD A& MARILYN L	PO BOX 2086	PALMER, AK 99645-2086
962	53047000L003	WEBSTER TERRY & MARVELLA	1535 N GOLDEN HILLS DR	PALMER, AK 99645
963	52946B04L003	WEETMAN JOHN & NAOMI	11210 E EQUESTRIAN ST	PALMER, AK 99645
964	53261B04L018	WEETMAN JOHN J & NAOMI R	11210 E EQUESTRIAN ST	PALMER, AK 99645
965	51577B02L028	WEIANT FORREST E	8231 E REGENTS RD	PALMER AK 99645
966	55266B09L004	WEIGEL RYAN M & ANDREA E	PO BOX 93	LEADVILLE CO 80461-0093
967	52841B12L009	WELCOME MARK	8990 E WESTSIDE DR	PALMER AK 99645-9322
968	53015B04L011	WELLBORN JOHN & ANGELINA M	16308 COPPER MOUNTAIN CIR	EAGLE RIVER AK 99577-7705
969	51371B01L020	WENTWORTH BONNIE L	1680 N LOMA PRIETA DR	PALMER, AK 99645
970	52946B04L008	WERNER DAVID	PO BOX 3761	PALMER, AK 99645-3761
971	117N02E06A013	WESSEL HELEN	PO BOX 1486	PALMER, AK 99645-1486
972	53015B05L010	WETTSCHRECK KOLTE D	PO BOX 3810	PALMER AK 99645-3810
973	51371B02L002	WHEELER PAUL H& STEPHENIE	8090 PINEBROOK CIR	ANCHORAGE, AK 99507
974	52232B02L003	WHITE JOHN O & BARBARA A	1935 N MONTE VISTA DR	PALMER, AK 99645
975	55330B09L023	WHITE PETER L& VIRGINIA L	2447 N COMANCHE TRL	PALMER, AK 99645
976	53015B05L004	WHITEHURST MARK & THERESA	PO BOX 1417	PALMER AK 99645-1417
977	52841B07L008	WHITMORE WM P& MICHELLE L	9030 E LEXINGTON ST	PALMER, AK 99645-9329
978	118N02E31B003	WIEDERKEHR INC	PO BOX 716	PALMER, AK 99645-0716
979	53015B01L011	WILDER BRENTON C	700 S VIOLET CIR	PALMER AK 99645-9351
980	52994B02L008	WILLETT WAYNE E & DIANE M	PO BOX 3686	PALMER, AK 99645-3686
981	52841B03L018	WILLIAMS DAVID A & J K	9151 E QUEENSBORO AVE	PALMER, AK 99645
982	51577B03L008	WILLIAMS JACK L	8300 E REGENTS RD	PALMER AK 99645
983	53045B01L001	WILLIAMS RONALD S	705 N ESTY DR	PALMER AK 99645-9377
984	55206B12L011	WILSON ERIK S & KIMBERLEE	1898 N CITATION CIR	PALMER, AK 99645
985	54988B03L004	WILSON JEFFREY A	16232 URSA MINOR CIR	EAGLE RIVER AK 99577-7311
986	53015B05L001	WILSON JOHN A & ELIZABETH M	PO BOX 2453	PALMER AK 99645
987	52835000T00A	WILSON ROBERT J	PO BOX 870872	WASILLA AK 99687-0872
988	51332B05L003	WILSON STEVEN W & MIRANDA	PO BOX 876667	WASILLA, AK 99687-6667
989	117N02E07A006	WILSON-MORAN AK COMM TR	9601 BUDDY WERNER DR	ANCHORAGE, AK 99516-1050
990	52994B01L018	WINKLEPLECK DANIEL	10111 E ORTNER LOOP	PALMER AK 99645-8889
991	52946B07L005	WINTER WOLFGANG K & HEIDI M TR	11060 E EQUESTRIAN CIR	PALMER, AK 99645

992	55089B10L013	WINWARD KELLI S	10899 E TIMBER COUNTRY C	PALMER AK 99645
993	117N02E06B034	WIRTANEN HOLDINGS LLC	3305 N DOROTHY DR	PALMER AK 99645
994	117N02E06A003	WIRTANEN INC	11650 E PALMER-WASHILLA HWY	PALMER AK 99645
995	51371B06L011	WIRTANEN KEVIN R & ANDREA	9925 E STRAND DR	PALMER, AK 99645
996	55266B09L003	WITTE CHRISTOPHER C & L M	962 S REBECCA DR	PALMER, AK 99645
997	53015B01L013	WIXSON JAS & PHYLLIS C	740 S VIOLET CIR	PALMER, AK 99645
998	53015B02L001	WIXSON PHYLLIS C	740 S VIOLET CIR	PALMER, AK 99645
999	55094B02L007	WOLCOFF PAULO P	1144 S REBECCA DR	PALMER AK 99645-9360
1000	53045B01L010	WOODWORTH GLEN & RHODA I	650 N VALBORG CIR	PALMER, AK 99645
1001	51332B04L002	WOOLSEY ROBT L & SANDRA A	PO BOX 3161	PALMER, AK 99645-3161
1002	52405B02L006	WORLEY RAVAN H	8805 E GOLD PAN DR	PALMER AK 99645-8969
1003	55249B08L017	WOYCE BRIAN D & CHRISTINE L	2119 N KELSO LN	PALMER AK 99645-8891
1004	52574B03L004	WRIGHT ERIC G & STEPHANIE M	2135 N MONTE VISTA DR	PALMER AK 99645-8850
1005	51416B03L013	WRIGHT JAS H & ANH P N	PO BOX 4476	PALMER, AK 99645-4476
1006	52148B5AL006	WRIGHT JAS L & REBECCA G	9760 E STRAND DR	PALMER, AK 99645
1007	51416B01L003	WRIGHT MICHAEL & KIMBERLY	1595 N GOLDEN HILLS DR	PALMER, AK 99645
1008	55094B02L002	WRIGHT ROGER E & MARY A	1254 S REBECCA DR	PALMER, AK 99645
1009	52841B08L011	YANNAYON CHRISTOPHER A	2050 N BROADWAY DR	PALMER AK 99645-9314
1010	52946B07L016	YLVISAKER ROBT G	PO BOX 2666	PALMER, AK 99645-2666
1011	55266B08L001	YOUNG KEITH & JULIE	13 HERBIES CURV	PORT DEPOSIT MD 21904-1039
1012	53015B03L007	ZABORAC ROXEANNA	PO BOX 167	PALMER AK 99645-0167
1013	52946B06L002	ZEHE RACHAEL C	PO BOX 3945	PALMER AK 99645-3945
1014	55089B10L017	ZIEGLER KIMBERLY C	2107 N TABASCO CAT DR	PALMER AK 99645-8893
1015	51371B02L024	ZIEGLER LUCINDA M	1451 N LOMA PRIETA DR	PALMER AK 99645
1016	52315B02L008	ZUILL ANDREW	3650 N CAMPBELL RD	PALMER AK 99645-5729

This Page Intentionally Left Blank

EXHIBIT 4
Reclamation MOU

MATANUSKA-SUSITNA BOROUGH
Borough Manager
350 E. Dahlia Avenue, Palmer, Alaska 99645-6488
Phone (907) 745-9689 FAX (907) 745-9669

RECEIVED
MAY 3 1999
LAND MANAGEMENT

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

This Page Intentionally Left Blank

EXHIBIT 5
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 11AAC 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

This Page Intentionally Left Blank

EXHIBIT 6
Mining License

MINING LICENSE – A mining license is not required for the Central Landfill 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 Central Landfill Pit. A mining permit is required if extraction activities are to take place on State-owned lands. The Central Landfill Pit is located on Matanuska-Susitna Borough-owned lands.

This Page Intentionally Left Blank

EXHIBIT 7
US ACE Jurisdictional Determination

&

MSB Cultural Resource Division

Letter of "No Objection"

(to be provided at a later date)

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

Regulatory Division
POA-2015-303

Matanuska-Susitna Borough
Attention: Mr. Ryan Johnston
350 East Dahlia Avenue
Palmer, Alaska 99645

Dear Mr. Johnston:

This is in response to your July 28, 2015, letter regarding a jurisdictional determination for a parcel of land located within Section 12, T. 17 N., R. 01 E., Seward Meridian; USGS Quad Map Anchorage C-6; Latitude 61.5840° N., Longitude 149.1973° W.; Matanuska-Susitna Borough, Tax Parcel ID #17N01E12B006, Lot #B6; near Palmer, Alaska.

Based on our review of the information you provided and available to us, and an on-site assessment on September 1, 2015, we have determined that the subject parcel will not involve placement of dredged and/or fill material into waters of the U.S. under our regulatory jurisdiction. The wetlands and waters in your parcel are isolated, intrastate, non-navigable, and have no connection to interstate or foreign commerce. Therefore, pursuant to the federal guidance on the Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers, a DA permit is not required. 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.

This jurisdictional determination does not establish any precedent with respect to any other jurisdictional determination under Section 404 of the Clean Water Act.

Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act which 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 wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers 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.

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

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

Please contact me via email at Matthew.L.Beattie@usace.army.mil, by mail at the address above, by phone at (907) 753-2791, or toll free from within Alaska at (800) 478-2712, if you have questions.

Sincerely,

Matthew L. Beattie

Matthew L. Beattie
Regulatory Specialist

Enclosures

POA-2015-303
Approved Jurisdictional Determination
1 of 1

High Ridge Lake
Matanuska-Susitna Borough
October 21, 2015

This Page Intentionally Left Blank

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Matanuska-Susitna Borough		File Number: POA-2015-303	Date: October 30, 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: **Matthew L. Beattie** Alaska District Corps of Engineers CEPOA-RD-S P.O. Box 6898 JBER, AK 99506-0898 (907) 753-2791	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:

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

JUL 17 2015

Regulatory Division
POA-2015-303

Matanuska-Susitna Borough
Attention: Mr. Ryan Johnston
350 East Dahlia Avenue
Palmer, Alaska 99645

Dear Mr. Johnston:

This letter is in response to your May 1, 2015, request for a Department of the Army (DA) jurisdictional determination for a parcel of land identified as Central Landfill Easements. The property is located within Sections 1 & 12, T. 17 N., R. 01 E., Seward Meridian, USGS map Anchorage C-6; at Latitude 61.5897° N., Longitude 149.1973° W.; Lots D5, D6, B6 and A7; Matanuska-Susitna Borough, near Palmer, Alaska. Your project has been assigned number POA-2015-303, High Ridge Lake, which should be referred to in all correspondence with us.

Based on our review of the information you provided and available to our office, we have preliminarily determined the subject property contains waters of the U.S., and/or wetlands, under the Corps' regulatory jurisdiction. See the attached Preliminary Jurisdictional Determination (PJD) Form. Please sign and return the form to our office. A PJD is not appealable. At any time you have the right to request and obtain an Approved Jurisdictional Determination, which can be appealed. If it is your intent to request an Approved JD, do not begin work until one is obtained.

DA authorization is required if you propose to place dredged and/or fill material into waters of the U.S., including wetlands.

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.

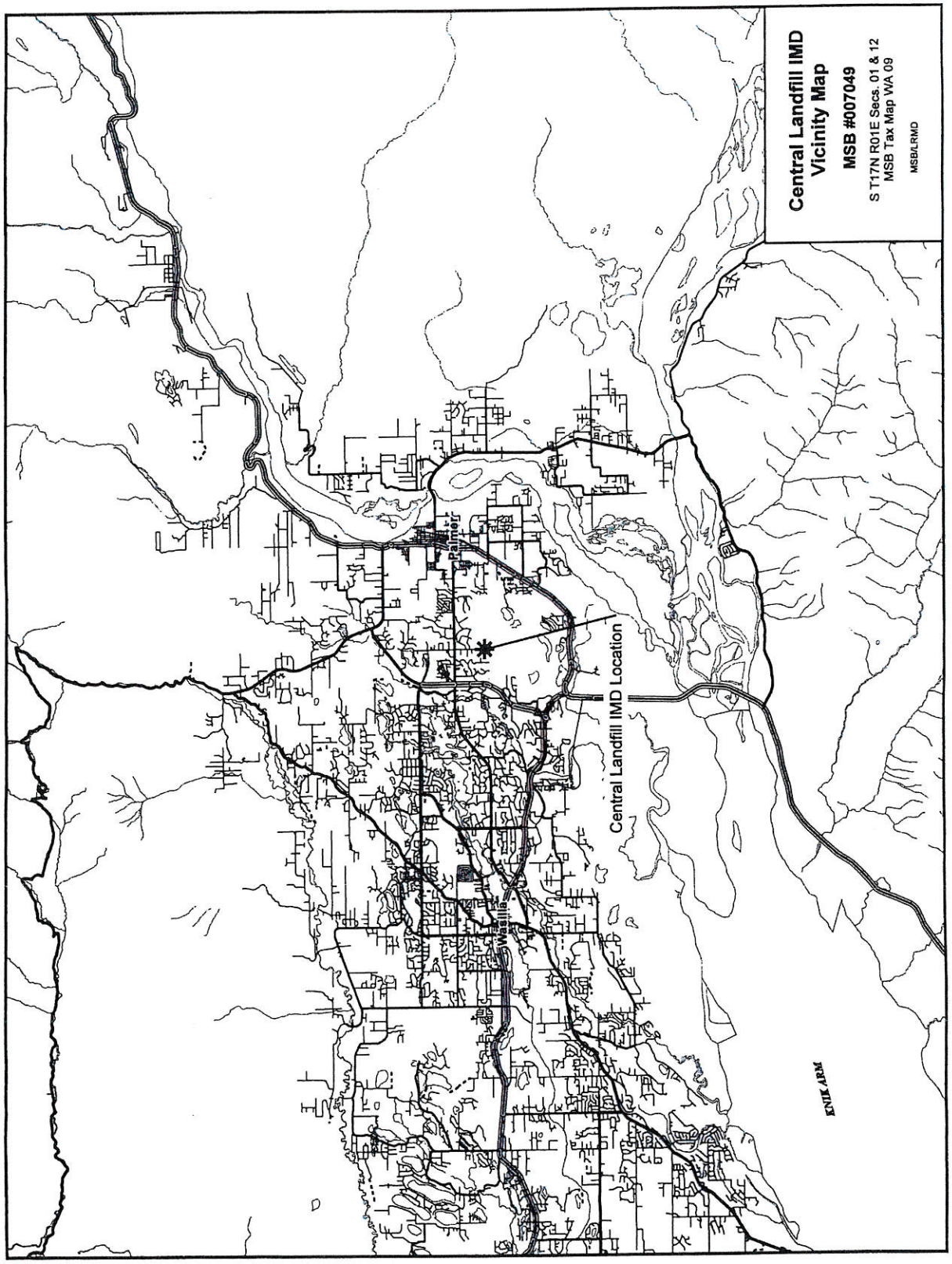
Please contact me via email at Matthew.L.Beattie@usace.army.mil, by mail at the address above, by phone at (907) 753-2791, or toll free from within Alaska at (800) 478-2712, If you have questions, For more information about the Regulatory Program, please visit our website at www.poa.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,

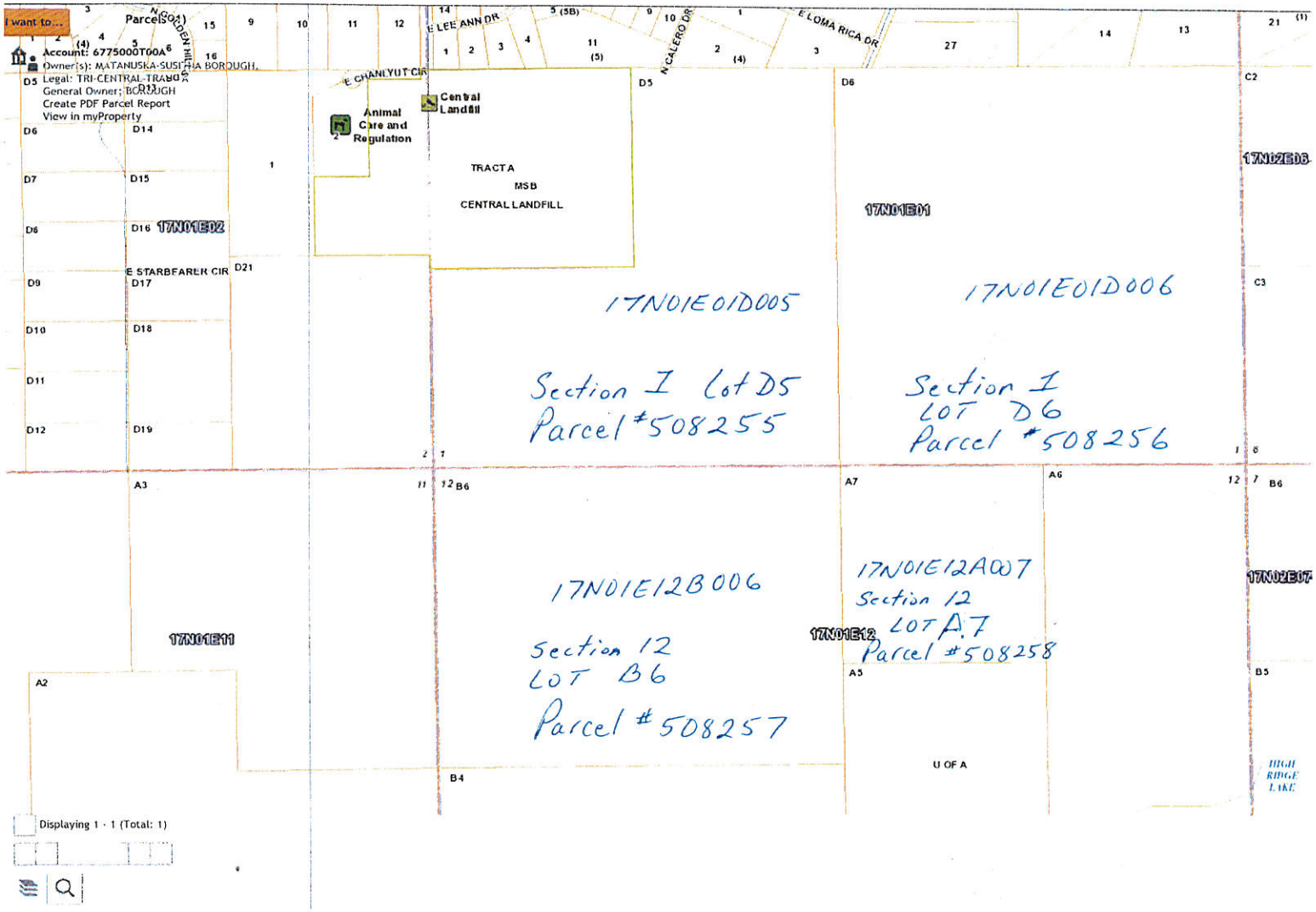
Matthew L. Beattie

Matthew L. Beattie
Regulatory Specialist

Enclosures


Central Landfill IMD
Vicinity Map
MSB #007049
S T17N R01E Secs. 01 & 12
MSB Tax Map WA 09
MSB/LRMD
Palmer
Wasilla
Central Landfill IMD Location
KNIK ARM

Geocortex Viewer for HTML5



http://maps.matsugov.us/Html5Viewer_1_2/Index.html?viewerConfigUri=http://maps.matsugov.us/Geocortex/Essentials/REST/s...

Request for a Jurisdictional Determination from the Regulatory Division of the U.S. Army Corps of Engineers

Instructions: Provide the information on this sheet along with a map of the property and send it to one of the Corps offices listed on the back of this form.

Matanuska-Susitna Borough - LMD
NAME

350 East Dahlia Avenue
MAILING ADDRESS 1

MAILING ADDRESS 2

Palmer Alaska 99645
CITY STATE ZIP

907-355-9607
PHONE - HOME

907-861-8572
PHONE - WORK

907-861-8635
FAX

Property Location:

Section 01 & 12 Township 17N Range 01E Meridian S Nearest City Palmer

Lot: _____ Block: _____ Tract: _____ Subdivision Name: _____

Parcel Number: 17N01E01D005, 17N01E12B006, 17N01E12A007 Borough: Matanuska-Susitna

Physical Address (if any): 1201 N. 49th State Street, Palmer, AK 99645

Directions to the property: From the Glenn Highway take the Palmer-Wasilla Highway approximately 2.8 miles to N. 49th State Street. Take a left on N. 49th State Street and follow to the end, approximately 0.6 miles. Continue straight through to the Matanuska-Susitna Borough Central Landfill. Authorization will be required to enter the site.

How are the boundaries of the property identified? See map from POA-2015-303 "High Ridge Lake"

Do you own the land? ☑ Yes or ☐ No

If "Yes", do we have your permission to visit the property? ☑ Yes or ☐ No

If you do not own the property and in the event a site visit is necessary, provide a written statement from the landowner allowing the Corps of Engineers to enter the site.

To expedite our response to you, you may request a preliminary jurisdictional determination (PJD). If you need to obtain a permit for your project, it may be possible to evaluate your permit application using a PJD, depending on the specific project. Note that a PJD is not definitive and therefore not appealable. More information regarding JDs can be found at http://www.usace.army.mil/CECW/Documents/cecwo/reg/rgls/rgl08-02.pdf).

Please indicate if you desire a preliminary jurisdictional determination (PJD) ☐ YES or ☑ NO

Signature: _____ Date: 7/28/15

Submit this form and map to the Corps office responsible for the geographic area that encompasses the Property Location. (See back)

This Page Intentionally Left Blank

EXHIBIT 8
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 ADPES 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:

Pay Item No.	Pay Item	Pay Unit
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

MSB 061213

MATANUSKA-SUSITNA BOROUGH

RESOLUTION SERIAL NO. 85-35(AM)

A RESOLUTION OF THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH CLASSIFYING AND RESERVING LAND AS FUTURE LANDFILL SITES LOCATED WITHIN THE NE 1/4, OF SECTION 7, T20N, R4W, S.M. AND BEING EAST OF THE PARKS HIGHWAY AND THE S 1/2, OF SECTION 16 AND 17, T26N, R4W, S.M. ALASKA.

WHEREAS, The Matanuska-Susitna Borough has received a request to classify and reserve adequate acreage of land as future landfill sites; and

WHEREAS, the Solid Waste Advisory Committee has studied such sites available as landfill sites in the area; and

WHEREAS, the sites selected best qualify to meet the State Landfill Regulations and the Borough Regulations as can be determined in comparison to other studied sites; and

WHEREAS, it is in the public interest to have land set aside for possible future landfill sites;

NOW, THEREFORE, BE IT RESOLVED that the Assembly of the Matanuska-Susitna Borough does hereby classify as resource management lands and reserve that portion east of the Parks Highway of the NE 1/4 of Section 7, T20N, R4W, S.M. Alaska and the S 1/2 of Section 16 and 17, T26N, R4W, for use as landfills with a stipulation that the land may be used on a temporary basis for other uses providing such uses are compatible with the landfill classification.

ACCEPTED AND APPROVED by the Assembly of the Matanuska-Susitna Borough this 19 DAY OF March, 1985.

Dorothy A. Jones
Dorothy Jones, Mayor

ATTEST:

Mildred Harris
for Chris Seagraves
Borough Clerk

REVIEWED AND APPROVED:

Gary Thurlow
Gary Thurlow
Borough Manager

(SEAL)

See AM 85-68

This Page Intentionally Left Blank

MATANUSKA-SUSITNA BOROUGH

RESOLUTION SERIAL NO. 89-060

A RESOLUTION OF THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH APPROVING THE CLASSIFICATION AS PUBLIC RECREATION LANDS TO THE BOROUGH LAND DESCRIBED AS THE SE1/4 OF SECTION 1 AND THE NW1/4NE1/4 OF SECTION 12 TOWNSHIP 17 NORTH, RANGE 1 EAST, SEWARD MERIDIAN, ALASKA.

WHEREAS, a recommendation to reserve permanent easement across Borough land within a portion of Sections 1 and 12 of Township 17 North, Range 1 East for the Crevasse Moraine Trail System is being forwarded; and

WHEREAS, Matanuska-Susitna Borough Code 13.25.060 (A) requires that land that the Borough owns or has interest in shall be classified prior to sale or lease; and

WHEREAS, Matanuska-Susitna Borough Code 13.25.060 (B) requires that the classification shall not conflict with any existing valid zoning regulations; and

WHEREAS, the classification as Public Recreation Lands is appropriate due to the current use and location of these lands; and

WHEREAS, the Planning Commission by Resolution 89-34 recommended for the classification as Public Recreation Land.

NOW THEREFORE, BE IT RESOLVED that the Assembly of the Matanuska-Susitna Borough approves the classification as Public Recreation Lands

Reso: 89-060
Am: 89-109

to the Borough land described as the SE1/4 of Section 1 and the NW1/4NE1/4 of Section 12 Township 17 North, Range 1 East, Seward Meridian, Alaska.

PASSED AND APPROVED, this 4 day of April 1989.

Dorothy A. Jones

Dorothy Jones, Mayor

ATTEST:

Linda Dahl

Linda Dahl, Clerk

Reso: 89-060
AM: 89-109

Introduced by: Manager
Prepared by: Public Lands

MATANUSKA-SUSITNA BOROUGH

RESOLUTION SERIAL NO. 89-182

A RESOLUTION OF THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH RESCINDING ASSEMBLY RESOLUTION NO. 89-060 AND CLASSIFYING AS RESERVE-USE LANDS THE BOROUGH CENTRAL SANITARY LANDFILL DESCRIBED AS THE S1/2 OF SECTION 1, E1/2SE1/4 OF SECTION 2, NE1/4NE1/4, E1/2NW1/4NE1/4 OF SECTION 11, N1/2NW1/4, N1/2SW1/4NW1/4, N1/2SE1/4NW1/4, NW1/4NE1/4 OF SECTION 12, TOWNSHIP 17 NORTH, RANGE 1 EAST, SEWARD MERIDIAN, ALASKA.

WHEREAS, a request to classify the Borough's Central Sanitary Landfill has been received from the Public Works Department; and

WHEREAS, this Borough land has been recognized and utilized as a sanitary landfill; and

WHEREAS, the classification as Reserve-use Lands is consistent with the current and future use of these lands; and

WHEREAS, the classification is in accordance with Matanuska-Susitna Borough Code 13.25.060 (B) requires that the classification shall not conflict with any existing valid zoning regulations; and

NOW THEREFORE, BE IT RESOLVED that the Assembly of the Matanuska-Susitna Borough rescinds Assembly Resolution No. 89-060 and classifies as Reserve-use Lands the Borough Central Sanitary Landfill described as the S1/2 of Section 1, E1/2SE1/4 of Section 2, NE1/4NE1/4, E1/2NW1/4NE1/4 of Section 11, N1/2NW1/4, N1/2SW1/4NW1/4, N1/2SE1/4NW1/4, NW1/4NE1/4 of Section 12, Township 17 North, Range 1 East, Seward Meridian, Alaska.

PASSED AND APPROVED, this 1 day of August 1989.

Dorothy A. Jones
Dorothy Jones, Mayor

ATTEST:

Linda Dahl
Linda Dahl, Clerk

Reso 89-182
Am 89-373

This Page Intentionally Left Blank

Introduced by: Manager
Prepared by: Public Lands

MATANUSKA-SUSITNA BOROUGH

RESOLUTION SERIAL NO. 89- 183

A RESOLUTION OF THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH RESCINDING ASSEMBLY RESOLUTION NO. 89-061(AM) AND APPROVING A TEMPORARY PERMIT FOR THAT PORTION OF THE CREVASSE MORAINE TRAIL SYSTEM WHICH TRAVERSES THE CENTRAL LANDFILL SITE TO BE REISSUED ANNUALLY AS NEEDED AND UNTIL SUCH A TIME THAT THE EXPANSION OF THE LANDFILL SITE PROHIBITS THE RECREATIONAL USE.

WHEREAS, an application has been received from the Parks and Recreation Division of the Matanuska-Susitna Borough Planning Department to dedicate a 25' permanent easement for the Crevasse Moraine Trail System across Borough land within Sections 1 and 12, Township 17 North, Range 1 East; and

WHEREAS, the trail system traverses the Central Landfill site; and

WHEREAS, a permanent easement for the trail system may restrict the future expansion of the Central Landfill; and

WHEREAS, a temporary permit for the trail system shall accommodate the recreational use until such time the land may be needed for expansion of the landfill; and

WHEREAS, Assembly Resolution 89-061(AM) did not adequately protect the subject trail.

NOW THEREFORE, BE IT RESOLVED, that the Assembly of the Matanuska-Susitna Borough rescinds Assembly Resolution No. 89-061(AM) and authorizes the Borough Manager to issue a temporary permit for the Crevasse Moraine Trail System - Phase I within Sections 1 and 12, Township 17 North, Range 1 East, Seward Meridian, Alaska as described in Exhibit A.

Reso 89-183
Am 89-373

Introduced by: Manager
Prepared by: Public Lands

AND FURTHER BE IT RESOLVED, the temporary permit will be reviewed annually by the Borough Manager and reissued as needed until such a time that the expansion of the landfill site prohibits the recreational use and may be reissued subsequent to reclamation of the landfill.

PASSED AND APPROVED, this 1 day of August 1989.

Dorothy A. Jones
Dorothy Jones, Mayor

ATTEST:

Linda Dahl
Linda Dahl, Clerk

Reso 89-183

INTRODUCTION FOR PUBLIC HEARING

LEGISLATIVE

Resolution No. 16-17

Louise Susitna Tyone Lakes
Comprehensive Plan Update

(Page 233 - 290)

INTRODUCTION FOR PUBLIC HEARING

MATANUSKA-SUSITNA BOROUGH
Planning and Land Use Department
Planning Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7833 • Fax (907) 745-9876
www.matsugov.us

Date:	March 9, 2016
Introduction Date:	March 21, 2016
Public Hearing Date:	April 4, 2016
To:	Planning Commission
Thru:	Lauren Driscoll, Chief of Planning
From:	Sara Jansen, Planner II
Subject:	**Resolution 16-17 -** Recommending Assembly Approval of the Louise Susitna and Tyone Lakes Comprehensive Plan Update

Background

Lake Louise sits on the eastern edge of the Matanuska-Susitna Borough. There are numerous lakes in the area, and the three largest are Louise, Susitna, and Tyone. These three lakes are connected by two channels; one between Louise and Susitna and the other between Susitna and Tyone. In 1998, the Borough Assembly approved the Lake Louise Comprehensive Plan, which covered all three lakes as well as other areas around Lake Louise. In 2013, the non-profit association representing the area requested assistance from the Borough to update the 1998 comprehensive plan.

The non-profit community association is treated similarly to a community council for the area. The Lake Louise Non-Profit Organization recently changed its name to the Louise Susitna Tyone Lakes Community Organization in an effort to include everyone in the planning area. Both the community organization and the Comprehensive Planning Team endorse changing the name of the plan as well to the Louise, Susitna and Tyone Lakes Comprehensive Plan.

Process

Following the Planning Commission's process outlined in Resolution 09-14, solicitations were made to identify prospective planning team members. At the February 3, 2014 Planning Commission meeting, 15 community members were appointed to the planning team and monthly meetings began that same month.

The planning team crafted a survey which was sent out to approximately 500 people in an effort to solicit property owner opinions on planning issues. The results of the survey were shared at the annual meeting for the non-profit organization in July, 2014. Later that afternoon there was a workshop attended by over 40 people specifically addressing the plan update and survey results.

Using the input from the survey, comments from the workshop, and the 1998 comprehensive plan, team members met throughout the winter to develop goals and strategies and agree on what to include in the plan update. Another survey was distributed in May of 2015, to determine if property owners agreed with the team's goals and strategies. As in 2014, the annual meeting of the community organization was the best place to disseminate the results of the second survey. A follow-up workshop was held later that same afternoon. The public comment period opened at this time, and ran until after Labor Day to ensure that people had ample time to submit comments.

The planning team met to review the comments and complete the draft plan. The draft plan was presented to the non-profit board in January, 2016. After meetings in January and February, the Louise Susitna Tyone Lakes Community Organization signed a resolution recommending approval of the plan by the Planning Commission and the Assembly. More complete meeting information in the plan, which is part of this packet.

Summary

The plan represents the area as it exists now and as people wish it to exist in the future. There has been a cooperative attitude with everyone who has worked on this project. At the last meeting, both the planning team and the community organization board were united behind the plan

Above all, the people in the area value the lakes as they exist now. Although the survey says there is support for a larger lot size, their desire to not incur more government rules and intervention currently outweighs everything else. There are issues in the community including the channel between Lake Louise and Susitna Lake. It is not a straight channel and you cannot see from one lake to another. Some improvements have been made, and the community organization is trying to do what they can, but essentially the planning team noted it was an issue that did not have a clear resolution. Low water tables exacerbate the conditions.

Another area concern is the sale of state lands. Since Lake Louise is accessible by car, people bring their boats on trailers, then require a place large enough to park their vehicles and trailers. Although the three lodges in the area do have some space for parking, there are times when it is not sufficient. There is a fear that more lots will equal more vehicles, and there will be no place to park. While specific action is not called for in the plan, it does recommend the community organization monitor the situation.

Recommendation

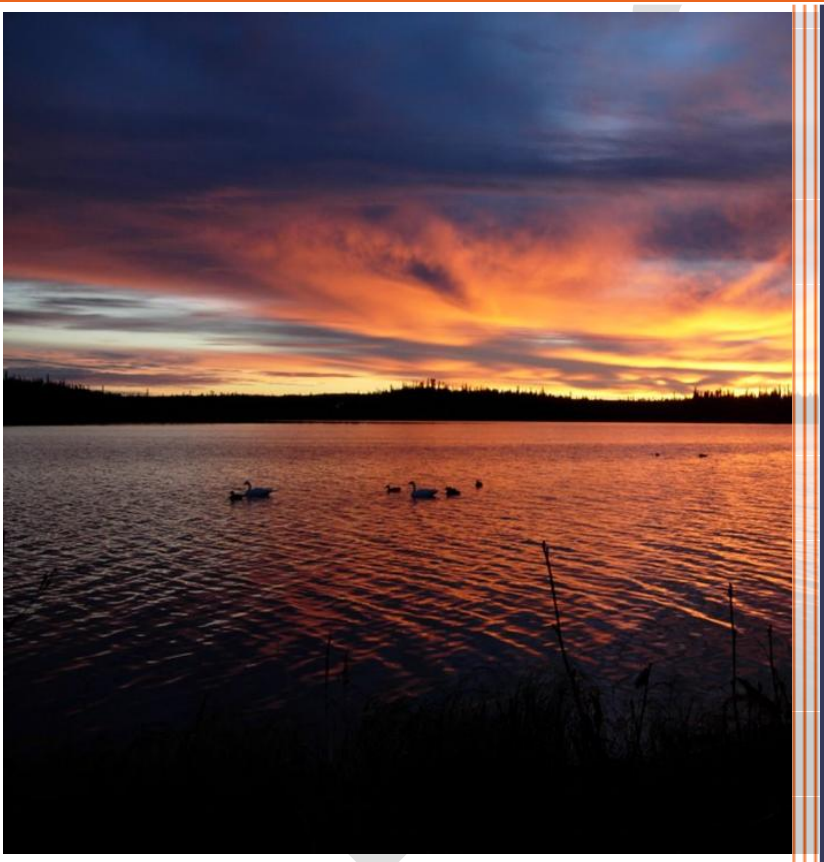
Staff respectively recommends the Planning Commission approve Resolution 16-17, a resolution of the Matanuska-Susitna Borough Planning Commission Recommending Adoption of the Louise Susitna Tyone Lakes Comprehensive Plan Update Previously Known as the Lake Louise Comprehensive Plan.

Attachments:

1. DRAFT Louise Susitna Tyone Lakes Comprehensive Plan Update
2. Public Outreach Information
3. Louise Susitna Tyone Community Association Resolution 16-01
4. MSB Planning Commission Resolution No. 16-17

This Page Intentionally Left Blank

Louise Susitna and Tyone Lakes Comprehensive Plan



Draft Plan
MSB Planning Commission
March, 2016

ACKNOWLEDGMENTS

MATANUSKA – SUSITNA BOROUGH ASSEMBLY

Vern Halter, Mayor

Jim Sykes, Assembly District 1

Mathew Beck, Assembly District 2

George McKee, Assembly District 3

Steve Colligan, Assembly District 4

Dan Mayfield, District 5

Barbara J. Doty, Assembly District 6

Randall Kowalke, Assembly District 7

PLANNING COMMISSION

John Klapperich, Chair, District 3

Mary Anderson, District 1

Thomas Healy, District 2

Colleen Vague, District 4

Willima Kendig, District 5

Tomas Adams, District 6

Vern Rauchenstein, District 7

DEPARTMENT OF PLANNING AND LAND USE

Eileen Probasco, Planning Director

Lauren Driscoll, Chief of Planning

Sara Jansen, Planner II, Project Manager

LOUISE SUSITNA TYONE LAKES PLANNING TEAM

Walt Arthur

Patti Billman

Ron Braun

Kelly Campbell

Jim Else

Uve Kalenka

Ted Kinney

Claire Marie

Ken Perkins

Tim Thornock

And a few stalwart community members who attended many team meetings

Draft

TABLE OF CONTENTS

PREFACE ..... PAGE 1

INTRODUCTION ..... PAGE 3

HISTORY ..... PAGE 7

NATURAL SETTING ..... PAGE 11

HUMAN FACTOR ..... PAGE 18

LAND USE ..... PAGE 20

PUBLIC FACILITIES ..... PAGE 24

TRANSPORTATION ..... PAGE 28

WATER RESOURCES ..... PAGE 32

RECREATION ..... PAGE 36

Draft

This Page Intentionally Left Blank

PREFACE

PURPOSE OF PLANNING

Plans exist to provide residents, property owners and other members of the community the ability to make effective decisions about the needs and goals for their community. A comprehensive plan is a compilation of policy statements, goals, standards, and maps for guiding the physical, social, and economic development, both private and public, of a community. It is necessary for the immediate preservation of the public's peace, health, and safety.

The comprehensive plan provides the community with a method of analyzing past development and influencing the future outlook of their community. Information about a community, its economy, land use, public facilities, and transportation facilities are collected and analyzed. Projections of community growth and future needs are made. Through citizen participation, community goals and objectives are identified. Recommendation for land use, public facilities, and transportation facilities are developed based on these goals and objectives.

Alaska Statutes Title 29.40.030 requires a second-class borough adopt a comprehensive plan by ordinance. The Matanuska-Susitna Borough (Borough) was incorporated as a second-class borough in 1964. In 1970 the Borough wrote the first Borough-Wide Comprehensive Plan, when the population was just 6,509 people. In the late 1990's the Lake Louise Community undertook writing their own comprehensive plan which was adopted in 1998. At that time the estimated population of the Borough was 54,153; there are now almost 100,000 people in the Borough.

Planning should be an ongoing process. A comprehensive plan is based on information available at a particular time. In the future, new developments may occur and the needs of the community may change. The comprehensive plan should therefore be reviewed periodically, and updated as necessary.

BOROUGH PLANNING PROCESS

The Planning Commission established a process for developing community based comprehensive plans and what shall be included in the plans. Basic elements of a comprehensive plan include: a brief history of the area; an inventory of existing conditions, issues and concerns; and goals, objectives and recommendation for land use, transportation, public facilities, green infrastructure, watershed/water quality protection and any other topic the community requests.

Under the process, local planning activities may be initiated by request of a community or area. A request for local planning assistance is forwarded to the Planning Commission for consideration. Upon Planning Commission approval of the request, planning staff advertises for members of a local advisory planning "team."

The Borough requires that an individual be a resident, property owner, business owner, or agency with an interest within the planning area boundaries in order to participate in the planning process. All

applications for membership on the planning team are reviewed and appointments made by the Planning Commission.

In 2013, the Lake Louise Community Non-Profit Corporation requested staff assistance to update the 1998 plan. The Mat-Su Borough Code 2.76 establishes community councils to afford citizens an opportunity for maximum community involvement and self-determination (MSB 2.76.010). While the Louise Susitna Tyone Community Association does not meet the definition of the code, according to MSB 2.76, the Borough does recognize the organization as the voice of the community. The Borough makes this accommodation for areas with few residents, but many property owners.

In January, 2014 a Planning Team of interested community members was appointed by the Planning Commission, and they began to meet on a monthly basis. At the beginning of the process, the Planning Team requested a survey be distributed to property owners within the Lake Louise planning area to help ensure community involvement in the process. A total of 497 surveys were mailed, and 202 responses were received, for a 41% return rate. Throughout the document survey results will be highlighted by the star symbol.

The Team requested a follow-up survey be sent to property owners seeking input on the goals and strategies drafted. The survey was mailed in May 2015 and reviewed at a community meeting in July, 2015. (Complete process, when complete….)

Draft

INTRODUCTION

Lake Louise, Susitna and Tyone are at the far eastern edge of the Matanuska-Susitna Borough, but they consistently attract generations of families to their shores for fishing, recreation, hunting, and just plain relaxing from throughout south central Alaska. Land owners are eager to share their passion for the area with their children and grandchildren. As a legacy area, folks are eager to protect life as it exists currently. In the late 1990's, the community came together and drafted a comprehensive plan for Lake Louise and the surrounding areas. The plan was passed by the Matanuska-Susitna Borough (Borough) Assembly in 1998.

Although the Borough has grown substantially in the intervening years, the population of the lakes has stayed constant while the number of full time residents has decreased slightly. The vast majority of the property in the area is owned and used as cabins and second homes. Lake lodges are important as they provide fuel, propane, boat launches, parking, social gathering spots, and a strong continuity in the area.

The overall goal of the plan highlights the importance of natural resources and recreation in the area.

"To provide and promote recreational opportunities while maintaining and protecting the natural resources and the rural character of the area".

The goal is to strike a balance between recreation and protecting the natural resources of the area which people find so compelling. Overall, most residents would like the area to remain as it is, but that is highly improbable.

The topic which generated the most robust discussion was about infrastructure. The State of Alaska intends to offer an additional 74 parcels for sale around the lakes which will impact a number of things, including parking, channel operations, and increased use of all the resources.

Some people see the need for additional infrastructure to serve additional landowners and a growing visitor population. Others are fearful that an increase in infrastructure will lead to more casual visitors

turning the lake experience closer to that of Nancy Lake in Willow, or Big Lake. Comments from the first survey say it best:

> *"The existing infrastructure within the community is already challenged. We need additional public parking, a deep water boat launch, mooring and a safe way to access those lakes north of Lake Louise."*
>
> Survey Comment

> *"Yes, the state is putting pressure on the resource by selling additional lots. I feel the response to is not to overreact by establishing a comprehensive plan that embraces development but instead embraces a set of values reflective of conservation and a serene life style"*
>
> Survey Comment

This comprehensive plan update seeks to find the common ground between these two sentiments.

Draft

Louise, Susitna and Tyone Lakes
Comprehensive Planning Process Time Line

Date	**Activity**
May 2013	Lake Louise Community Non-Profit Corporation requests assistance to update 1998 Community Comprehensive Plan
July 2013	Assembly authorizes planning process through Resolution 13-082
August 2013	Planning Commission authorizes planning process through Resolution 13-37
Fall 2013	Notices and mailings sent asking for planning team members
February 2014	Planning team of 15 members appointed by Planning Commission
February 2014	First monthly planning team meetings begin; organizational meeting
March 2014	• Vision Statement discussion • Other plans affecting the area • Review of 1998 Introduction and Background
April 2014	Survey discussion
May 2014	First survey questions finalized; survey mailed
June 2014	• Guest Speakers: Melanie Troust MSB Water Quality Coordinator • Eileen Probasco, MSB Director Planning and Land Use Department
July 2014	• Survey results discussed • Prepare for Community Meeting
July 19, 2014	First Community Meeting and Workshop – Lake Louise, AK
August 2014	• Guest Speaker: Roy Robertson, AK DEC, Drinking Water Program • Community Meeting review
Sept & Oct 2014	No meetings – hunting season & staff illness
November 2014	• Planning Area Boundaries • Review Background Section changes
December 2014	• Review Background Section changes • General goal discussion
January 2015	• Great Land Trust Presentation • Review 1998 Plan Recommendations and Implementations
February 2015	Review 1998 Plan Recommendations and Implementations
March 2015	Two Meetings • Update from MSB Solid Waste Division • Land Use Discussion • Review Transportation Section • Review Land Use Section

April 2015	Two Meetings • Review Transportation Section Review Public Facilities • Water Review • Recreation Review • Land Use Review • Introduction
May 2015	Two Meetings • Full Plan Review • Survey Question Review
July 2015	Review Survey Results Prepare for Community Meeting
July 18, 2015	Community Meeting – Lake Louise, AK
July – August, 2015	Draft Plan Comment Period
September 29, 2015	Review Comment Summary
January 23, 2016	Non-Profit Community Board Meeting
February 24, 2016	Planning Team Meeting
April 4, 2016	Planning Commission Public Hearing.

Vision Statement

"To provide and promote recreational opportunities while maintaining and protecting the natural resources and the rural character of the area".

Draft

HISTORY

SUMMARY

Archaeological studies, conducted to date, indicate possible habitation of the area as early as 10,600 years ago. Numerous archaeological and historic sites certainly indicate habitation of the region as long ago as 3,000 to 4,000 years. The western Ahtna known as the "Small Timber People" may have been in the region around 1500 A.D. and radiated out from camps on the Tyone River. As the tribe made incursions westward into Upper Dena'ina territory, a splinter group became known as the "Mountain People" through intermarriage. Fluent in both languages, they occupied predominantly the Talkeetna mountain area. The western Ahtna, reputedly larger in stature, often intimidated the Dena'ina of Upper Cook Inlet. This behavior was observed as recently as the late 19th Century. A network of trails radiated in diverse directions from the area, allowing communication and trade between the inhabitants of Lake Louise and those of the Upper Cook Inlet, Copper River, Susitna, Nenana, and Tangle Lakes. Trails were also used for long journeys to favorite hunting and fishing sites.

The most prominent sites are situated on the north and south peninsulas separating Lake Louise and Susitna Lake, and on the north shore of Tyone Lake at Tyone Village. Historical accounts note Russian contact with interior natives through their coastal trading posts but do not support Russian penetration into the interior other than a disastrous trip taken up the Copper River which ended with the whole party being murdered. It is quite evident by the name of Tyone village, the family name of Secondchief, and a child's name of Olga that there was a strong Russian influence.

Recent history of the region is characterized by a continuance of native occupation in portions of the area, as typified by more contemporary structures in Tyone Village, and by increased uses, primarily for the purposes of mineral exploration work and outdoor recreational activities such as hunting and fishing. For the most part, the physical remnants of these activities are not detectable. A few geophysical exploration trails are still found crossing the countryside but this pattern is indistinct even when viewed from the air.

EXPANDED ARCHAEOLOGY AND EARLY HISTORY

Lake Louise, Lake Susitna and Lake Tyone, are all located within the Copper-Susitna River lowlands. These lowlands once harbored an extensive preglacial lake, Glacial Lake Atha**.** As the glaciers retreated, the Copper and Susitna Rivers provided outlets for the once extensive glacial lake. Glacial deposits became reworked by lake currents or buried by lacustrine sediments. The plateau, therefore, supports numerous glacially formed drumlins and eskers, ranging between 2,500 to 3,700 feet high which trend north - south. Today the plateau, with an elevation of 2,000 feet, is dotted and carved by numerous glacial lakes and streams. While most of the tributaries to the Copper River flow south, the Lake Louise chain is drained by the Tyone River which flows north into the Susitna River. The Susitna River flows west through the Talkeetna mountains and south into Cook Inlet. Salmon Berry, Game Trail, Second Hill and Crosswind Lakes, located east of Lake Louise, all drain southeasterly into the Copper River which

continues south, eventually emptying into Prince William Sound and the Gulf of Alaska (P'ew'e & Reger, 1983).

The period following the glacial retreat is often referred to as the Tundra Period. Areas previously locked in ice, opened up as new vegetation took hold along recently formed rivers and streams. Steppe grasslands gave way to shrub tundra, enabling both animals and people greater freedom to search for new subsistence resources. Approximately 10,600 years BP (Before Present) the plateau, supporting numerous lakes and rivers, served as a natural corridor for big game. The scattered drumlins and eskers probably served as "look-out points" and hunting camps for the earliest inhabitants. Spearheads and microblades recovered from area sites indicate a prevalence of hunting camps. Inhabitants of this era probably lived primarily on caribou, moose, bison and possibly fish. Although the date of 10,600 years BP for early hunters in the region has not been totally substantiated, it is probable that the earliest occupants were hunting on the plateau by 3,500 BP at least. It is unknown how these early inhabitants relate to succeeding populations of Athabaskans who are known to have reached this area by 500 AD. For the last several hundred years, the region around Lake Louise has been winter feeding grounds for Nelchina Caribou herds. This provided Athabaskan populations with a fairly predictable meat source during long hard winter months (James E. Dixon, 1985 and Ronald Skoog, 1968).

The Tyone-Susitna Rivers, prior to 1500 A.D., supported one of the largest inland recorded Ahtna village sites. The Western Ahtna expanded westward into the Talkeetna Mountains and northwest into the Nenana River drainage. Known as the ***Hwtsaay Hwt'aene*** or "Small Timber People" they probably were "Central Based Wanderers" and undertook lengthy trading journeys down river to supplement their supplies, often traveling distances of 40-50 miles. Their main fishing sites, permanent winter villages, and hunting camps were frequently located in close proximity along lake shores (James Fall, 1981).

By the mid-19th Century, the Small Timber People had village camps on Tyone, Susitna, Louise and Tazlina Lakes. When conducting trade with native populations, the Russians would generally seek out the recognized chief and deal with them, thus preserving traditional native social systems. An elaborate system of trails between Lake Louise and the Matanuska Valley enabled the Dena'ina and Ahtna to travel between Upper Knik Arm to and from the Copper River-Susitna plateau. Wrangell made note of a settlement called "Dorf Nuchta" at the head of Knik Arm on his 1839 map (others have referred to the village as Niteh). Wrangell noted: "trails lead from Nuchta to Lakes Chtuben (believed to be Lake Louise) and Mantilbana (Fall and Kari, 1987).

After the sale of Russian America to the United States, the Russian Alaska Company (RAC) trading posts were bought out by the Alaska Commercial Company (ACC). When the Ahtna came to trading posts at the headwaters of Knik to procure their own goods, tensions ran high between them and the Upper Dena'ina. Used to acting as middlemen in the fur trade, the Dena'ina resented and feared the Western Ahtna. This often resulted in the most sought after goods being sold out before the Tyone village people would make it to the trading post.

Lt. Castner, who was leading one of several expeditions under Captain Glenn in search of an "All American Route" to the gold fields, believed his party in 1898 was the first Euro-American contact with

Matanuska natives. His expedition was eventually greeted with enthusiasm as they joined the native camp. Castner had hoped to hire several natives to help shoulder his load, but was unsuccessful in retaining more than one. For a brightly colored blanket and $2.00 per day he managed to secure a Matanuska native willing to carry 60 pounds and guide them to the Tanana (Lt. Castner, 1998).

After extracting their mules from numerous mud holes, the expedition only traveled 14 miles the following day. Arriving on August 6, 1898, after having sustained a very arduous journey to Lake Louise, Lt. Castner marveled at its beauty, claiming his party was the first white men to see "the largest lake of the Copper plateau region." Upon encountering the beauty of the lake, Castner named it Lake Adah, after a pretty girl of his acquaintance. This name, however, did not last long, after Captain Glenn traversed the region he persuaded Lt. Castner to change the name to Lake Louise after Glenn's own "esteemed" wife. Castner declared the region:

> "Well worth a visit by the lover of mountain scenery. To the east of us, and beyond the Copper River, ran that great spur of the St. Elias Alps in which are the mighty glaciated peaks Sanford, Tillman, Blackburn, and the great dome-shaped, ice-covered, smoking volcano, Mt. Wrangell, 14,000 feet in elevation.
>
> South of us stretched the snow caps of our old enemies, the Chugach Range, through which we had at last broken away. West of us more glaciated masses, called Talkeetna Mountains, trended north of the Alaskan Alps. Highest, most snow covered and forbidding of all, these last interposed between us and the Tanana River. We were in a tract made rectangular by four great mountain ranges, and from our position almost in its center, one obtained a view of mountain scenery unequaled anywhere else on earth."

Once gold was discovered on Maclaren and Valdez Creeks in 1903, the Tyone village people migrated to those locations to participate in the gold rush. Russian authorities often designated the son of a chief "Second Chief" or "hunting chief" (English translation). It is therefore, interesting to note that a family of "Secondchiefs" lived in the village of Tyone at the turn of the 20th Century. Although they continued to return to their ancestral home to hunt, they too, participated in the Valdez-Maclaren gold rush. Today the descendants of the "Secondchiefs" live in Cantwell (James Fall, 1981 and BLM ANSCA).

The Tyone village people who continued to live in the lower villages on Susitna and Louise Lakes were instrumental in locating gold in the Talkeetna Mountains, which precipitated the 1913 Nelchina rush. Although they never staked a claim, they became freighters and haulers for those who joined the rush. Later, in 1916 through the 1920's, as coal mines opened up in the Central Matanuska Valley, the remaining villagers drifted to the coal mining sites or joined larger villages in Cantwell, Glennallen and Copper Center. The 1918 flu epidemic took its toll on the Small Timber People; many succumbed to it in Chickaloon and other regions, which decimated the population. Although few lived on the plateau after the 1920's, native populations still returned to their traditional homes to hunt caribou. It is likely that Euro-American hunters and trappers also used the area for harvesting furs and game (Katie Wade).

MILITARY PRESENCE

The US Army built recreational camps in the region in the 1940's, as construction of the AlCan and Glenn Highways made inroads into the wilderness. These complexes provided the military with an exclusive recreational location, far away from the rigors of war in the Aleutians. In August, 1947, two years after the close of World War II, the General of All Armies (allied), General Eisenhower (five star) planned to stay one night at the lodge but it appears the peacefulness and beauty of the area persuaded him to relax for four full nights before continuing his journey.

Spotting Lake Louise as a likely place to have a Rest and Recuperation (R & R) site, the U.S. Air Force started construction of cabins and a large comfortable lodge on the southwest shores of Lake Louise in the mid 1950's. The armed services continued to use their facilities until the buildings sustained major damage from the 1964 earthquake, after that use of the complex ceased. An environmental restoration is underway and the military hopes to have it completed after the 2015 field season, have worked on the project since 2009.

After completion of the Glenn Highway in the mid-1940's, people had greater access to the area, which precipitated increased interest in recreational properties. By 1953, the first road into Lake Louise was constructed. Mineral exploration and geophysical work also began in the area during this time frame.

Draft

THE NATURAL SETTING

The Copper River Basin, where the lakes are located, is bounded on the west by the Talkeetna Mountains, to the east by the volcanic Wrangell Mountains, to the south by the Chugach Mountains, and to the north by the Alaska Range. Elevation in the basin varies in elevation from 500 feet along the Copper River near Chitina to nearly 4,000 feet in the western uplands.

The upland area consists of hummocky hills and undulating terrain, characteristics of the glacial moraine and ice stagnation deposits left by glaciers retreating into the Chugach Mountains during the Pleistocene Age. Drainage of the surrounding basin is by the Copper and Susitna Rivers with the planning area sitting primarily west of the drainage divide.

The area around the lakes is dotted with hundreds of water bodies ranging from ponds to very large lakes of twenty or more square miles in surface area. The largest lakes in the area are Lake Louise (16,100 acres), Susitna Lake (9,425 acres), and Tyone Lake (960 acres). Lake Louise itself is situated in the west central uplands at an elevation of about 2,500 feet. Separated from Lake Louise by an isthmus, Susitna Lake makes up the bulk of the remaining water surface in the planning area. Tyone Lake is generally narrow, and very weedy and shallow in some spots. There are large submerged boulders throughout the lake which can cause navigation challenges in the summer. The lake is sparsely populated with mostly seasonal recreational cabins, which can be accessed in the summer by boat and winter by snow machine, however ice thickness can be questionable due to the varying width and depth of the lake along with changing currents.

The Copper River Basin possesses a continental climatic regime; this is modified in the summer by marine influence from the Gulf of Alaska. There is generally a high water table and poor drainage. Tree growth is difficult in such areas and fire can result in retrogression to grass or low shrub communities. Even without fires, the areas may not progress to the climax of white spruce, but will develop into poorly drained areas with black spruce as the dominant species.

GEOLOGY, GEOGRAPHY, AND SOILS

The lakes lie in a natural basin at an altitude of 2,360 feet above sea level. The drainage is from the south end of Lake Louise through Susitna and Tyone Lakes, into the Tyone River and finally into the Susitna River.

The Copper River Basin has been subject to both mountain building and erosion processes, although the chronology is not clear. During the Triassic era, seas receded from the area and crustal formations resulted, producing the basin's present form.

Glaciation has been the dominant geologic process during the last million years. The glaciers grew, moving along river courses and down the valleys, coalescing and spreading along the fronts of the ranges until the entire basin was filled with ice. It has been estimated that the thickness of this ice was several thousands of feet. Evidence of this extensive glaciation exists today in the form of glaciers still

Draft

retreating into the Chugach Mountains (e.g., Tazlina Glacier) and the mantel of glacial debris that is found in the lowlands.

The area related to the plan is situated in a broad lowland floored with glacial silts and gravels. The terrain is poorly drained and lake-dotted with a rolling, nearly level surface broken by gravel ridges. Kettles, kames, eskers, and other glacial depositional forms are common. A bedrock hill of basaltic green stone occurs in the extreme northwest corner of the area south of Tyone Lake. Reaching an elevation of nearly 3,100 feet, it is the topographic high point in the area. Agricultural soils are negligible.

Extreme variations in soil grain sizes, degree of grading, and texture of unconsolidated surface deposits are common in the area. As a result, distribution of the deposits can be mapped only generally by showing dominant materials likely to be encountered and by describing subordinate types. Finer particles generally consist of finely ground glacial rock-flour, silt, or clay. Coarser particles consist primarily of rock types brought by glaciers from outside the area, primarily from the Chugach Mountains. Other than the basaltic green stone bedrock previously described, these coarse, unconsolidated deposits are the only source of resistant rock material suitable for construction.

There is a distribution of six associations of unconsolidated surface materials, nearly all of which are underlain by permafrost. In the unconsolidated deposits, permafrost is at a shallow depth ranging from one to two feet in muskeg with thick sphagnum moss; to two to five feet in lake and glacial deposits depending on drainage conditions, vegetative cover, and slope aspect. In some more favorable locations such as gravelly outwash plains, river terraces, and ice-stagnation knolls and ridges, permafrost is probably deeper than six feet. Beneath small permanent streams, lakes, and grass or sedge marshes that border lakes, permafrost is probably much deeper; perhaps deeper than 20 feet under major rivers such as Tyone River.

During January and February, the most severe winter months, seasonal frost exceeds two feet in all soil associations. Seasonal frost penetration may be retarded in local soils with high levels of dissolved minerals or organic solids, or in which decay of plant material produces heat. In some of the gravelly or sandy unsaturated ridges and ice-stagnation knolls, where the water table is low enough to permit formation of “a dry frost," particles may not be cemented and winter excavation might be possible.

Although there are no indications of faulting on any available geologic or soils maps of the area, the planning area is found within the area of central Alaska, which is seismically active.

Insert relief map

Hydrology and Water Quality

The entire area is dotted with lakes, a product of recent glaciation. These lakes range from shallow marshy ponds to large lakes like Tazlina Lake to the south of Lake Louise, which covers 60 square miles and is as much as 400 feet deep. Many of the small lakes and ponds are subject to large seasonal and annual fluctuation in water level and may change from a marsh to a lake from one year to the next. The drainage network is young and poorly developed with interstream areas containing ponds and lakes

with no apparent outlets. Approximately 110 square miles (or 50%) of the area is water surface with the principal lakes, Lake Louise, Susitna Lake, and Tyone Lake, accounting for over 40 square miles of surface area. These three lakes serve as headwaters to Tyone River which in turn flows into the Susitna River.

The water from Lake Louise (2,362 feet mean sea level) flows into Susitna Lake (2,361 feet mean sea level) through a narrow channel at the northwest end of the lake. The channel has been straightened and deepened by local residents to improve boating access between the lakes. The terrain tributary to Susitna Lake is drained by seven minor unnamed streams. The outlet of this hydrologic system is Tyone Lake which narrows to Tyone River, a broad (80 to 100 feet) deep, slow moving river flowing over mud and gravel. The smaller streams in the area are generally less than 25 feet wide and in most instances are less than two feet deep. Stream bottoms are generally composed of sand and gravel or silty sand.

Susitna Lake has depths which vary from 20' to 120' through the southwestern section of the lake. Lake Louise is a cold, clear lake fed by streams emanating from spring-fed lakes to the north and west. The lake has two deep holes reaching 132 feet. The central portion of the lake reaches 66 feet in depth with most of the islands rising from the 25 to 50 foot level. The shore areas and banks are composed primarily of gravel and some sand. The northwestern end of the lake, being exposed to prevailing south-southeast winds throughout the summer, has developed a considerable expanse of shallow, sandy bottom which, in places, is as little as four feet deep 3/8 mile off-shore. The east and west lake shores are primarily gravel except for the shallow bays. The deeper inlets on the south and west shores are muck-filled with abundant aquatic vegetation.

Mid-day surface temperatures of Lake Louise range around 60º F during July and August. By way of comparison, surface temperatures of Little Lake Louise, just to the west of the larger lake, range around 70º F, reflecting the differences in relative size and depth of the two lakes.

Typically the lakes freeze in October and are ice free by the end of May, although this is variable and depends on climatic factors such as air temperature, amount of snowfall and surface water temperature. Ice thickness on Lake Louise and most other lakes in the immediate vicinity average near four feet and can be as deep as five feet during severe winters (1970-71). Local residents have indicated that a thin spot develops in the ice at the southerly narrow neck between Susitna and Tyone Lakes when the lakes are frozen. Several snow machines and even an automobile have been lost through the ice, resulting in three deaths. Although no data is available to explain this phenomena, the weakness may be

caused by a current developing in the narrow pass, by organic decomposition of the shallow bottom, gas deposits, by warm water seeps on the bottom, or by saline seeps on the bottom.

VEGETATION

The vegetation that covers the relatively flat rolling terrain has developed in the severe environmental conditions that typify northern latitudes. The interior forests of Alaska struggle in extremely cold winters and very short summer growing seasons. Development towards climax has been interrupted by wildfire; in some continually burned areas, the forest has yielded to brush cover. Permafrost and poor drainage patterns have brought the water table close to the surface in much of the area, stunting or preventing tree growth. In spite of these conditions, some areas are covered with dense stands of trees, although no commercial quantity of timberlands exist.

Considering the northerly latitude and low relief, there is considerable vegetative diversity. Five tree species, about 50 shrubs, herbs, and several hundred mosses and lichens can be found in the vicinity. There are six vegetative associations which consist of the following:

- Vegetative Association 1 - High Forest. This is typically white spruce mixed with black spruce, quaking aspen, balsam poplar, white birch, willow, and alder are found on the well-drained better soils.
- Vegetative Association 2 - Low Forest. Similar to the high forest except that black spruce predominate, low forest occurs in areas of poor drainage.
- Vegetative Association 3 - High Brush. A transition association typified by white birch, willow, and alder, it occupies areas burned 10 to 50 years ago. Drainage and wildfire determines whether forest or brush will develop.
- Vegetative Association 4 - Low Brush. The low brush association is characterized by fireweed, heath and berry bushes on poorly drained or recently burned sites.
- Vegetative Association 5 - Muskeg. Muskeg consists of a dense growth of dwarf birch, willow, and heath shrubs with a thick ground cover of mosses, sedges, and grasses growing in inundated or wet areas.
- Vegetative Association 6 - Marshes and Bogs. Marshes contain pond lilies, rushes, sedges, grasses, and other plants up to four feet high growing in a shallow water environment. Bogs

consist of acid-loving, semi-aquatic vegetation in local spongy hummocks and tussocks. This association is a valuable habitat for wildlife and waterfowl.

Fish and Fowl

Some common birds are willow ptarmigan, rock ptarmigan, white-tailed ptarmigan, spruce grouse, cormorant and the trumpeter swan. The planning area plateau supports a sizable nesting population of many duck species. An estimated fall flight of about 212,000 ducks originates from the area. The area is not considered an important migration resting area or wintering area because of the late spring ice break-up and early fall freeze-up.

The Trumpeter Swan is a fairly uncommon species of bird. Studies indicate one-quarter of the continent's population nests in the Copper River region, placing the swan high on the list of important species to consider when developing the area. These huge birds need solitude and freedom from human disturbance during their nesting period. They are migratory and nest in the planning area; and the area's nesting grounds are the key to their continued existence.

Some common fish inhabiting the streams and lakes in the Lake Louise area are arctic grayling, lake trout, fresh water lingcod, whitefish, and long-nose suckers. Fishing is governed by the State of Alaska, Northern Region, Upper Copper - Upper Susitna Drainage regulations.

Wildlife

Wildlife resources are abundant in the area. Big game populations including grizzly bear, moose, furbearers, and related broken forest species are numerous. The Nelchina caribou herd with upwards of 40,000 animals migrates through the area each year. A host of smaller species are also plentiful in the area.

Climatology

The climate is controlled primarily by the location and intensity of a semi-permanent low usually centered near the Alaska Peninsula or over the Aleutians, a semi-permanent high south-southeast of Alaska, topographic influences of surrounding high mountains, and, to a lesser degree, marine influences.

In summer the intensification of the Pacific semi-permanent high, coupled with occasional inland thermal low pressures, cause a flow of air from Cook Inlet and Prince William Sound up the Matanuska and Copper River Valley into the Copper River Basin. This moist marine air sometimes condenses with

the increase in elevation, causing clouds and light rain in the basin, producing most of the precipitation that occurs in the area. In winter, high pressure in the inland area and lows in the Gulf of Alaska reverse the flow resulting in little precipitation in the basin. As a result, the summer climate is of a modified marine type with a continental climate in the winter.

At an elevation of 2,300 to 2,800 feet, the area averages about 14 inches of total annual precipitation. Snow cover in the area may vary considerably (average maximum accumulation is about 21 inches) with the exposed open lakes and high areas blown clear and much accumulation in sheltered, tree covered areas. However, the winds are generally light with gradual snow drifting.

Temperatures in the Copper River Basin show continental (as opposed to marine) influences with colder nights and warmer days. Average temperatures remain below freezing from October through May in nearby Gulkana. During June through September, temperatures reach above freezing on a regular basis and can get as high as 60 degrees in July and August.

The area is relatively flat, and winds can come up suddenly. Localized weather is often observed by property owners; however there is no specific data for the lakes. The nearest weather station is Gulkana, which records prevailing winds out of the Copper River Canyon through the Chugach Mountains in the summer (southeast) and reverse during the winter (north). Lake Louise is close to the Matanuska River Valley which provides some of the air flow into the area. Winds will rarely exceed 50 mph.

Relative humidity should, on the average, be above 80% during early morning hours with daytime values below 50% during May through August, the warmest period.

Gulkana cloud data indicates that the maximum cloud cover occurs during the summer rainy season, although the variation through the year is relatively small. Storms in the Gulf of Alaska do not directly affect the Copper River Basin; however, clouds at the higher levels of this storm area probably contribute significantly to the lack of clouds. During winter, slightly less than one-half of the days are usually cloud free or partly cloudy.

Year-round residents of Lake Louise report that ice fog lays over Lake Louise and other nearby lakes frequently during winter months. The ice fog usually does not extend more than 100 feet above lake level.

Seasonal variation in the length of daylight at the latitude of Lake Louise, 62°N, is great enough to modify recreational activities to a far greater extent than in mid-latitudes. While 20 hours of daylight

may be expected in June at the summer solstice, there is only about six hours of daylight in December at the winter solstice.

Severe storms are uncommon as the mountains generally prevent passage through the area. However, very low temperatures, slightly in excess of -65° F, were recorded during the winter of 1970-71 at Lake Louise. Thunderstorms occur with an average frequency of four per year at Gulkana. These storms may have some short intense showers, but hail is rare and usually small and soft. Winds with these storms are normally less than 30 mph. Unusually high winds of 100 mph occurred in October 1986.

THE HUMAN FACTOR

POPULATION

Today there are a small number of families living in the area on a year-round basis with many more recreational cabins present along the lakes shores. The population of the planning area has been erratic over the last 20 years, increasing to a high of 88 residents in 2000 and then decreasing to 46 in 2010 before rising again to 53 in 2013 (see table 1). The number of recorded housing units suggests a high percentage of recreational units around the lakes.

TABLE 1
Population Information

1994	2000	2010	2011	2012	2013
50	88	46	49	50	53

Sources: 1994 information from the 1998 Lake Louise Comprehensive Plan; 2000 and 2010 Decennial US Census (Lake Louise Census Tract); 2011-2013 State of Alaska, Dept. of Labor, Research and Analysis Division

HOUSING

Borough assessment data for 2014 show a total of 493 buildings, of which 451 or 99.56% are single family units by borough standards. Most parcels have seasonal cabins and associated outbuildings on them. The 2010 census estimates less than one percent of those single family units are occupied year round.

Comparision of MSB & Lake Louise Residential Parcels

The average parcel size in the area is 4.67 acres; with the largest parcel at 160 acres and the smallest parcel at .13

acres. Of those, 91% of the parcels are owned by Alaskans and account for just less than one percent of all Matanuska-Susitna Borough parcels at .95%. (Source: MSB Assessment Data)

Economy

The local economy is based on recreation for visitors and property owners. The primary recreation opportunities include hunting, fishing, snow machining, dog mushing, cross country skiing, skijoring and boating. Area lodges operate on a seasonal basis. The lodges provide essential services including fuel, storage for boats, snowmachines and cars, boat docks, boat launches, as well as offering food and beverage. This is the primary economic activity in the area. The community of Glennallen, located about 35 miles to the southeast is the planning area's commercial center.

Assessed Valuation and Taxes

The 2014 assessed valuation for land was $10,030,300, and buildings were $10,540,050 for a total of $20,626,400. This is approximately double what the assessed valuation for real property in 1994 was; $10,377,800. Approximately $240,250 of property tax is collected annually.

Area accommodations also collect a bed tax in the Borough; the current rate is 5%.

Draft

LAND USE

EXISTING LAND USE

Land use patterns are primarily related to cabins and second-home residential use. The 2013 estimated number of permanent residents in the area was 53 individuals. Property owners and visitors increase the population to more than 500 persons throughout the summer and fall months, when people visit the area to fish, hunt or camp. Spring break in March and summer holiday weekends, particularly the Fourth of July are crowded on the lake. Winter sports activities attract visitors as well. The present road access into the planning area is a paved road, rife with frost heaves, extending from an intersection at Mile 159 of the Glenn Highway and running approximately 21 miles north to the southwest end of Lake Louise.

The area is a popular visitor destination throughout the year for many different recreational groups. Visitors to the planning area come primarily to enjoy the area's recreational opportunities which abound throughout the year. The exception is during ice break-up and freeze up when travel on the lakes is minimal.

The majority of summer visitors come to the area to participate in water oriented recreational pursuits which include fishing, boating, sightseeing, camping, wildlife observation, limited hiking, and swimming.

With the opening of the hunting season and the colder nights in late summer, few visitors enter the area except to hunt. Ice usually forms on the larger lakes in mid to late October. Off-road transportation during this period is difficult until a sufficient buildup of ice occurs to permit operation of over-ice vehicles and ski planes. Recreational activities in winter months include hunting, ice fishing, cross country skiing, dog mushing, and snow machining. The Lake Louise Snow Machine Club, aka the “Wolf Pack”, a non-profit organization, groom a network of snow machine trails in the planning area popular with property owners and visitors.

Few hiking trails exist. Motorized use during break-up results in rutted trails which become difficult for foot traffic.

Land Ownership

Private property in the area was originally obtained from the Federal Bureau of Land Management prior to Statehood in 1959, and the State of Alaska after that time. Some land has also been sold from private citizen to private citizen. The State of Alaska plans to sell another 74 remote recreational parcels on the three lakes sometime in the future.

The State of Alaska owns the majority of land in the planning area, which is currently covered by the 1985 Susitna Area Plan. The Borough's parcel data is based on assessment data and since the Borough does not tax the State of Alaska, the data is incomplete. However some State properties have been identified and for illustrative purposes are used in the table below. Private property amounts to 3,406 acres divided into 558 parcels.

Parcel Size	Private Land		State Land		Total Parcels	
Less than 3.5 Acres	197	35%	29	12%	226	**29%**
Less than 10 Acres	326	58%	168	72%	494	**62%**
Less than 100 Acres	30	5%	21	9%	51	**6%**
Over 100 Acres	5	1%	15	6%	20	**3%**
Total Parcels	558		233		791	

Survey

When asked whether property owners favored large lots of 3.5 acres or more for future development, the response was overwhelmingly in favor, with over 85% of the respondents favoring the larger lot size.

Future State Land Disposals

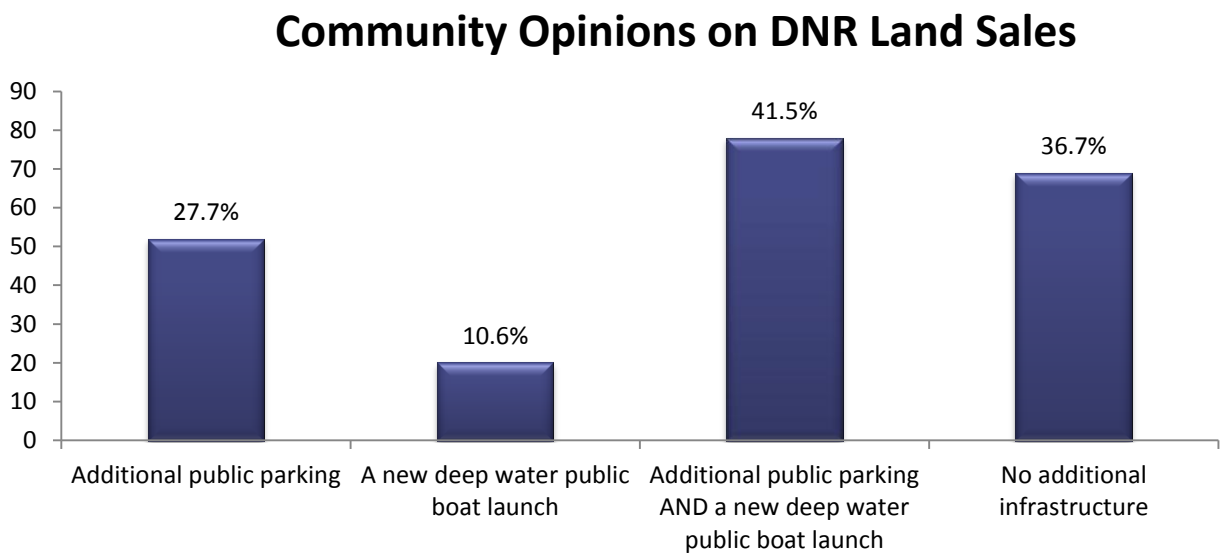
In 2012, the State of Alaska Department of Natural Resources (DNR) proposed to sell a total of 94 lots in the planning area. The sale was challenged by individuals which resulted in the Commissioner's office issuing a Final Finding and Decision in 2012. The decision was appealed but denied in October, 2014. The Final Finding and Decision (FFD) decreased the number of lots to be offered from 94 to 74. The 20 lots eliminated from the proposed sale (all located on Lake Susitna) will be retained in state ownership in light of the issues raised in public comments to the FFD and the observations made by DNR during their site visit.

The sale of the remaining lots will be achieved incrementally with the first offering being in 2015. The first sale is limited to eight (8) parcels located on Lake Louise offered at auction. The number of lots offered in each phased sale or auction will continue to be limited and these sales may not occur every year. When this sale is completed, it will have transferred into public ownership those lots originally

surveyed by BLM and transferred to the state. For a map of the sale parcels, visit the DNR website, Division of Mining, Land & Water and enter "Auction #477" into the search bar, select Copper River Valley as the region, and click on "The Lakes".

Survey

The survey addressed state land sales in a couple of questions. An overwhelming majority – 76% do not support future land sales by the State. However, as described above, the state's mission is to put land in private hands and the intention is to go forward with future land sales. One survey question stated lot sales by the State would have a significant impact on existing infrastructure and asked respondents what they would support.



Land Use Goals

Goal 1: Maintain the rural and recreational character of Louise, Susitna and Tyone Lakes.

While difficult to define rural character exactly, property owners suggest it includes a strong connection to nature, scenic views, low population density, hunting and fishing, recreational uses and recreational uses.

Strategies to Achieve this Goal

- Support development that is visually unobtrusive and that addresses the importance of protecting the scenic vistas and environment.
- Encourage residential, recreational and commercial areas to develop and/or maintain visual buffers.

- Monitor State Plans for Recreational Development and offering for state-owned land.

Goal 2: Respect existing private property rights while minimizing impacts to neighboring property owners.

Strategies to Achieve this Goal

- Encourage a fair and reasonable balance between private property rights and community interests.
- Encourage Louise, Susitna, Tyone Lakes property owners to be active in the planning process to ensure their interests and rights are adequately protected.
- Work with the Borough to ensure land use regulations are consistent with this comprehensive plan.

Draft

PUBLIC FACILITIES

PUBLIC FACILITIES AND SERVICES

Few public facilities and services exist for several reasons. The small resident population and cabin property owners enjoy the rural life style of the area, and require only those facilities and services that will continue to protect health, safety, and welfare.

SCHOOLS

No schools exist. Students attend school in Glennallen. The Copper River School District claims the planning area's students and the State of Alaska Regional Educational Attendance Area pays 100% for each student, school, and transportation costs.

PUBLIC SAFETY

Police protection is provided by the Alaska State Troopers, with the nearest detachment in Glennallen which has three troopers reporting out of that station. The response time is about one hour for police assistance to arrive. Although few problems have occurred in the area, the high vacancy rate of many cabins makes them vulnerable to burglary and vandalism. As a way to counter this, residents of the Lakes have long used a "Good Neighbor" approach, with property owners keeping an eye on unoccupied cabins whenever possible. Throughout rural Alaska, bear break-ins are a concern. Bears break into cabins, causing much damage to property and danger to people. However, this has been a rare occurrence in the three lakes area for the past several years.

VOLUNTEERS HAVE WORKED HARD FOR THE LAST 15 YEARS TRYING TO MAKE THE LAKES BETTER AND SAFER FOR THEIR NEIGHBORS BY PROVIDING A VOLUNTEER FIRE DEPARTMENT AND EMERGENCY MEDICAL SERVICES.

FIRE

The State of Alaska, Division of Forestry is responsible for wildland fire protection in the area. The lakes are not in an organized fire service of the Borough. Because of limited resources and the rural location, property owners are encouraged to be fire wise and self-sufficient.

Throughout the years, volunteers have been crucial in providing assistance around the lake. A volunteer fire department was established in 2001 under the auspices of the Louise, Susitna, Tyone Community Association (then known as the Lake Louise Community Non-Profit Corporation). Training has been ongoing since then, and is critical to the success of the service. Grants and donations were responsible for a number of community assets including approximately 20 pumps, 20 fire caches, a fire/rescue boat,

a fire truck, and miscellaneous equipment and supplies. Volunteers have worked hard to maintain an active force, ready equipment, a dispatch system, and keep current with training. Between 2001 and 2014, the volunteer fire department responded approximately 10 times to incidents including vehicle, wild land, and structure fires.

Emergency Medical Service (EMS)

There is a long history of volunteerism around the lakes. Long time property owners served the needs of the community before the Lake Louise Emergency Medical Service (LLEMS) was organized in 1995 to serve all three lakes. Volunteers trained to become Emergency Trauma Technicians (ETT) with the Copper River EMS service initially, and later with the Borough. Throughout the years, the number of trained responders ebbed and flowed (see Appendix One for more statistics).

An ambulance was donated to the service from the Valdez Creek Mine, via the Borough. Over the years, the Borough has provided a patient transportation sled, two new snow machines with a trailer, two GPS units, a SAT phone, and equipment and supplies to stage at responder locations necessary for patient stabilization. For the first 10 to 12 years of the service, volunteer equipment, fuel, and personal time was not compensated. In 2011, the Borough required all responders to become Borough employees for insurance purposes and responders now receive some payment for services based on time and level of training. Fuel and equipment is still voluntary.

Lakes Louise, Susitna, and Tyone are supported by the Borough's paid on-call responders who strive to provide quality care in a safe manner as quickly as possible. Trained by Matanuska-Susitna Borough personnel adhering to Alaska State Standards, the staff consists of certified medical responders. Responders keep up their skills by attending monthly training meetings. Consolidated headquarters for all three lakes is located in the Matthews Public Safety Building located approximately 1 mile off Lake Louise Road. The area is served by the 911 dispatch system or 9G Base; however, due to the immense size and locality, the EMS system is hampered not only by terrain but by distance.

Health Services

The nearest medical facility is Cross Road Medical Center in Glennallen. The Clinic offers a family practice clinic staffed with a doctor, a nurse practitioner, and three physician assistants as well as a pharmacy, laboratory services, counseling, and urgent care. For patients needing advanced care, MEDEVAC services to Anchorage are available. The Copper River Native Association also operates a health care clinic in Tazlina.

The nearest hospital is Mat-Su Regional Medical Center in Palmer, which is located approximately 140 miles away. Additionally, there is a state public health office in Glennallen. It is staffed full-time by a clerk, with an itinerant public health nurse based in Wasilla.

UTILITIES

There are no publically owned water, sewer, or energy distribution systems in the Lake Louise area. Electrical power is generated by privately owned and maintained systems of generators, solar panels and wind turbines. The majority of residences use the lakes as a source of water for at least some purposes. Sewage disposal is handled throughout the area with open pit toilets, seepage pits and DEC approved septic systems. There is a public transfer station for solid waste disposal presently located at Dinty Bush Services.

SOLID WASTE

Solid waste is collected at two dumpsters located at mile 15.5 of Lake Louise Road through a contract provider on private land. Some hazardous materials, including waste oil, paint, and batteries are accepted. The dumpsters have made a significant difference in the overall cleanliness of the area. Their prominence along Lake Louise Road helps to increase usage by visitors. The community desires better access to the dumpsters. Currently people lift garbage into the dumpsters, which is problematic with heavy containers.

ELECTRICAL POWER

There are no electrical utility lines providing power to the area. Electricity used is supplied from private generators, solar panels, and some wind turbine generators.

COMMUNICATIONS

Cell phone service is available at Lake Louise and satellite internet and phones are available through commercial companies. Radio-telephone service is available through Alaska Communications and Copper Valley Telephone Co-op. Citizen Band radio and several cellular services provide other communication options. Marine VHF radios are also used in the lakes community.

PUBLIC FACILITIES GOALS

Goal 1: Continue to improve Fire and EMS training, equipment, and response in the Louise, Susitna and Tyone Lake area.

Strategies to Achieve this Goal

- Work with the Borough Emergency Medical Service to obtain training for Emergency Trauma Technicians or Emergency Medical Technician.
- Continue to train throughout the year to keep on-call responder responses sharp.
- Improve communications for emergency purposes.

- Seek funding for EMS and Rescue equipment through a variety of funding sources, including the Borough's Capital Improvement Program.
- Encourage the Community Association to seek funding for firefighting equipment through a variety of funding sources.
- Encourage maintenance of a local dispatch option in conjunction with the Borough's 911 call center and State Troopers.

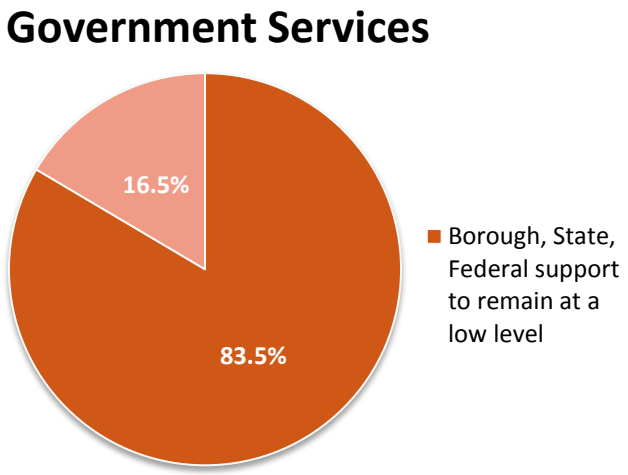
Goal 2: Improve access to the dumpsters.

Strategies to Achieve this Goal

- Work with the Borough to devise an easier method of putting trash into the dumpster. Ideas include stairs next to the empty dumpsters or a ramp for vehicles to pull up parallel to the dumpsters, allowing trash to be placed, rather than thrown.
- Encourage the Borough to effectively and efficiently manage the contract with the solid waste provider and prepare for event weekends.

Survey

Survey respondents were asked about their wishes for the area in the next 20 years.



TRANSPORTATION

CURRENT TRANSPORTATION MODES

Transportation in the planning area consists of a state maintained road, state maintained airport, and lake travel. The State of Alaska Department of Transportation and Public Facilities own and operate the Lake Louise Airport, with the identifier Z55. Runway 13-31 is a gravel strip 3,000 feet long with a parking apron. The state classifies the facility as having low levels of activity and minimum amounts of maintenance. The airport receives little use due to difficulties with transportation from the airport to the lakes and boats, although it was instrumental in fighting the Talbert Lake Fire in 2013.

Photo by Michael Butcher

LAKE LOUISE ROAD

The Lake Louise Road is an approximately 21 mile road which connects the community to Mile 159 on the Glenn Highway. For many years it was a gravel road; graded in the summer months. The road is paved, however it is susceptible to frost heaves making travel at a constant speed impossible. Maintenance of the road is intermittent during the summer months due to the remoteness of the area and there are very few pull outs along the roadway. This becomes an issue during hunting season when people simply pull over and park on the side of the road. There is also a subdivision adjacent to the road with no access which presents the same scenario.

PARKING

Parking throughout the area is limited. Each of the lodges offers storage and parking, but not enough to accommodate all the property owners, day visitors or casual users. Consequently, large vehicles with boat trailers and/or campers require additional parking. There is a limited parking area near the Dinty Lake Causeway, often creating an overflow where the only option for people is to park on the road, making it difficult to maneuver and launch boats. The State of Alaska has announced plans to sell an additional 74 lots in the lakes area, which will only compound this problem.

There is a parcel of State of Alaska, Department of Natural Resource land near the causeway which is under the management of the State Department of Transportation and Public Facilities which would make a convenient area for parking expansion.

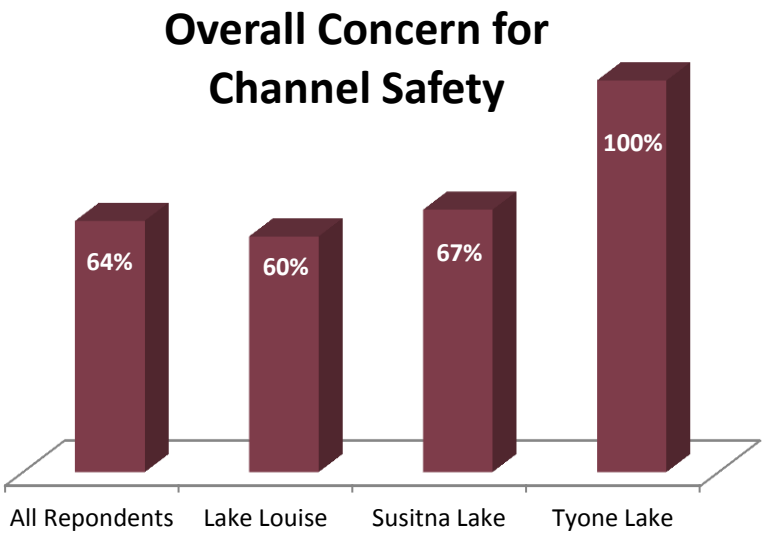
Lake Travel

Water transportation has played a key role in the development of the area. In summer months, the three interconnected lakes provide boat access to over 100 miles of shoreline. However, weather conditions on the main lakes often make small boat operations hazardous. The wind can rise quickly resulting in small craft warnings and unsafe conditions. Unmarked gravel bars and rock outcroppings are navigational hazards.

The Channel

There is an S shaped, narrow channel that connects Lake Louise to Susitna Lake that presents two blind curves with shallow approaches on both lakes. When entering the channel from either side, the operator cannot see the other end. The local community has posted a channel traffic schedule at all boat ramps. North bound traffic goes through during the first half hour (as an example: 1:00 to 1:30) and south bound traffic goes through during the second half hour (as an example: 1:30 to 2:00).

As the channel is very shallow, most boats go through it on step; however, there is limited navigational space. The Department of Natural Resources Boating Safety has no record of reported accidents at the channel, however there have been numerous sightings of boats run aground in the shallow waters. Some people walk their boat through and cannot be seen, which produces another hazard. When coming from Susitna Lake into Lake Louise during an extreme SE Wind, Lake Louise presents a wall of white capped waves that cannot be seen until the last blind corner is rounded. This presents a serious issue as rising winds can result in small craft warnings.



The survey asked property owners a series of questions regarding the channel; with 84% of the respondents noting they use the channel. When asked if channel boat travel was a safety concern, folks on the different lakes had slightly different viewpoints; see the table below for a breakdown.

Channel Safety			
Location	# of Responses	# of People Concerned	% of People Concerned
Lake Louise	113	68	60%
Lake Susitna	70	47	67%
Tyone Lake	5	5	100%

One possible solution might be a road to Susitna Lake, but respondents were consistently against that idea, with 70% of all respondents, 72% of Susitna Lake respondent, and 60% of Tyone Lake respondents saying they were not interested in the possibility of a road being constructed.

Tyone Weir Project

The 1998 Comprehensive Plan included language on investigating a weir on the Tyone River to help balance the water levels between Louise and Susitna Lakes. In 1999, the Borough received a state grant to address the difference in water level and channel passage between Lake Louise and Susitna Lake. The Borough requested an evaluation by the U.S. Fish and Wildlife Service of a proposal received from the Navy SeeBees to install a control structure for Tyone River and Tyone Lake. The goal of the water control structure was to raise lake water levels to facilitate travel through a shallow channel in the lake and dock access to adjacent lodges regardless of seasonal changes to water level. This became known as the Tyone Weir Project.

At the conclusion of the evaluation in 2008, the U.S. Fish and Wildlife Service found that further analysis and design of the weir was necessary and environmental documents would need to be filed for a variety of permits.

Additionally they determined that other factors had a substantial impact on the channel depth and concluded:

> "The control of boat wake is necessary to control sand erosion at the shallow channel. Discussions indicated that natural wave action and ice movement creates some of the shallow channel conditions and that ***may not change even with lake elevation increase*** *(emphasis added).* Boat traffic exacerbates the shallow channel problems and alternatives analyzed for permitting should include evaluation of management practices that control boat speed and size on the lake system. Evaluation should be part of a lake management plan and may be required for any future permit applications (U.S. Fish & Wildlife Service, 2008)."

The Borough returned the state grant and the project did not move forward.

Conclusion

The planning team did not arrive at a definitive answer for the channel, however everyone agrees that safe passage is a goal. In November 2008, the MSB returned the weir project grant funds to the State of Alaska and the weir project was cancelled. Currently, there are no pending projects at the Federal, State or Borough levels of government to resolve either the channel safety or the water level stabilization issues. The Community Association continues to cut brush around the channel to improve visibility, short of implementing any other actions.

Transportation Goals

Goal 1: Seek a safe, dependable passage between all the lakes

Strategies to Achieve this Goal

- Support and encourage plans for repairs and improvements to the Lake Louise/Susitna Lake Channel.
- Encourage the Community Association to submit a nomination to the Borough's Capital Improvement Program to make repairs to the channel.
- Encourage the Community Association to work with the Department of Natural Resources to make improvements to the channel.

Goal 2: Create a parking area for use by property owners and visitors

Strategies to Achieve this Goal

- Encourage the Community Association to make a request to the Borough's Capital Improvement Program for development improvements to the boat launch at the Dinty Lake Causeway.
- Seek additional parking at Army Point.
- Investigate the potential of working with the Department of Natural Resources and the Department of Transportation to utilize the state land near the causeway for parking.

Goal 3: Improve Lake Louise Road

Strategies to Achieve this Goal

- Retain paved road.
- Work with the Department of Transportation and Public Facilities to create off road parking near trailheads and subdivisions with no access.
- Request more regular maintenance of the road, instead of additional warning signs.

Draft

WATER RESOURCES

Healthy fish and wildlife habitats translate into healthy human habitats by supporting a full range of ecosystem services, such as water filtration, flood mitigation, and food chain productivity. Lakes are important for scenic views, wildlife habitat, recreational opportunities, and an overall enhancement of quality of life. As the Borough's population continues to grow and urbanization increases, so does the need for information about our waterbodies.

WATER SUPPLY

Local aquifers are unconsolidated sands, gravels, silts and clays yielding water that may be of high mineral content at low rates. Drilling wells is expensive and problematic, although two of the lodges have water wells. One person acquainted with the area says that there are some sand-point wells in the area, which would be shallow, hand dug wells. Being very shallow, these wells also extract water from the lake, but via locally saturated sand and gravel adjacent to the lake.

Survey

When asked how owners got potable water, 73% replied they transported water, while 51.3% said they use the lakes. Many respondents indicated their source of water was dependent upon the usage - for instance they haul drinking water, but use the lakes for dish washing and showering.

The lack of road access to most properties in the area, permafrost requiring deeper wells, and low product aquifers combine to make well development an expensive proposition. This in turn makes use of the lake as a water source a popular option.

Two of the lodges operate Class B water systems with wells. One lodge operates a Class C water system, with treated and filtrated water from the lake.

SANITARY AND WASTEWATER DISPOSAL

Conventional soil absorption wastewater treatment systems will apparently work in the area although the cold climate and soil conditions make it difficult if the system is not in continuous use. By far the majority of private properties are serviced by pit privies. The three lodges have on-site septic systems. There is no dump station for the use of recreational vehicles. One would best be located in the State campground.

WATER QUALITY

The importance of water quality is the number one issue on property owners' minds according to the survey – 87% said water quality is a high priority, although when asked if overall water quality was a problem, 47% said no, and another 30% mildly agreed with the statement. People are concerned about water quality before it develops into an issue. When asked how people got potable water, 73% replied they transport it, and 51% use the lakes for

Survey

some of their water needs (many respondents reported they boiled the water first).

Louise, Susitna and Tyone Lakes are all included in the Borough's Volunteer Lake Monitoring Program. One of the advantages of the program is the creation of baseline water quality data. Years of data can demonstrate cycles in the lakes. Fortunately for the lakes, data is available from tests performed every year (except 2013) since 2002 thanks to stalwart volunteers. Volunteers use their own boats to take measurements at the deepest spot of the lakes. Measurements include:

- Secchi disk reading (for water clarity)
- Observations (weather, wildlife, human activity, aquatic plants, water level)
- Lake profile (multi-parameter sensor is used to read temperature, conductivity, dissolved oxygen and pH at each meter depth)
- Collecting a water sample for lab analysis of chlorophyll *a* and phosphorus

One of the most common and serious health concerns of contaminated water supply is bacteria and other microcosms. The Borough's program does not currently test for hydrocarbons or bacteria which are under the purview of the State of Alaska Department of Environmental Conservation (DEC). It is a possibility that the community could help pay for testing for hydro-carbons and/or bacteria.

The comprehensive plan update encourages good practices for healthy lakes and healthy shorelines. Run off can be tempered by rain gardens or bioswales which help to slow down run off and spread it out. More information about rain gardens is on the Borough's website. A natural shoreline landscape reduces negative impacts from pollutants, sediment and algae blooms that can lead to loss of recreation use and lower fish and wildlife populations (Michigan State Extension). As development of the lakes expands, it is important to keep natural shoreline vegetation in place to keep the lakes healthy.

WATERSHEDS

A watershed, or drainage area, is a geographic area where all rainwater, snowmelt, and any other type of precipitation drains into lakes, rivers, or other bodies of water. The boundaries of these areas are defined by the movement of water throughout a region. Watersheds provide a number of essential services to communities. They are necessary for water supply and filtration, flow regulation, and erosion and sedimentation control. Properly functioning watersheds can reduce the need for constructing and operating expensive infrastructure systems to provide these services. Healthy watersheds also provide

the benefits of water quality, flood damage prevention, habitat protection, biodiversity, agriculture, fishing and forestry industries, aesthetic enjoyment, and recreation. The population of the Borough relies on surface and ground water for drinking water, magnifying the importance of watershed protection.

The preservation, restoration, and maintenance of a watershed requires communities to establish a balance among needs for water supply, water quality, flood control, navigation, hydropower generation, fisheries, biodiversity, habitat conservation, and recreation. Watersheds containing higher proportions of forest lands, wetlands, vegetation, and other permeable surfaces provide greater capacity for filtering pollutants, moderating water flow, and erosion and sedimentation control. Maintaining greater proportions of forest land, wetlands, and other vegetated areas provides improved wildlife habitat and increased biodiversity. Increased vegetation can also assist in climate stabilization by providing more shade.

WATER RESOURCE GOALS

Goal 1: To protect the water resources of Lake Louise, Susitna and Tyone and maintain its quality and quantity.

Strategies to Achieve this Goal

- Continue the water quality testing program on all three lakes to add to the database and monitor future conditions.
- Provide information at specified locations for residents, recreational users and visitors concerning:
  - Setbacks and “best management” practices for shoreline development.
  - Dangers and hazards existing in the area.
  - The area’s special features and recreational opportunities.
  - Emergency and safety systems, environmental concerns, sanitary waste locations, etc.
  - Trail maps.
- Work with the Alaska State Department of Fish and Game to protect environment, wildlife, and community.
- Work with the Borough and the State to develop remote public campsite.

Goal 2: Encourage property owners to retain as much natural shoreline as possible.

Strategies to Achieve this Goal

- Encourage property owners to curve paths that head down to the water – straight paths down slopes channel the water into gullies.
- Encourage property owners to keep the shoreline vegetated with a minimum of 20 to 25 foot wide buffers to decrease erosion along the lakeshores.

Goal 3: Encourage visitors and boaters to be good stewards of the lakes.

Strategies to Achieve this Goal

- Provide educational material about invasive aquatics, particularly elodea, at boat launches.
- Work with the Community Association to provide educational material about how boats and float planes can help avoid transferring invasives in to the lakes by dumping water from other areas prior to introduction in the lake system.
- Raise awareness that ice houses, houseboats, and other uses directly on the lake do not have the benefit of natural buffers to help clean material filtering into the lakes and encourage users to keep a clean campground.

Draft

RECREATION

Louise, Susitna and Tyone Lakes have significant recreational resources, which are important to the area's quality of life, the local economy, and the community's identity. The community's lakes, fish and wildlife, and mix of opportunities—for both solitude and quiet and for active recreation, and for both summer and winter activities—are a primary reason people choose the site for cabins and second homes. Outdoor recreation including hunting and fishing are also major draw for visitors to the area.

The lodges play an important role in recreational life at the lakes. In addition to providing lodging for day visitors, they offer parking, fuel, information, and a gathering place. The ebb and flow of the local economy is mirrored in lodge operations.

Life in the area revolves around the lakes which are ice-free from May to September. Boat launches are available at each of the area lodges, and at the end of the road near the state campground. The Division of State Parks also operates a summer campground at the old Army Point recreation site. A boat launch also is located at the site. Parking for vehicles and trailers is becoming problematic as more people purchase property and visitors increase, especially over holiday weekends in the summer and hunting season. The need for additional parking areas is noted in the transportation chapter.

Recreational activities in the summer months include fishing, camping and other water activities such as sailing and kayaking. Activities in the winter months include ice fishing, snow machining , cross country skiing, and snowshoeing. In the past there have been dog races, snowmachine poker runs, and cross country ski races which attract visitors to the lakes.

RECREATION GOALS

Goal 1: To protect the resources of Lake Louise, Susitna and Tyone and maintain its quality and quantity.

Strategies to Achieve this Goal

- Provide information at specified locations for residents, recreational users and visitors concerning:

- Dangers and hazards exiting in the area.
- The area's special features and recreational opportunities.
- Emergency and safety systems, environmental concerns, sanitary waste locations, etc.
- Trail maps.

- Work with the Borough and the State to develop remote public campsites with a fire ring and provision for trash.
- Encourage recreational uses to support local businesses.

Goal 2: Maintain a healthy fish, game, and bird population.

Strategy to Achieve this Goal

- Request Alaska Fish and Game to study the fish resource and release a report.
- Inform local Fish and Game Advisory Board of lake concerns.

Draft

Appendix One

Lake Louise Emergency Medical Service
Calls and Responses

Emergency Trauma Technician Snap Shot		
Year	**Number of trained ETT**	**Became Inactive**
1995 - 1997	Seven (7)	
1998	Two (2) - full time residents	5
1997-2002	Eleven (11) - seven full time residents; remainder seasonal	
2001 – 2008	Eight to ten (8-10)	
2003 – 2009	Six (6)	
2004		4
2007		2

Between 2001 and 2008 the LLEMS maintained 8 - 10 active and dependable responders.

Volunteer Responses to EMS Calls March 2001 to May 2013		
Month	**# of Responses**	**Seasonal Data**
Jan	3	Winter Months - 23
Feb	3	
Mar	12	
April	5	
May	3	Summer Months – 24 Incidents
June	10	
July	5	
August	2	
September	4	
October	2	Winter Months - 5
November	1	
December	2	

Origin of EMS Calls	
Direct	21
Alaska State Troopers	9
Wolverine Lodge	5
9GB (Dispatch)	9
The Point Lodge	2
Lake Louise Lodge	6

Draft

EMS Response Made to:	
Lake Louise Lodge	9
Wolverine Lodge	7
The Point Lodge	1
Evergreen Lodge	1
Lake Louise	7
Tyone Lake	3
Crosswind Lake	2
Misc. Locations: Lake Louise Road, Island Lake, Dinty Bush, Glenallen, etc.	22

These tables help emphasize the difficulties of terrain and sheer size of response area.

Draft

Public Outreach Summary

Louise Susitna Tyone Lakes Comprehensive Plan Update
Sara Jansen, Project Manager, sjansen@matsugov.us

This summarizes all the public outreach conducted for this project made by the Borough and its planning partners on the above project. This information provides a snapshot of the Borough's work to ensure that stakeholders had an abundant opportunity to learn about the project. On the reverse of this page is a thumbnail description of the required steps either by Borough Code, the granting body, or Borough policy and procedure. The Stakeholders of this project are the 500 + residents who own property within the planning area boundaries.

	Total Exposure
53	Community Wide Mailings to 500+ Property Owners
74	Newspaper Advertisements
27	Website Articles
24	Public Meetings

Activity	Mailings to Community Council Area	Newspaper Advertisements	Website	Meetings
Solicit Planning Team	1	2	1	
Planning Commission Selects Team		2	1	1
Planning Team Meetings		57	19	19
2014 Survey – General Questions	1		1	
Announcing Survey Results & Workshop	1	3	1	
2015 Survey - Goal and Strategy	1	1	1	
Announcing Workshop, Survey Results and Formal Presentation of draft plan to community	1	3	1	1
Community Organization meetings		5	1	2
Planning Commission Public Hearings		1	1	1

Public Outreach Required

Matanuska-Susitna Borough Requirements for Comprehensive Plans

MS 15.24.017 Requires public hearings be advertised in newspaper 15 calendar days prior to meeting with time and place and scope of the subject matter to be heard

Planning Commission Resolution 09-14

- Planning team solicited by a mailed general notice and advertisement
- Planning team meetings advertised in local paper and on Borough web-site
- Workshops scheduled
- Second general notice mailed and advertised when a draft document is complete
- Public meeting held to solicit comments
- Public Hearings held by Planning Commission

Resolution 16-01
Louise Susitna Tyone Community Association

A Resolution of the Louise Susitna Tyone Community Association Recommending Matanuska-Susitna Assembly Approval to the Update to the 1998 Lake Louise Comprehensive Plan Entitled the Louise Susitna and Tyone Lakes Comprehensive Plan

---

WHEREAS, in May, 2013, the Lake Louise Community Non-Profit Association requested assistance from the Matanuska-Susitna Borough to update the 1998 Lake Louise Comprehensive Plan; and

WHEREAS, Borough planning staff sent a mailing to all property owners based on the assessment records of the Borough which notified owners of the planning action and requested applications from people interested in serving on the Planning Team for the area; and

WHEREAS, fifteen people applied to be on the planning team, and fifteen people were appointed to the planning team in February, 2014; and

WHEREAS, the planning team began meeting in February 14, 2014; and

WHEREAS, the planning team developed a survey which was sent to all property owners and put on the Borough's website in May, 2014; and

WHEREAS, a community workshop reviewing the results of the survey with the community was held in July, 2014; and

WHEREAS, over the period of the next 11 months, planning team members reviewed the previous plan, and used the survey as a guide to draft a plan with nine chapters; and

WHEREAS, the planning team developed goals and strategies in five broad categories including Land Use, Public Facilities, Transportation, Water Resources and Recreation; and

WHEREAS, another area wide survey was distributed to determine if property owners agreed with the goals and strategies developed; and

WHEREAS, a community workshop was held in July, 2015 immediately following the association meeting; and

WHEREAS, a call for comments was made and the comments submitted were reviewed by the planning team in the fall of 2015; and

WHEREAS, the planning team presented the community association with a draft plan in January 2016; and

WHEREAS, the Board of Directors of the community association are empowered to take action for the association; and

WHEREAS, the Board of Directors reviewed the plan and were able to discuss the contents with the planning team in January, 2016;

NOW THEREFORE BE IT RESOLVED, the Louise Susitna Tyone Community Association recommends approval of the draft plan, and requests it be forwarded to the Planning Commission and Borough Assembly.

Adopted by the Louise Susitna Tyone Community Association on this 2nd day of March, 2016.

Jeff Urbanus, President

Kerin Fassler, Secretary

This Page Intentionally Left Blank

By: Sara Jansen
Introduced: March 21, 2016
Public Hearing: April 4, 2016
Action:

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-17

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING ADOPTION OF THE LOUISE SUSITNA TYONE LAKES COMPREHENSIVE PLAN UPDATE PREVIOUSLY KNOWN AS THE LAKE LOUISE COMPREHENSIVE PLAN.

WHEREAS, in May, 2013, the Lake Louise Community Non-Profit Association requested assistance from the Matanuska-Susitna Borough to update the 1998 Lake Louise Comprehensive Plan; and

WHEREAS, Borough planning staff, in accordance with Planning Commission Resolution 09-14(AM), sent a mailing to all property owners based on the assessment records of the Borough which notified owners of the planning action and requested applications from people interested in serving on the Planning Team for the area; and

WHEREAS, fifteen people applied to be on the planning team, and fifteen people were appointed to the planning team in February, 2014; and

WHEREAS, the planning team began meeting in February, 2014; and

WHEREAS, the planning team developed a survey which was sent to all property owners and put on the Borough's website in May, 2014; and

WHEREAS, a community workshop reviewing the results of the survey with the community was held in July, 2014; and

WHEREAS, over the period of the next 10 months, planning team members reviewed the previous plan, and used the survey as a guide to draft a plan with nine chapters; and

WHEREAS, the planning team developed in compliance with Alaska state statute Sec.29.40.030.Comprehensive Plan, goals and strategies in five broad categories including Land Use, Public Facilities, Transportation, Water Resources, and Recreation; and

WHEREAS, another area wide survey was distributed to determine if property owners agreed with the goals and strategies developed by the Planning Team; and

WHEREAS, a community workshop was held in July, 2015 immediately following the association meeting; and

WHEREAS, a call for comments was made and the comments submitted were reviewed by the planning team in the fall of 2015; and

WHEREAS, the planning team presented the community association with a draft plan in January 2016; and

WHEREAS, the Board of Directors of the community association are responsible for the business affairs of the organization; and

DRAFT

WHEREAS, the Board of Directors reviewed the plan and were able to discuss the contents with the planning team in January and February of 2016; and

WHEREAS, the Board of Directors approved and signed Resolution 16-01 of the Louise Susitna Tyone Community Association resolution on March 2, 2016 recommending approval of the draft plan and asking it be forwarded to the Planning Commission and the Borough Assembly.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommend assembly adoption of the Louise Susitna Tyone Lakes Comprehensive Plan Update.

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

_____
JOHN KLAPPERICH, Chair

ATTEST

_____
MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

DRAFT

This Page Intentionally Left Blank

PUBLIC HEARING

LEGISLATIVE

Resolution No. 16-09

2016
Port Master Plan Update

(Page 291 - 388)

PUBLIC HEARING

MATANUSKA-SUSITNA BOROUGH
Planning and Land Use Department
Planning Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 745-9833 • Fax (907) 745-9876
www.matsugov.us • planning@matsugov.us

MEMORANDUM

DATE: March 9, 2016

TO: Planning Commission

FROM: Eileen Probasco, Planning Director

RE: **Resolution 16-09**, a resolution recommending the Assembly adopt the 2016 Port MacKenzie Master Plan.

The Planning Department has been coordinating with the Port Director and other borough departments to update the Port MacKenzie Master Plan. The plan update has recently been finalized and is going through the final stages of adoption. See the Informational Memorandum 16-023 prepared by the Port Director, summarizing the process and history of the master plan update.

Upon final review of the plan, staff identified several minor amendments that should be considered. Those amendments were discussed with the Port Director who had no objections to the amendments.

Staff has prepared a resolution recommending the assembly incorporate these minor amendments into the plan, then that the assembly adopt the plan into Title 15.

This Page Intentionally Left Blank

By: Eileen Probasco
Introduced: March 7, 2016
Public Hearing: March 21, 2016
Action:

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-09

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING THE ASSEMBLY ADOPT THE PORT MACKENZIE MASTER PLAN, 2016 UPDATE.

WHEREAS, The Port MacKenzie Master Plan was adopted by the borough assembly in January 1998; and

WHEREAS, since that time, a barge dock, deep-draft dock and a bulk material conveyor have been constructed, the barge dock has been expanded, Don Young Road and the Point MacKenzie Road have been paved; and

WHEREAS, in addition, a rail loop is under construction, businesses have leased land within the Port District; and

WHEREAS, the Borough has updated the Port MacKenzie Master Plan to reflect port improvements as well as current and future port uses and needs; and

WHEREAS, the planning commission has identified several minor amendments to the plan as follows:

Page 6

MISSION

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

TO DEVELOP A PREMIERE DEEP-WATER PORT CAPABLE OF SAFELY AND EFFICIENTLY TRANSPORTING BULK COMMODITIES AND PROJECT CARGOES INTO AND OUT OF SOUTHCENTRAL ALASKA.

Page 7

2.1 Security

The Port Physical Security Plan was ~~recently~~ updated IN 2015 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.

Page 24

Add a paragraph at the end of Section 4.2 as follows:

CURRENTLY THE ROADS IN THE PORT ARE MAINTAINED THROUGH ROAD SERVICE AREA FUNDS. AS DEVELOPMENT EXPANDS, THE METHOD OF MAINTENANCE FUNDING SHOULD BE REVIEWED.

Page 25

4.6 Traffic Circulation, amend second paragraph as follows:

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.~~

Page 27

5.1 Facilities/Utilities Introduction

Add a 3rd paragraph at the end of this section as follows:

IDENTIFICATION OF LOCATIONS/ROUTES OF MAJOR INFRASTRUCTURE AND UTILITIES IN THE PORT NEEDS TO BE A PRIORITY. WHEN PARCELS ARE LEASED FOR DEVELOPMENT, IT NEEDS TO OCCUR IN A MANNER THAT ENSURES THAT PORT INFRASTRUCTURE NEEDS ARE NOT COMPROMISED.

Page 27

5.2 Terminal Building should be amended as follows:

A 7,000 square foot terminal building was constructed in 2006 at the southeast end of the barge dock. IT WAS ORIGINALLY INTENDED TO ACT AS THE TERMINAL FOR THE PROPOSED FERRY, HOWEVER, SINCE THE FERRY IS NO LONGER BEING CONSIDERED, THE BUILDING IS CURRENTLY BEING USED FOR PORT ACTIVITIES. The terminal building includes office space, A CONFERENCE ROOM, storage and restroom areas. THERE ARE 7 OFFICE SPACES, 3 WHICH ARE CURRENTLY USED BY THE BOROUGH, AND 4 WHICH ARE BEING LEASED OUT.

Page 34

At the end of 6.1 Administrative, add #9 as follows:

9) WHEN NECESSARY, PROVIDE FOR SPECIAL SUBDIVISION REGULATIONS WITHIN THE PORT DISTRICT, TO ACCOMMODATE THE UNIQUE ROAD CONSTRUCTION STANDARDS AND LEASE REQUIREMENTS WHICH MAY DIFFER FROM THE NORMAL REQUIREMENTS IN THE SUBDIVISION CODE.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommends incorporation of the minor amendments identified in this resolution into the Port MacKenzie Master Plan, 2016 Update.

BE IT FURTHER RESOLVED, that the Commission recommends assembly adoption of the amended Port MacKenzie Master Plan, 2016 Update.

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

_____
JOHN KLAPPERICH, Chair

ATTEST

_____
MARY BRODIGAN, Planning Clerk

(SEAL)

DRAFT

YES:

NO:

OR 16-012
IM 16-023

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

MATANUSKA-SUSITNA BOROUGH INFORMATION MEMORANDUM **IM No. 16-023**

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		
	Planning and Land Use Director		
	Community Development Director		
	Finance Director	for	TC.
	Borough Attorney		Review pending
	Borough Clerk		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.

This Page Intentionally Left Blank

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

IM16-023
OR16-012

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.

GANNT 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.

 JM16-023
OR16-012

- 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. COMMITEE 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

IM16-023
OR16-012

This Page Intentionally Left Blank

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

JM16-023
OR16-012

TABLE OF CONTENTS

1. Introduction *1*
- **1.1 Overview** **1**
- **1.2 Land Area** **2**
- **1.3 Port MacKenzie Master Plan Update** **3**
- **1.4 Vision** **3**
- **1.5 Port Commission** **5**
- **1.6 Planning Efforts** **5**
- **1.7 Mission and Goals** **6**
- **1.8 Key Development Needs For Port MacKenzie** **7**

2. Port Operations *7*
- **2.1 Security** **7**
- **2.2 Fire Protection and Emergency Services** **7**
- **2.3 Cargo Operations** **8**
- **2.4 Future Cargo Operations** **9**
  - 2.4.1 Coal 9
  - 2.4.2 Petroleum Products 10
  - 2.4.3 Oil and Gas Field Modules 10
  - 2.4.4 Forest Product Exports 11
  - 2.4.5 Natural Gas Pipeline Logistics 11
  - 2.4.6 Value-Added Natural Gas Processing 12
  - 2.4.7 Limestone Products 12
  - 2.4.8 Other Minerals 13

3. Land Use *13*
- **3.1 Existing Conditions** **13**
- **3.2 Waterfront Dependant District (WDD)** **15**
- **3.3 Port Industrial District - I (PID-I)** **17**
  - 3.3.1 Rail Loop Subunit 18
  - 3.3.2 Northern Subunit 21
- **3.4 Port Industrial District - II (PID-II)** **21**
- **3.5 Port Commercial District (PCD)** **22**

4. Transportation *22*
- **4.1 Introduction** **22**
  - 4.1.1 Existing Conditions 22
- **4.2 Transportation Trends** **23**
- **4.3 Multi-Modal Opportunities** **24**
- **4.4 Rail Service** **24**
- **4.5 Truck Service** **25**
- **4.6 Traffic Circulation** **25**
- **4.7 On-Site Circulation** **26**
- **4.8 Future Transportation Improvements** **26**

5. Facilities/Utilities *27*
- **5.1 Introduction** **27**
- **5.2 Ferry Terminal Building** **27**

Im16-023
OR16-012

5.3 **Security Posts** 27
5.4 **Deep-Draft Dock** 27
5.5 **Barge Dock** 28
5.6 **Conveyors** 28
5.7 **Pipelines** 28
5.8 **Potable Water** 28
5.9 **Wastewater Management** 29
5.10 **Storm Water Management** 30
5.11 **Electric** 31
5.12 **Natural Gas** 32
5.13 **Communications** 33
6. Recommendations *33*
6.1 **Administrative** 33
6.2 **Infrastructure** 34
6.3 **Environmental Studies** 35
6.4 **Port Land Management** 35
7. Bibliography *36*

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

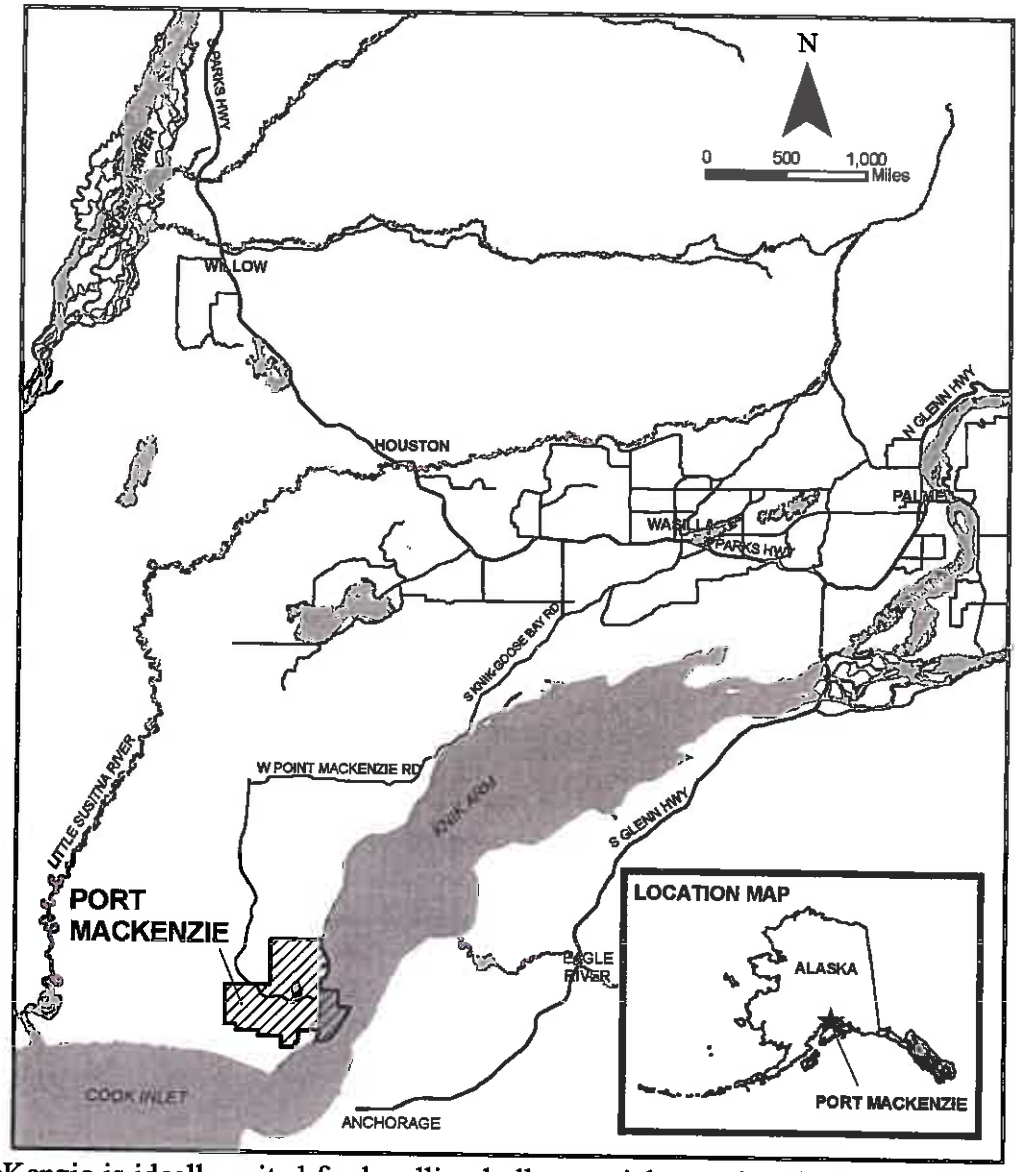
Im16-023
OR16-012

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

Im16-023
OR16-012

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.

Im16-023
OR 16-012

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.

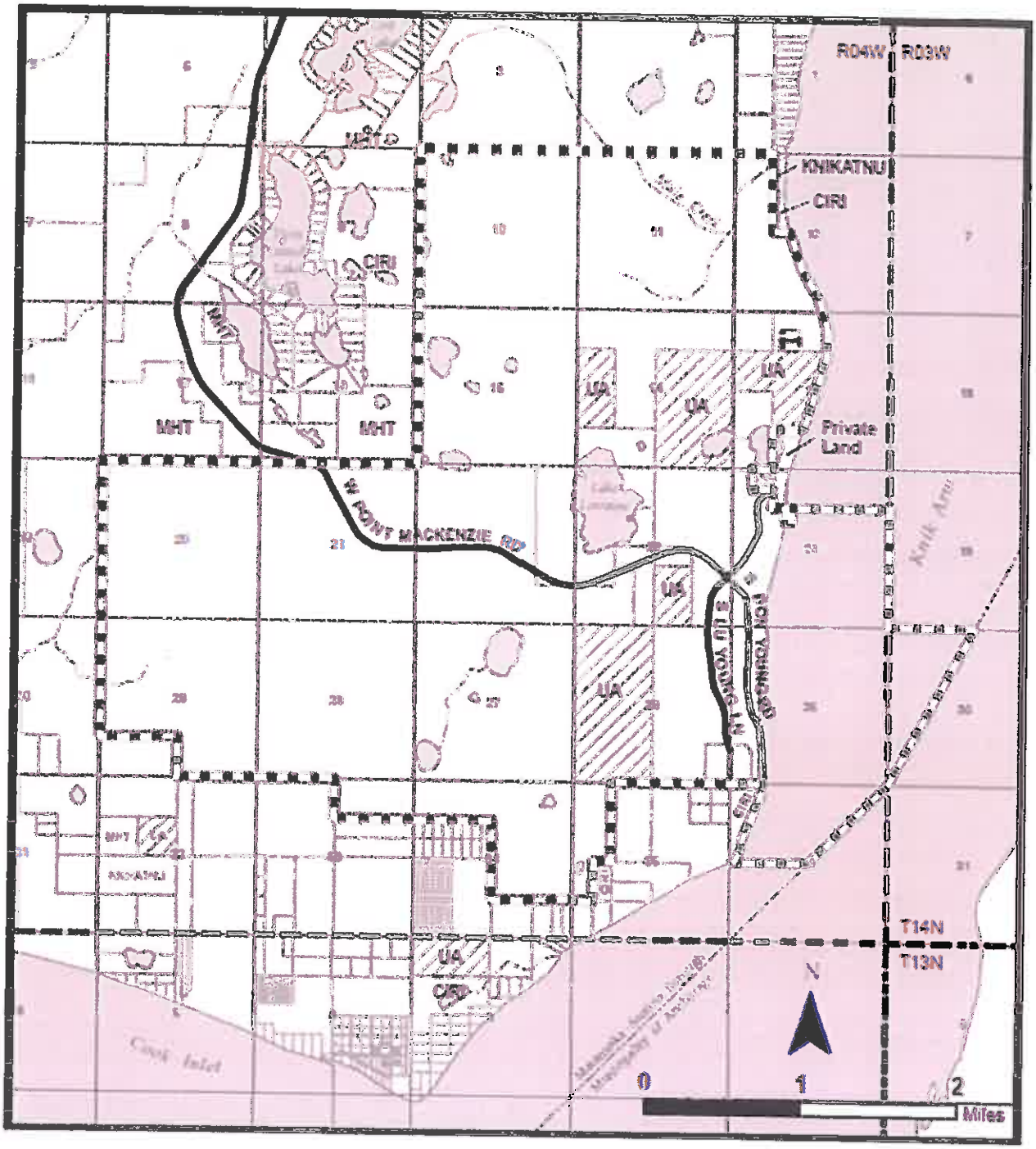
This Master Plan is structured to implement this vision in a timely and organized manner and polices and regulations must be developed to ensure that the integrity of the strategic vision is never compromised.

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.

IM16-023
OR16-012

Figure 2. Port District



IM16-023
OR16-012

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

IM16-023
OR16-012

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.*

IM16-023
OR 16-012

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

Im16-023
OR16-012

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.

IM16-023
PZ16-012

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.

Im16-023
OR16-012

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.

IM16-023
PR16-012

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

IM16-023
OR 16-012

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.

JM16-023
OR16-012

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

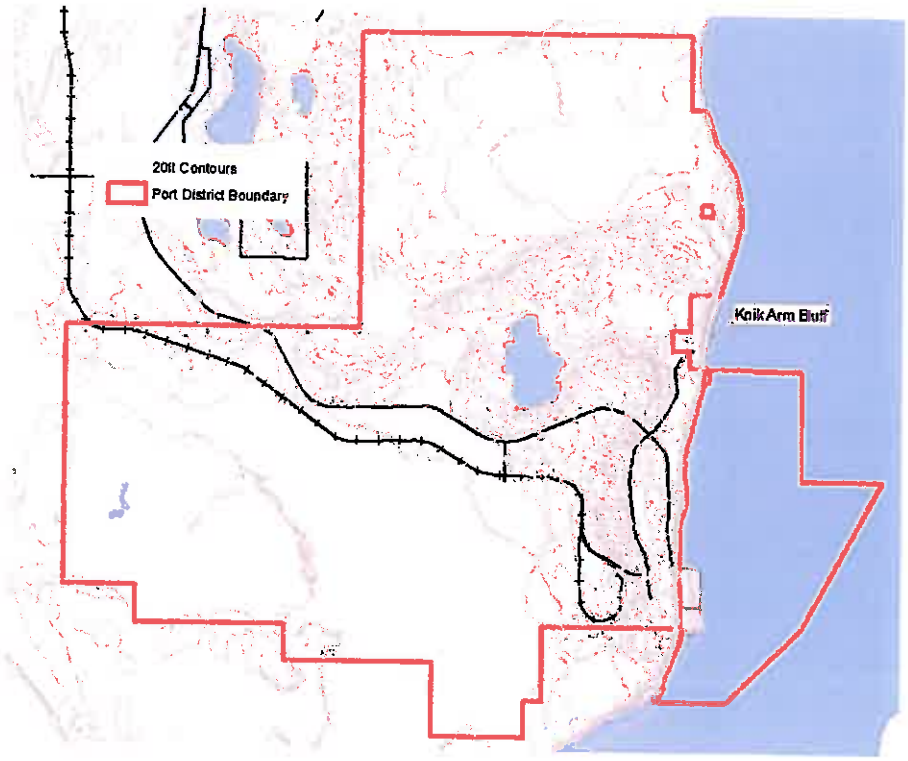
3.1 Existing Conditions

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.

Im16-023
OR16-012

Figure 4. Port Topography



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

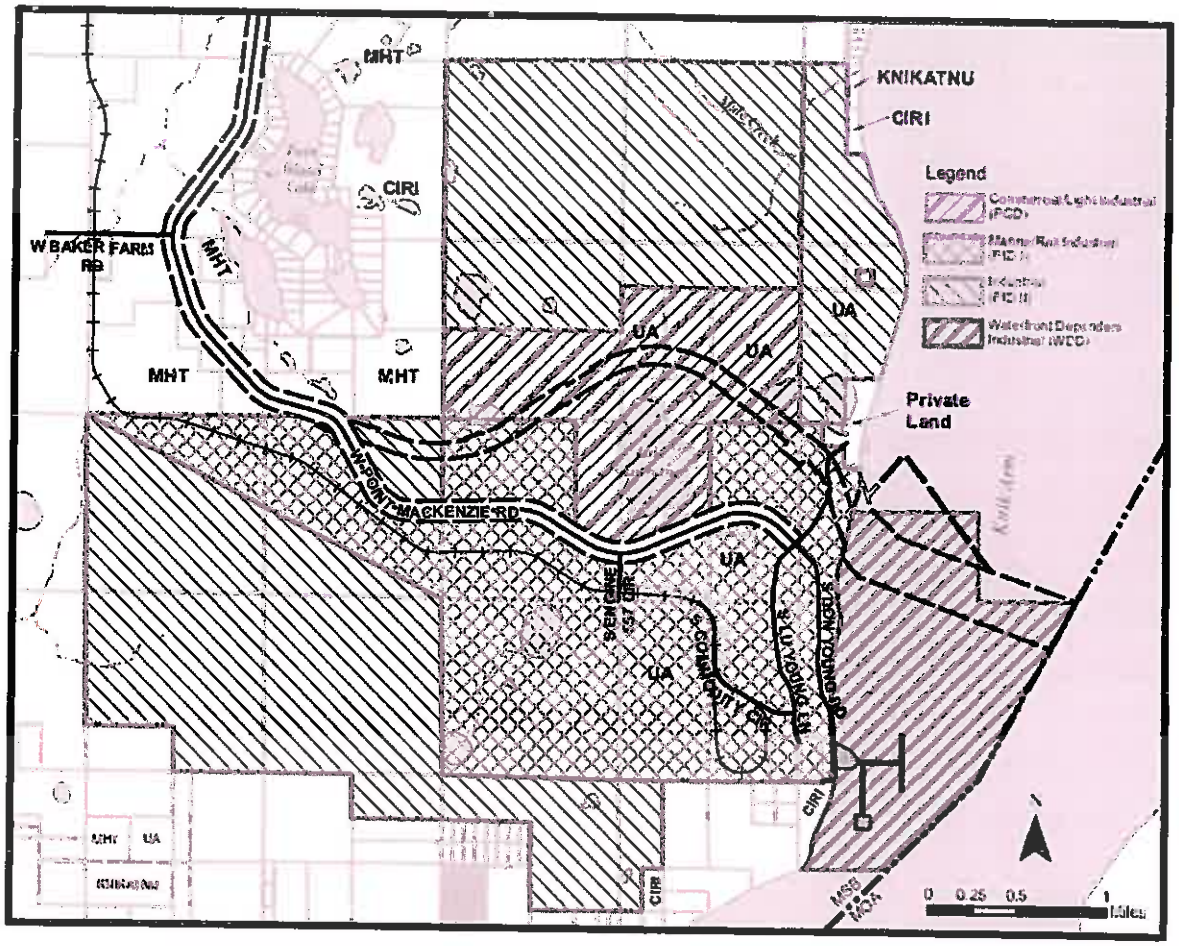
- Waterfront Dependent District (WDD);
- Port Industrial District-I (PID-I);
- Port Industrial District-II (PID-II); and the
- Port Commercial District (PCD).

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.

IM16-023
OR16-012

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.

Im16-023
OR16-012

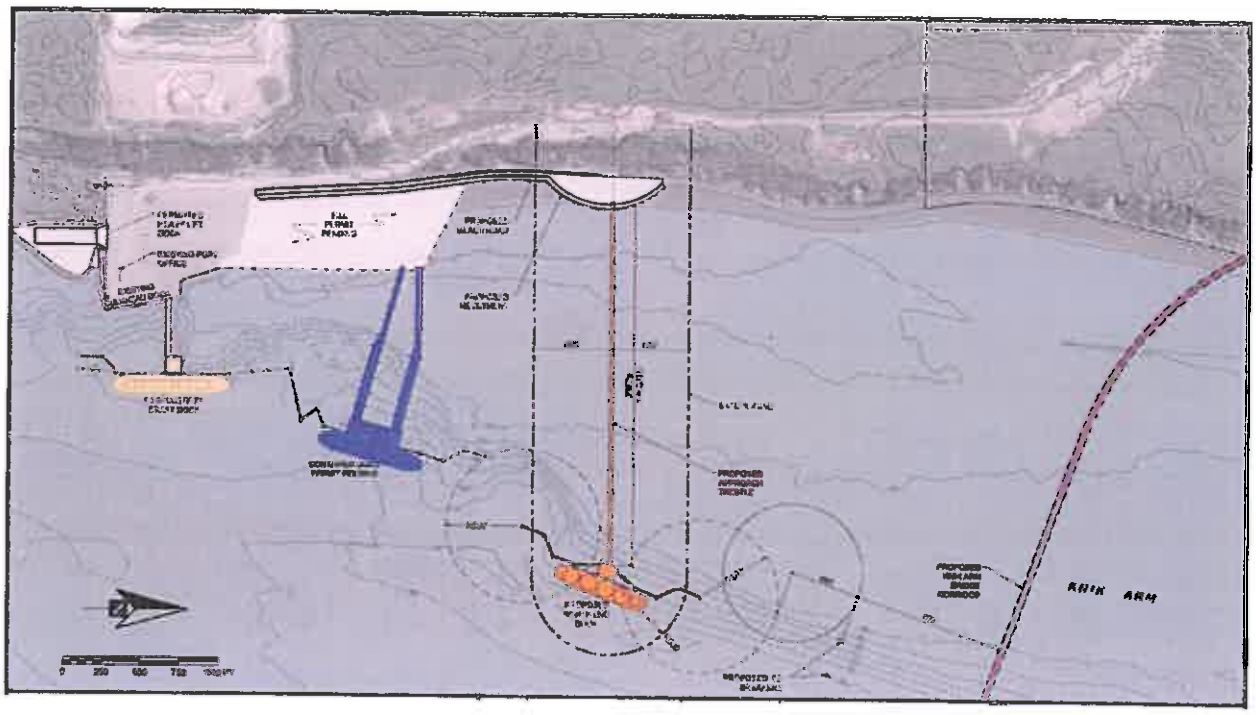
Dock Design and Expansion

Plans are in place for construction of additional deep-draft docks that include as many as four new trestles. Additional trestles will allow for more rapid transport of cargo on and off vessels. The current dock designs and plans for expansion are illustrated on Figure 6a and 6b. Expansion of the docks will be necessary as use increases.

Small Ship Repair and Inspection

The addition of a future ship repair and inspection facility can easily be added as an addition to the existing dock areas. A single berth dry dock rack can be added south or north of the barge dock. However, the south side of the barge dock has been identified as essential for loading sea-lift modules onto barges.

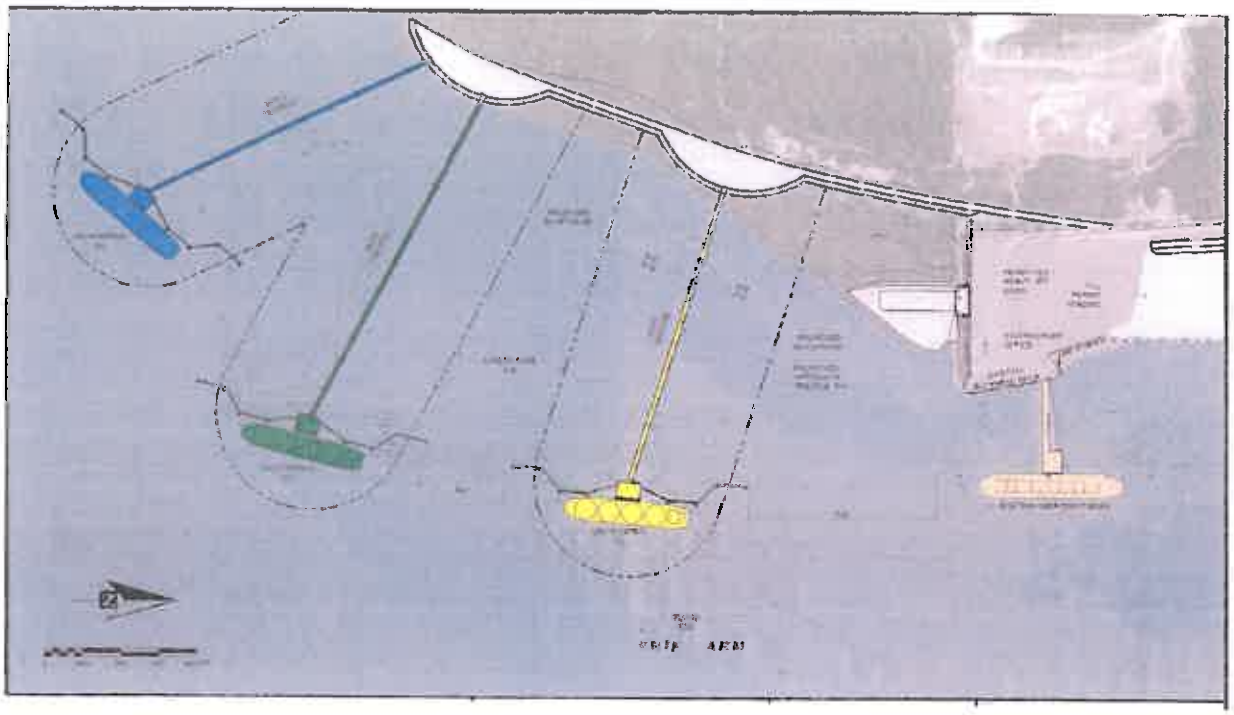
Figure 6a. Dock Expansion North



The figure above shows two additional trestle docks and an expansion of the barge dock north of the existing deep-draft dock. The new docks are shown at -60 MLLW.

IM16-023
IR16-012

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.

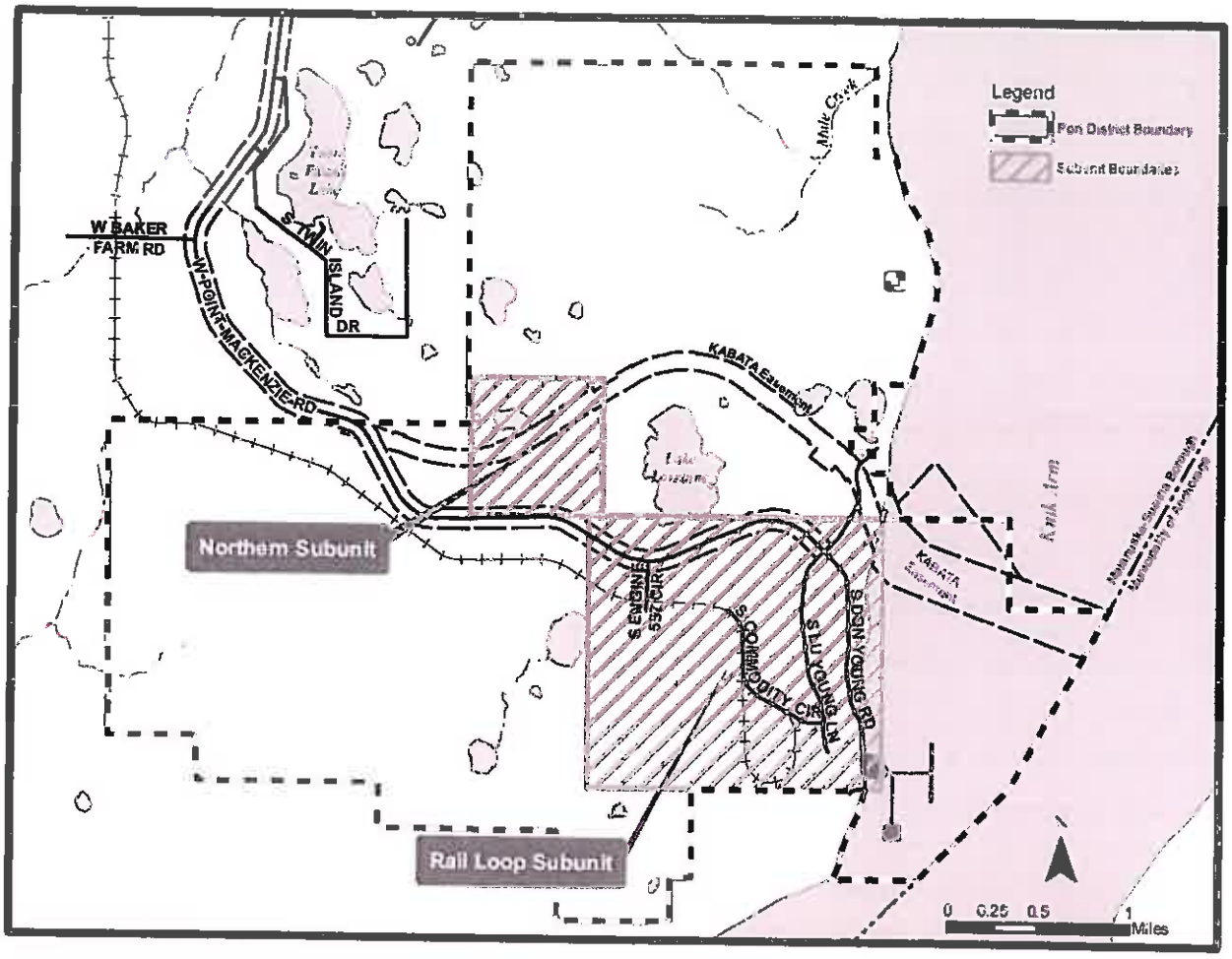
Port Industrial District – I Planning District Subunits

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.

Im16-023
OR16-012

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).

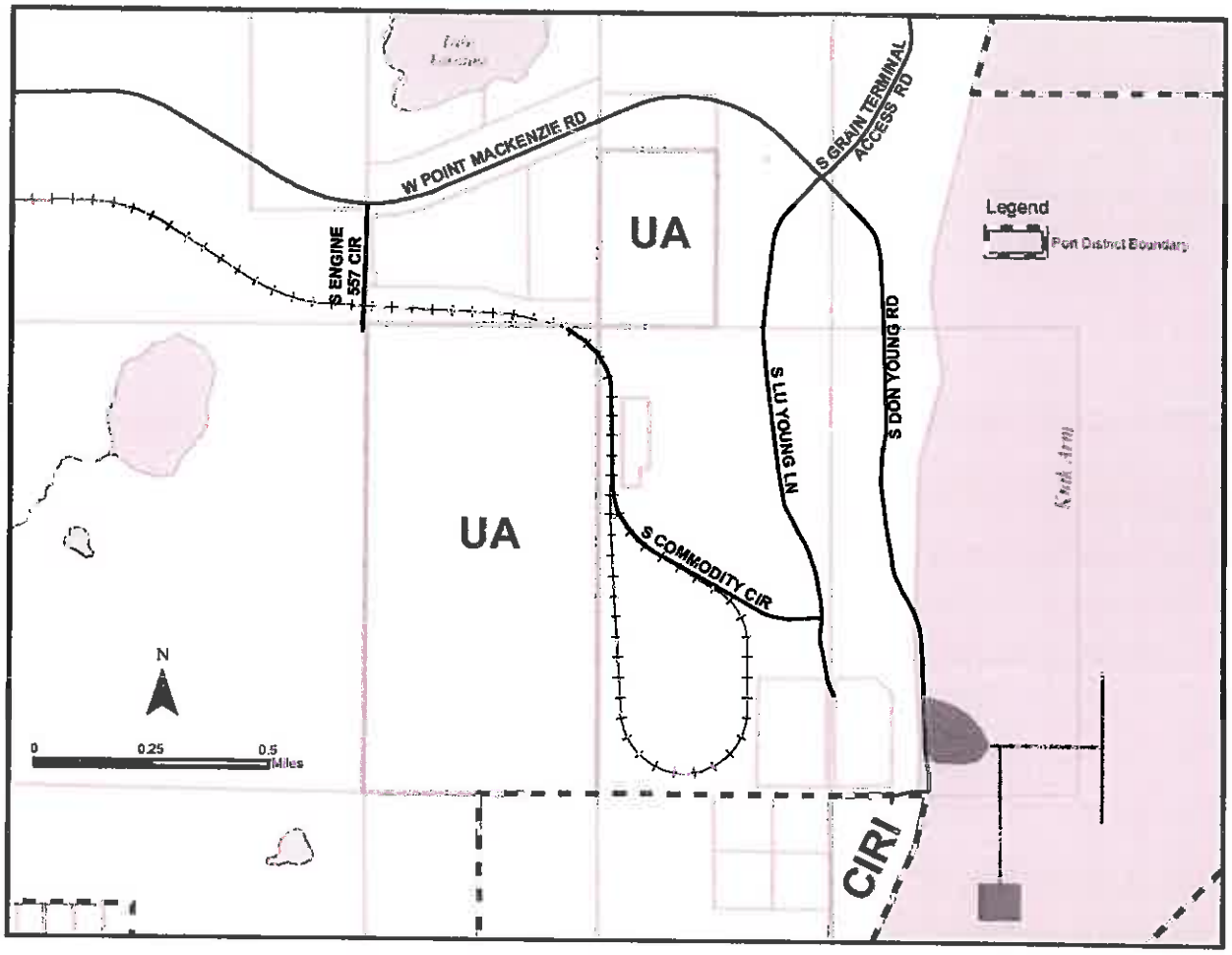
A 30-acre area has been cleared at the end of S. Lu Young Lane, uphill from the dock. The area includes two 20,000-square foot storage warehouses, a paved, five-acre bulk material storage and loading area, and a 60-inch wide, 3,000-foot long privately owned conveyor system. The elevated conveyor system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

Jm16-023

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:

Im16-023
OR16-012

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.

Im16-023
OR16-012

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.

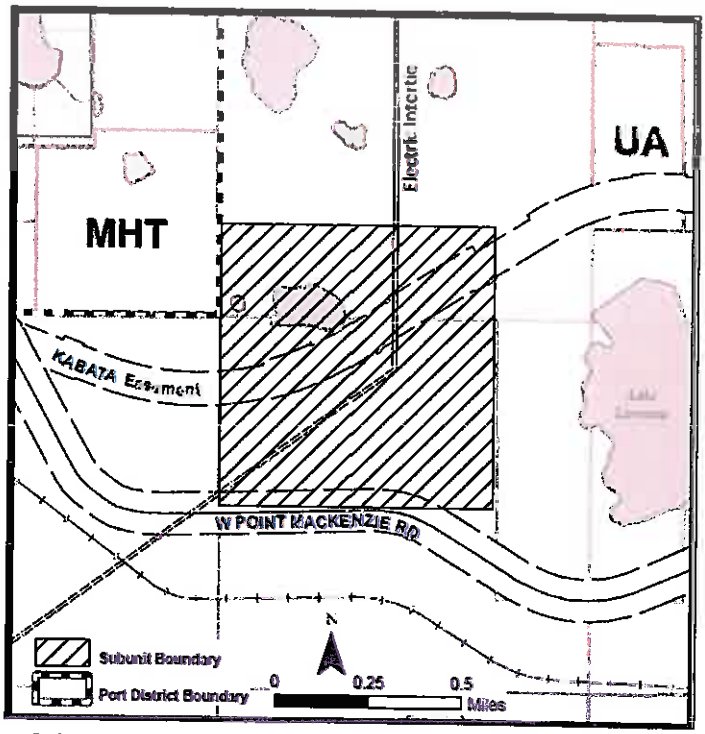
Transportation and Logistical Support

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.

Im16-023
OR16-012

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

IM16-023
OR16-012

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 (2014[3]). 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

Jm16-023
OR16-012

Mile 7.4 Ayrshire Road	220	232	235	3242

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

IM16-023
PR16-012

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.

IM16-023
OR16-012

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.

Jm16-023

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

IM16-023

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 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.

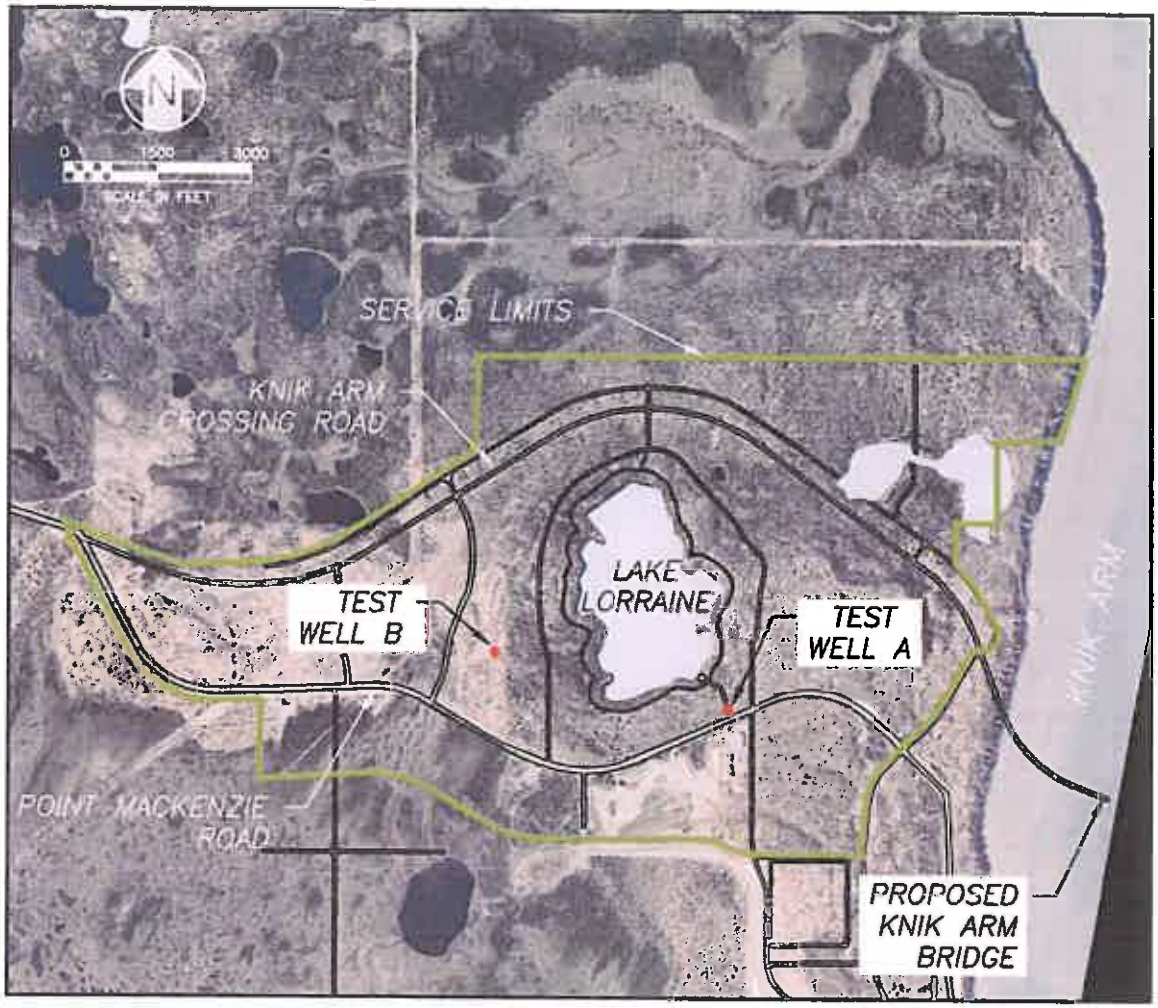
5.8 Potable Water

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

IM16-023
OR16-012

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

Im16-023
OR 16-012

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

Im16-023
OR16-012

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 or 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.

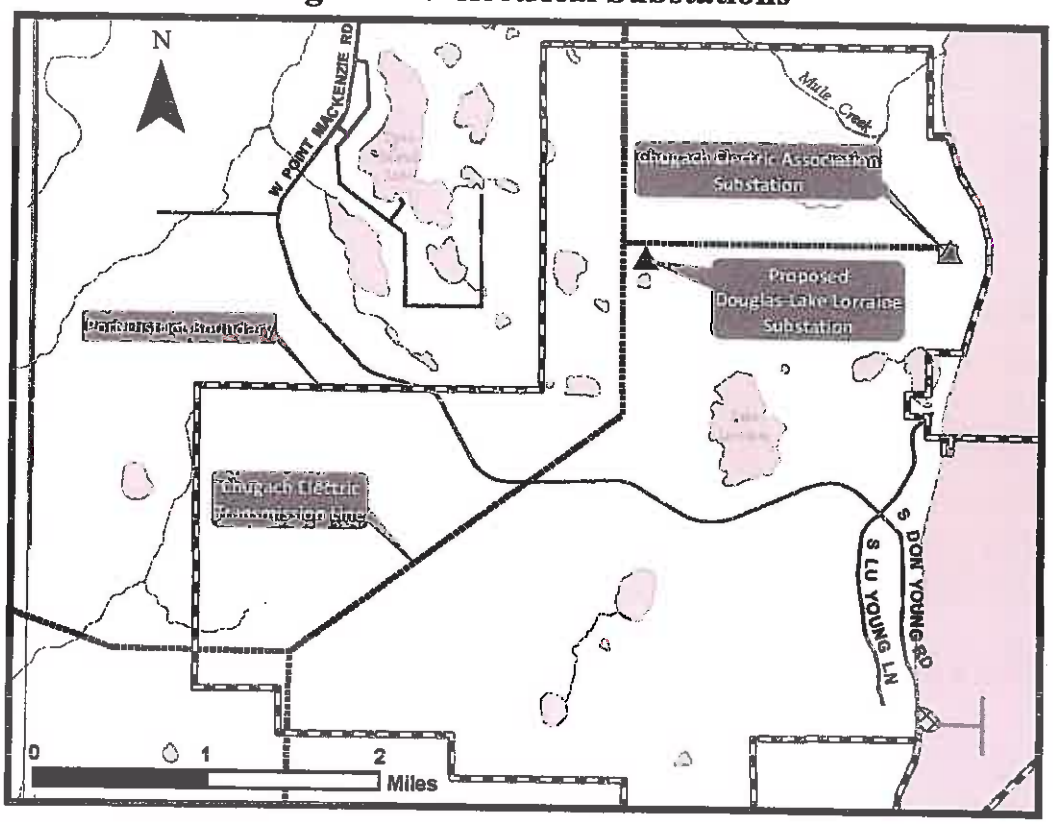
Im16-023
OR16-012

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. Currently plans call for a 10-inch,

Im16-023
OR-16-1012

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 bc 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

IM16-023
OR16-012

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.

IM16-023

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.

IM16-023
DR16-012

7. Bibliography

Bell, Greg. 2010. Port Commissioner. Personal Interview.

Bowman, Chris, P.E., 2014. *Port MacKenzie Industrial Park Water and Sewer Feasibility Study*. Hattenburg, Dilley, and Linnell

Brown, Rob. 2010. Project Manager, Usibelli Coal Mine Inc. Personal Interview.

Buckle, Bish. 2010. Port Commissioner. Personal Interview.

Burden, P. and others, 2007. *Comparative Port Use Study For Gas Line Pipe Materials*. Northern Economics Inc.

Campbell, Paul. 2010. Port Commissioner. Personal Interview.

Cruz, Dave. 2010. Port Commissioner. Personal Interview.

Flores, R.M., Striker, G.D., and Kinney, S.A., 2003, *Alaska Coal Resources And Coalbed Methane Potential*. U.S. Geol. Survey Bull. 2198, 4 p.

Denton, Steve. 2010. Vice President, Business Development, Usibelli Coal Mine, Inc. Personal Interview.

DuClos, Paul. 2010. Port Commissioner. Personal Interview.

Hoggan, Rick. 2010. Professional Engineer, Millcreek Engineering. Personal Interview.

Kane, William. 2010. Plant Manager. Alutiiq Manufacturing Contractors. Personal Interview

Lacher, Robert. 2010. VP Business Development Energy & Chemicals, CH2M Hill. Personal Interview.

Metz, Paul, and others, 2004. *Petrochemical Industry Would Have Big Economic Impact On Alaska.* Petroleum News, Vol. 9, No. 29. July 18.

Metz, Paul. 2007a. *Economic Analysis of Rail Link Port MacKenzie to Willow, Alaska.*

Metz, Paul. 2007b. *Economic Analysis of Rail Link Port MacKenzie to Willow, Alaska Phase II - Possible Rail Extension Users Analysis.*

Nolfi, Jay. 2010. Port Commissioner. Personal Interview.

Riggs, John. 2010. Port Commissioner. Personal Interview.

Shannon and Wilson, 2014. *Geotechnical Engineering Report Port MacKenzie Transportation Improvements Lu Young Lane.*

USKH, 2012. *Port MacKenzie Compliance Audit*. Technical Memorandum.

VanDongen, Marc. 2015. Port Director. Personal Interviews.

IM16-023
OR16-012

World Bank. 2007. *Port Reform Toolkit*. Accessed at the following website September 2010: http://www.ppiaf.org/ppiaf/sites/ppiaf.org/files/documents/toolkits/Portoolkit/.

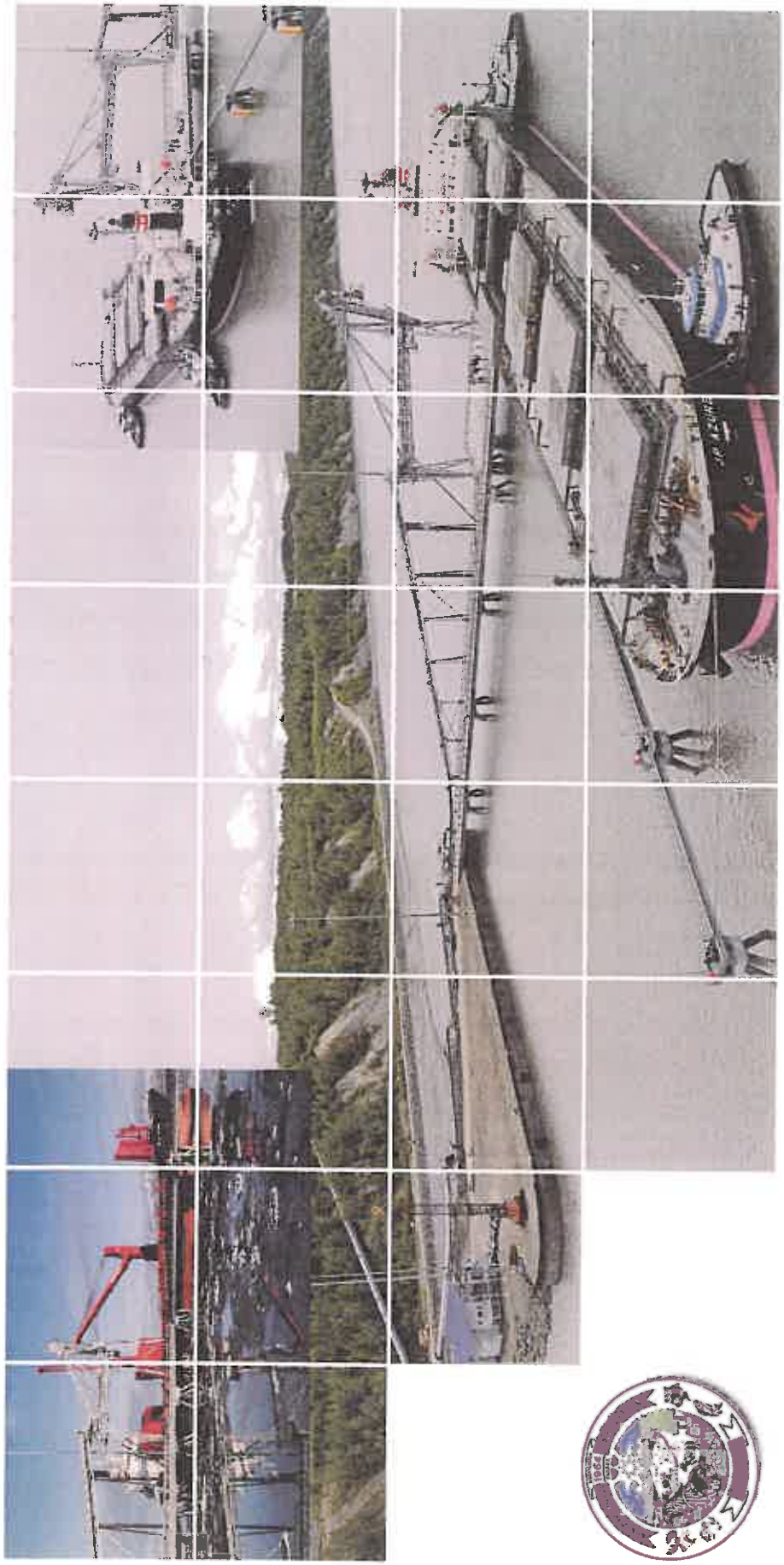
IM116-023

This Page Intentionally Left Blank

Appendix A

Port MacKenzie Layout Drawings

Im16-023
OR16-012

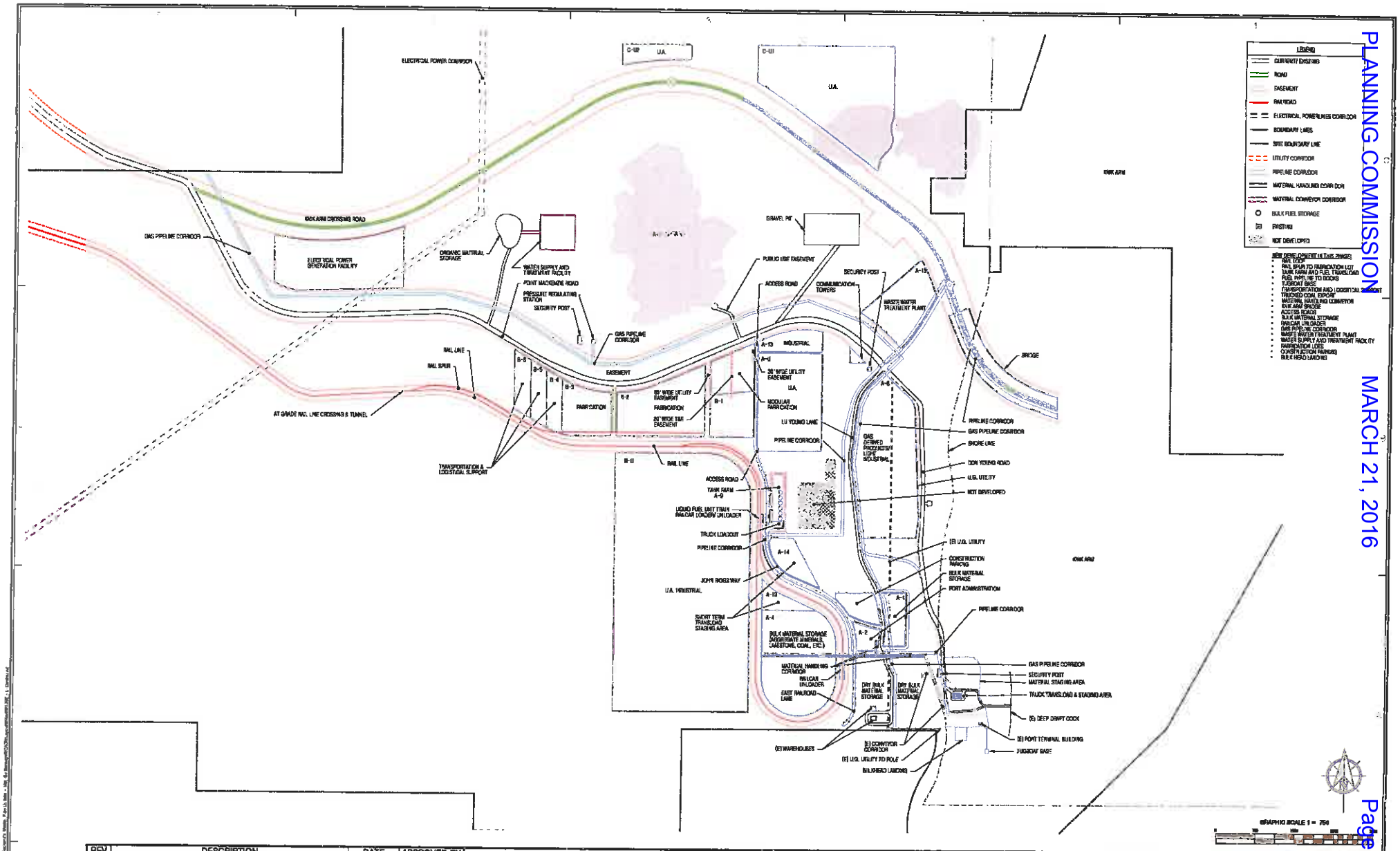


PORT MACKENZIE MASTER PLAN

www.millcreekeng.com

MILLCREEK ENGINEERING

IM16-023
OR16-012



REV	DESCRIPTION	DATE	APPROVED BY
A	PRELIMINARY	05/14/2014	EBM
B	FOR APPROVAL	02/13/2014	EBM
C	FOR MASTER PLAN	10/29/2014	EBM
D	REVIEW COMMENTS	11/02/2015	EBM

MILLCREEK ENGINEERING

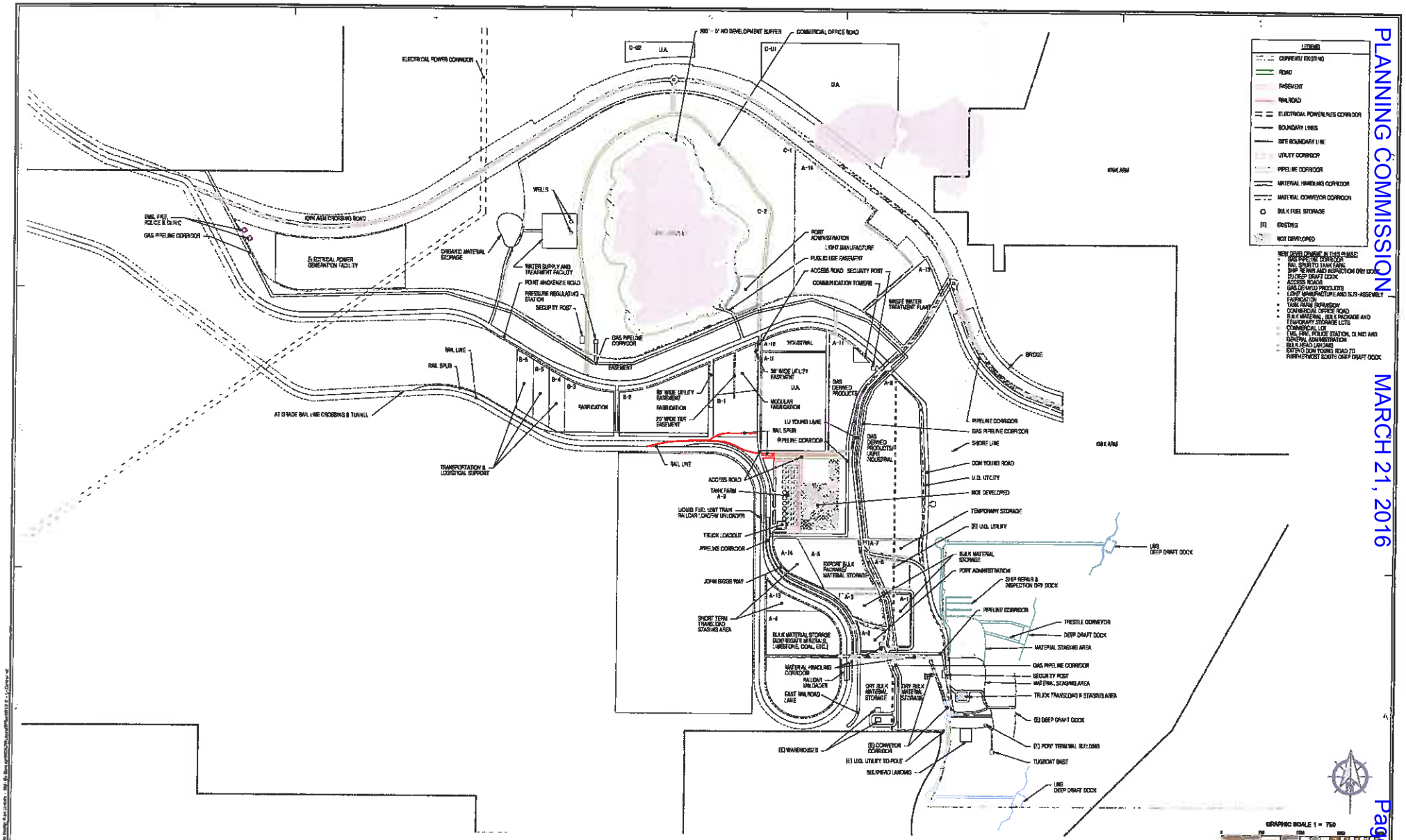
1011 E Murray Holladay Rd
Suite 200
Salt Lake City, UT 84117
Phone: (801) 904-2250
Fax: (801) 904-2251
www.millcreekeng.com

SHORT TERM (1-7 YEARS)
PORT MACKENZIE
ALASKA

ALL DESIGN INFORMATION DEPICTED ON THIS DRAWING IS PROPRIETARY AND THE SOLE PROPERTY OF MILLCREEK ENGINEERING COMPANY. THIS DESIGN/DRAWING MAY BE USED ONLY BY AUTHORIZATION BY MILLCREEK. THIS DESIGN, IN PART OR IN TOTAL, MAY NOT BE USED OR DUPLICATED FOR ANY OTHER PROJECT OR PURPOSE. NOR PAYMENT FOR THIS DESIGN AUTOMATICALLY BECOMES THE AUTHORIZATION FOR USE. COPYRIGHT © 2014 BY MILLCREEK ENGINEERING COMPANY

STATUS: FOR MASTER PLAN		SCALE: 1" = 750'	
DATE: 11/02/2015		PROJECT #:	
DRAWN: J. BYRD	ENGINEERED: E. MORRISON	SHEET #: 1392 – L1.0	REV: D
REVIEWED: K. CHURILLA	REVIEWED: R. HOGGAN		

IM16-023
0216-012



REV	DESCRIPTION	DATE	APPROVED BY
A	PRELIMINARY	08/14/2014	EBM
B	FOR APPROVAL	09/13/2014	EBM
C	FOR MASTER PLAN	10/20/2014	EBM
D	REVIEW COMMENTS	11/09/2015	EBM

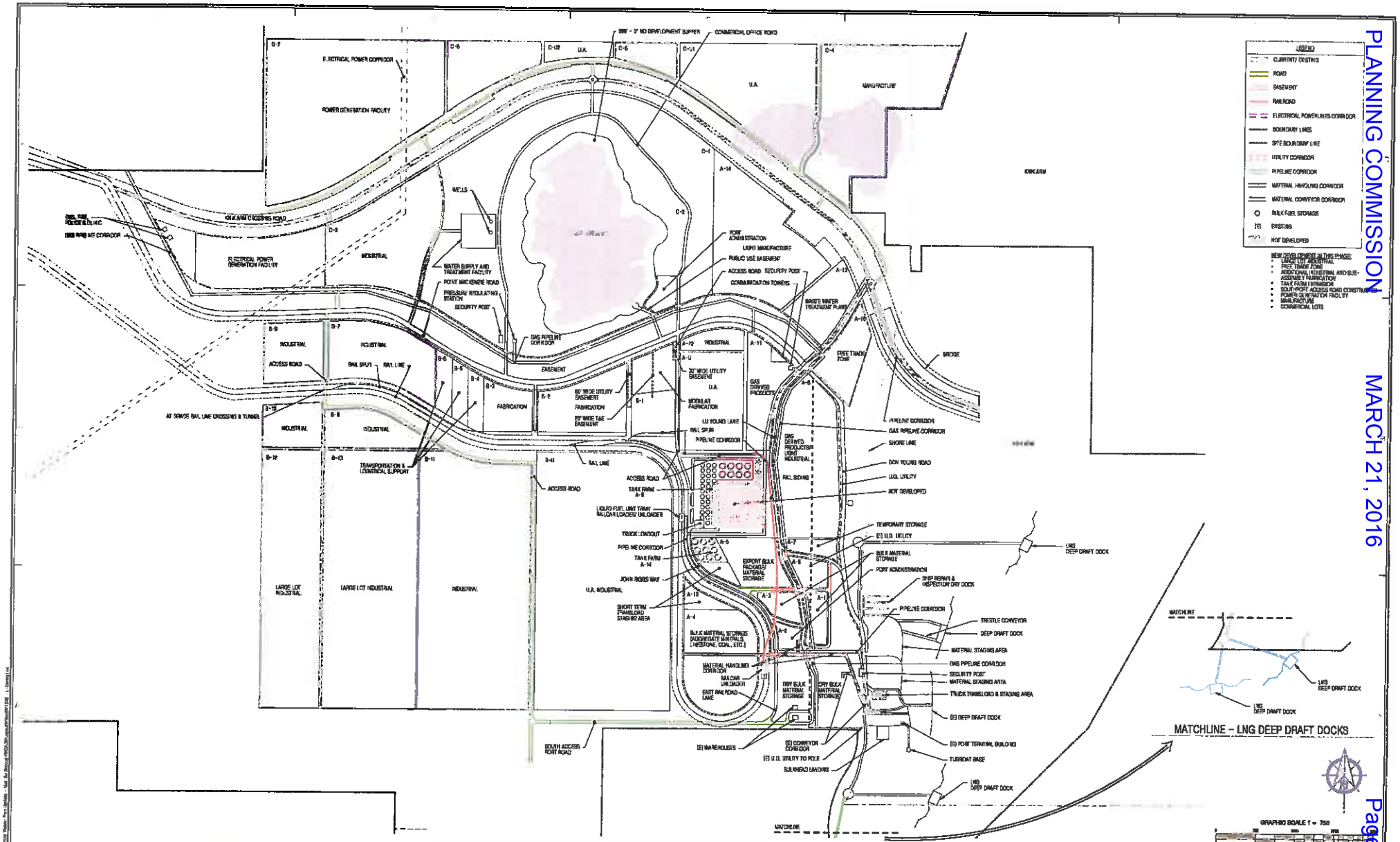
MILLCREEK ENGINEERING
1211 E Murray Holladay Rd
Suite 200
Salt Lake City, UT 84117
Phone: (801) 944-6561
Fax: (801) 944-6561
www.mc-engineering.com

MID-TERM (8-14 YEARS)
PORT MACKENZIE
ALASKA

ALL DESIGN INFORMATION DEPICTED ON THIS DRAWING IS PROPRIETARY AND THE SOLE PROPERTY OF MILLCREEK ENGINEERING COMPANY. THIS DRAWING/DRAWING MAY BE USED ONLY BY AUTHORIZED OR BY MILLCREEK. THIS DRAWING, IN PART OR IN TOTAL, MAY NOT BE USED OR DUPLICATED FOR ANY OTHER PROJECT OR PURPOSE WITHOUT PAYMENT FOR THIS DESIGN AUTHORIZATION. REVOKES THE AUTHORIZATION FOR USE. COPYRIGHT © 2014 BY MILLCREEK ENGINEERING COMPANY

STATUS: FOR MASTER PLAN			SCALE: 1" = 750'
DATE: 11/09/2015			PROJECT #:
DRAWN: J. BYRD	ENGINEERED: E. MORRISON	SHEET #: 1392 – L1.1	REV: D
REVIEWED: K. CHURULA	REVIEWED: R. HOGGAN		

Im 16-07
DE16-012



REV	DESCRIPTION	DATE	APPROVED BY
A	PRELIMINARY	05/14/2014	EBM
B	FOR APPROVAL	06/13/2014	EBM
C	FOR MASTER PLAN	10/28/2014	EBM
D	REVIEW COMMENTS	11/09/2015	EBM

MILLCREEK ENGINEERING

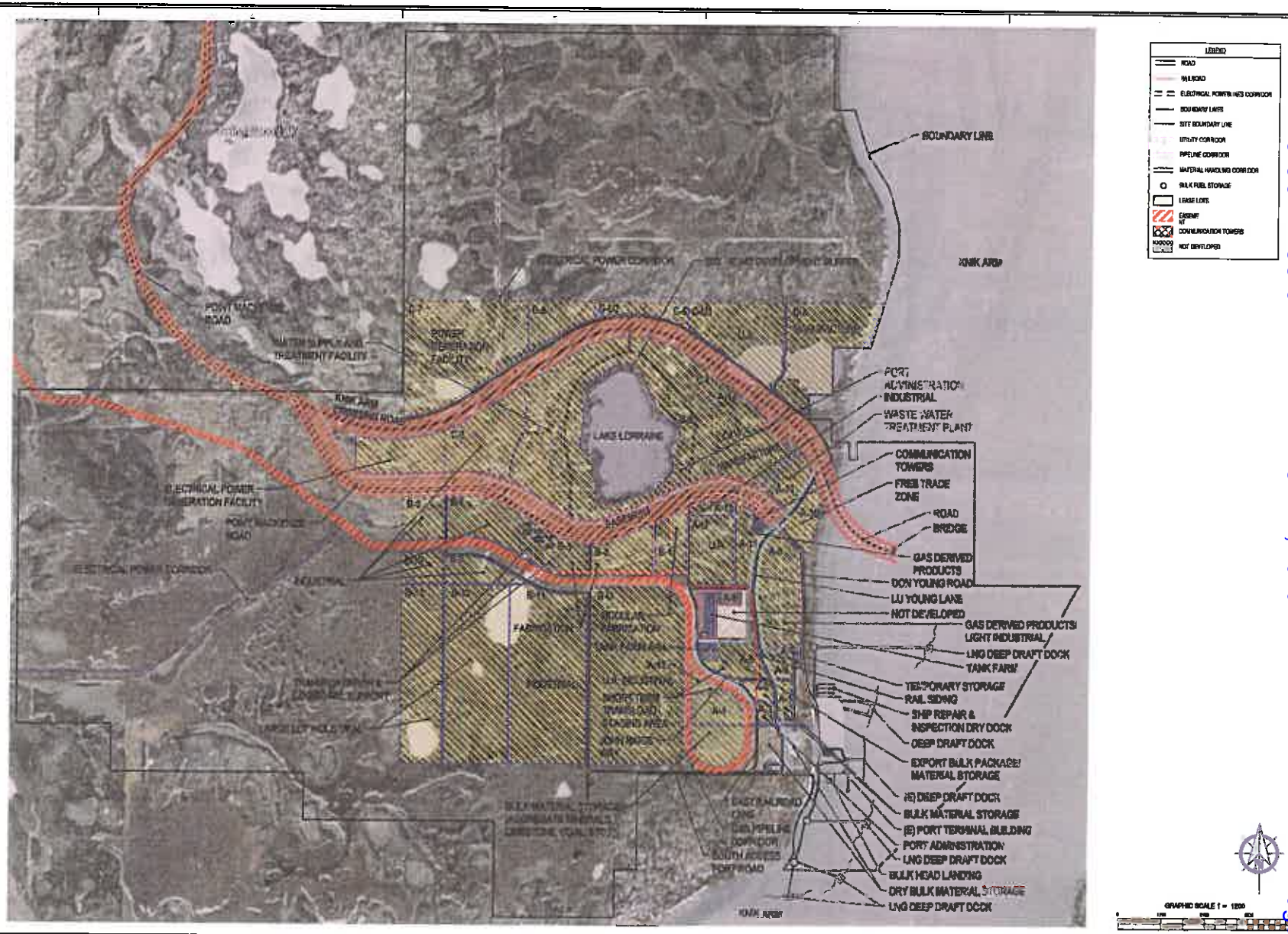
3911 E Bowery Hill-Jolly Rd
Suite 200
Salt Lake City, UT 84117
Phone: (801) 944-2460
Fax: (801) 944-2461
www.millcreeking.com

LONG TERM (15+ YEARS)
PORT MACKENZIE
ALASKA

ALL DESIGN INFORMATION DEPICTED ON THIS DRAWING IS PROPRIETARY AND THE SOLE PROPERTY OF MILLCREEK ENGINEERING COMPANY. THIS DEMONSTRATION MAY BE USED ONLY BY AUTHORIZATION BY MILLCREEK. THIS ORIGINAL IN PART OR IN TOTAL, MAY NOT BE USED OR DUPLICATED FOR ANY OTHER PROJECT OR PURPOSE NOR PAYMENT FOR THIS DESIGN AUTOMATICALLY REVOKES THE AUTHORIZATION FOR USE. COPYRIGHT © 2014 BY MILLCREEK ENGINEERING COMPANY

STATUS: FOR MASTER PLAN
DATE: 11/09/2015
SCALE: 1" = 750'
PROJECT #:
DRAWN: J. BYRD
ENGINEERED: E. MORRISON
REVIEWED: K. CHUMLA
REVIEWED: R. HOGBAR
SHEET #: 1392 – L1.2
REV: D

Imlg-023
OR 16-012



REV	DESCRIPTION	DATE	APPROVED BY
A	PRELIMINARY	05/14/2014	EBM
B	FOR APPROVAL	06/13/2014	EBM
C	FOR MASTER PLAN	10/28/2014	EBM
D	REVIEW COMMENTS	11/02/2015	EBM

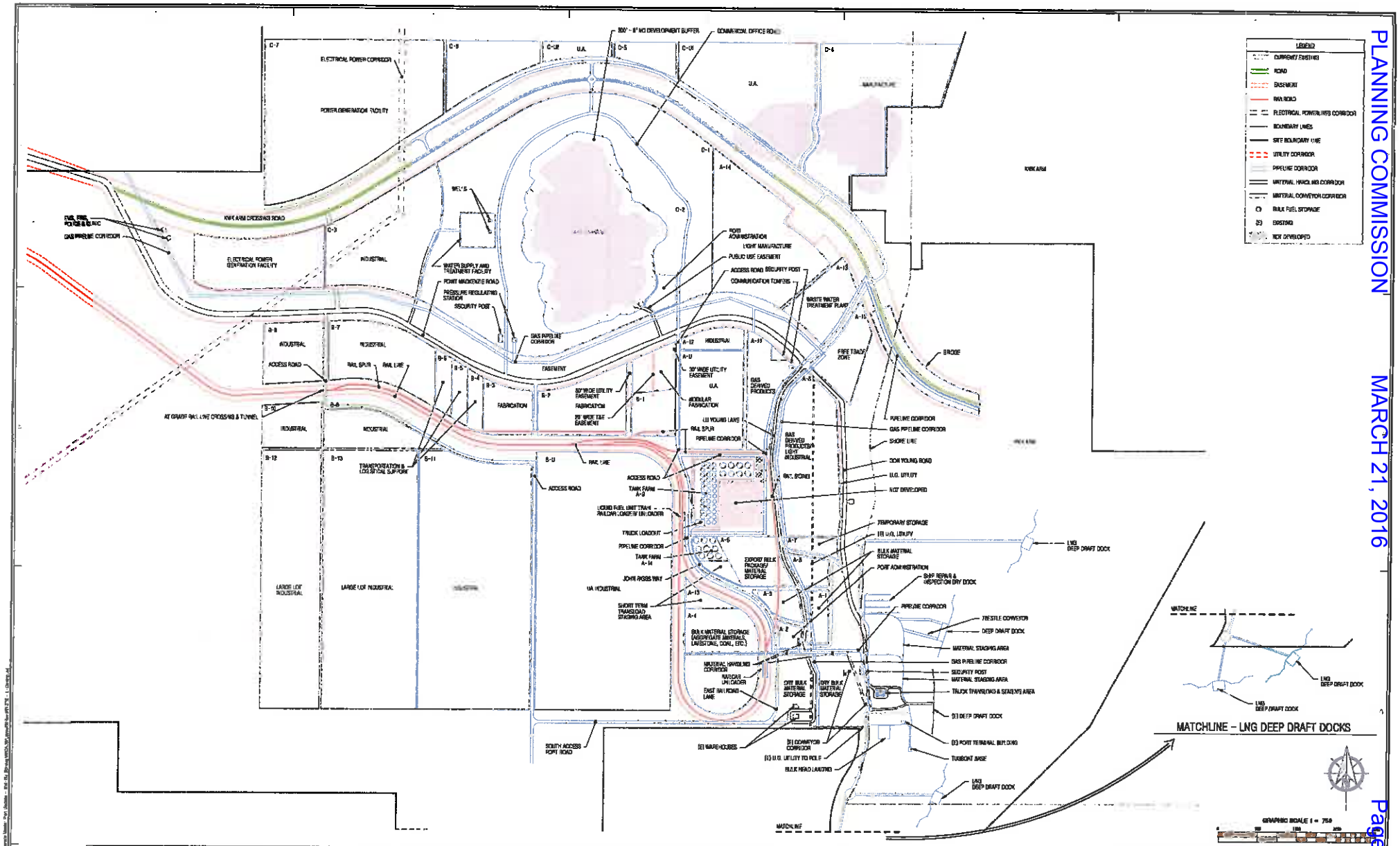
MILLCREEK ENGINEERING

MASTER PLAN – OVERVIEW
PORT MACKENZIE
ALASKA

ALL DESIGN INFORMATION DEPICTED ON THIS DRAWING IS PROPRIETARY AND THE SOLE PROPERTY OF MILLCREEK ENGINEERING COMPANY. THIS DESIGN/DRAWING MAY BE USED ONLY BY AUTHORIZATION BY MILLCREEK. THIS DESIGN, IN PART OR IN TOTAL, MAY NOT BE USED OR DUPLICATED FOR ANY OTHER PROJECT OR PURPOSE. NOR PAYMENT FOR THIS DESIGN AUTOMATICALLY REVOKES THE AUTHORIZATION FOR USE. COPYRIGHT © 2014 BY MILLCREEK ENGINEERING COMPANY

STATUS: FOR MASTER PLAN
DATE: 11/08/2015
DRAWN: J. BYRD
ENGINEERED: E. MORRISON
REVIEWED: K. CHURILLA
REVIEWED: R. HODGAN
SCALE: 1" = 1200'
PROJECT #:
SHEET #: 1392 – MP
REV: D

Im16-023
OR-16-012



REV	DESCRIPTION	DATE	APPROVED BY
A	PRELIMINARY	06/14/2014	EBM
B	FOR APPROVAL	08/13/2014	EBM
C	FOR MASTER PLAN	10/28/2014	EBM
D	REVIEW COMMENTS	11/02/2015	EBM

MILLCREEK ENGINEERING

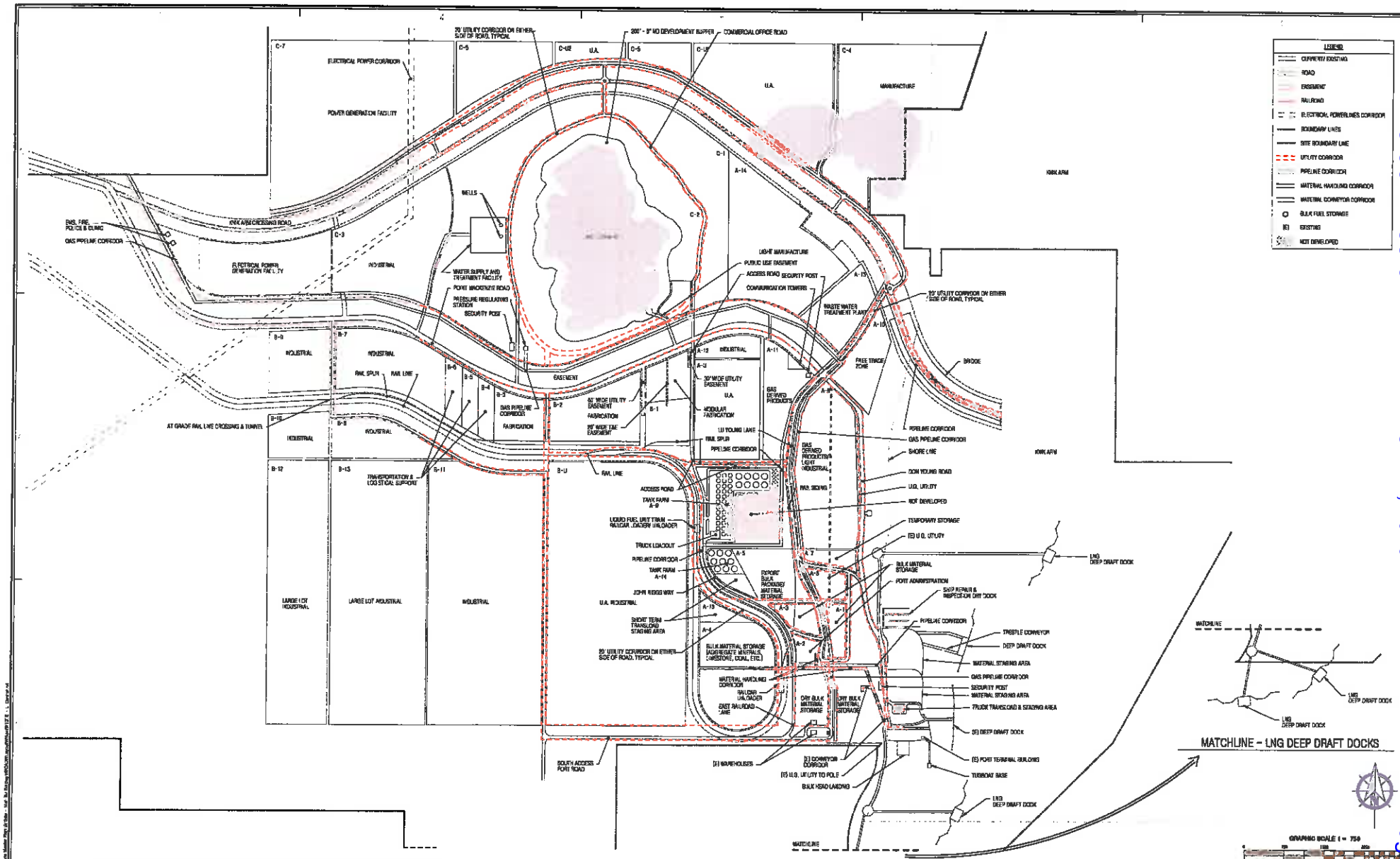
1912 E Murray Holladay Rd
Suite 200
Salt Lake City, UT 84117
Phone: (801) 944-9220
Fax: (801) 944-9221
www.millcreekeng.com

MASTER PLAN
PORT MACKENZIE
ALASKA

ALL DESIGN INFORMATION DEPICTED ON THIS DRAWING IS PROPRIETARY AND THE SOLE PROPERTY OF MILLCREEK ENGINEERING COMPANY. THIS DRAWING/DRAWING MAY BE USED ONLY BY AUTHORIZATION BY MILLCREEK. THIS ORIGINAL IN PART OR IN TOTAL, MAY NOT BE USED OR DUPLICATED FOR ANY OTHER PROJECT OR PURPOSE. NON PAYMENT FOR THIS DESIGN AUTOMATICALLY REVOKES THE AUTHORIZATION FOR USE. COPYRIGHT © 2014 BY MILLCREEK ENGINEERING COMPANY

STATUS: FOR MASTER PLAN		SCALE: 1" = 750'	
DATE: 11/02/2015		PROJECT #:	
DRAWN: J. BYRD	ENGINEERED: E. MORRISON	SHEET #: 1392 – MP1.4	REV: D
REVIEWED: K. CHAWLA	REVIEWED: R. HOGRIAN		

Item 6-02
02-16-01



REV	DESCRIPTION	DATE	APPROVED BY
A	PRELIMINARY	05/14/2014	EBM
B	FOR APPROVAL	06/13/2014	EBM
C	FOR MASTER PLAN	10/29/2014	EBM
D	REVIEW COMMENTS	11/02/2015	EBM

MILLCREEK ENGINEERING

1614 E Murray Holladay Rd
Suite 300
Salt Lake City, UT 84117
Phone: (801) 904-2250
Fax: (801) 904-2260
www.millcreekeng.com

MASTER PLAN – UTILITY CORRIDOR
PORT MACKENZIE
ALASKA

ALL DESIGN INFORMATION DEPICTED ON THIS DRAWING IS PROPRIETARY AND THE SOLE PROPERTY OF MILLCREEK ENGINEERING COMPANY. THIS DESIGN/DRAWING MAY BE USED ONLY BY AUTHORIZATION BY MILLCREEK. THIS DESIGN, IN PART OR IN TOTAL, MAY NOT BE USED OR DUPLICATED FOR ANY OTHER PROJECT OR PURPOSE. NON-PAYMENT FOR THIS DESIGN AUTOMATICALLY RENDERS THE AUTHORIZATION FOR USE. COPYRIGHT © 2014 BY MILLCREEK ENGINEERING COMPANY

STATUS: FOR MASTER PLAN
DATE: 11/02/2015
DRAWN: J. BYRD
ENGINEERED: E. MORRISON
REVIEWED: K. CHURILLA
REVIEWED: R. HODGAN
SCALE: 1" = 750'
PROJECT #:
SHEET #: 1392 – U1.0
REV: D

Im16-02
0216.012

This Page Intentionally Left Blank

Appendix B

Previous Studies and Reports

IM16-023
OR16-012

Appendix B – Previous Studies and Reports

Preliminary Feasibility Report, Point MacKenzie Seaport. Planning Department, MSB. April 1972.

Point MacKenzie Marine Port Development Plan. Development Services Department, MSB. January 1988.

Point MacKenzie Transportation Corridor Study. Peratrovich, Nottingham & Drange, Inc. March 1992.

Southcentral Ports Development Projects, Peratrovich, Nottingham & Drange, Inc. January 1993.

Point MacKenzie Area Which Merits Special Attention Plan. Alaska Department of Community and Regional Affairs, Municipal and Regional Assistance Division. May 1993.

Point MacKenzie Port Development, *Overview of Planning and Permitting Requirements*. Jon Issacs and Linda Perry Dwight. June 1993.

Port MacKenzie Development Project Prefeasibility Study. Peratrovich, Nottingham & Drange, Inc. Northern Economics. May 1998.

Concepts to Maximize Development Potential of Port MacKenzie and Upland Areas. The Cornell Group, Inc. August 2001.

Geotechnical Report, Knik Arm Ferry. Shannon and Wilson, Inc. February 2003.

Sand and Gravel Assessment: Elmendorf Moraine, Port MacKenzie. Shannon and Wilson, Inc. October 2003.

Geotechnical Engineering Report, Knik Arm Ferry, Terminal Building. Shannon and Wilson. September 2005.

Point MacKenzie Regional Wetland Assessment. Critical Habitats, Inc. January 2006.

Point MacKenzie Road Borrow Source Evaluations, Shannon and Wilson Inc. February 2008.

Geotechnical Engineering Report. Port MacKenzie Bi-Modal Bulk Facility. Shannon and Wilson Inc. May 2009.

Port MacKenzie Drainage Study. PND Engineers, Inc. October 2013

Geotechnical Engineering Report. Port MacKenzie Transportation Improvements. Lu Young Lane. February 2014

Maritime Navigation Risk Assessment of Port MacKenzie. Safeguard Marine. May 2014

Port MacKenzie Industrial Park Water and Sewer Feasibility Study. Hattenburg, Dilley, and Linnel. December, 2014.

Im16-023
UR16-012

This Page Intentionally Left Blank

Appendix C

History of Port MacKenzie

Im16.023
OR16-012

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.

Im16-023
OR16-012

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.

Im16-023
OR16-012

Appendix D

Port MacKenzie Emergency Services

20 Year Plan

Im16-023
UR16-012

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

JM16-023
OR16-012

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 it 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

Im16-023
OR16-012

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.

Im16-023
OR16-012

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

Im16-023
OR16-012

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.

Im16-023
OR16-012

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:

Im16-023
OR16-012

2026 – 2030 Year Plan:

JM16-023
OR16-012

This Page Intentionally Left Blank

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 ±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 ±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**

Im16-023
UR16-012

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

Im16-023
UR16-012

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≤400)" shall be used for driveway design standards as outlined in the sections applicable to the development and driveway design.**

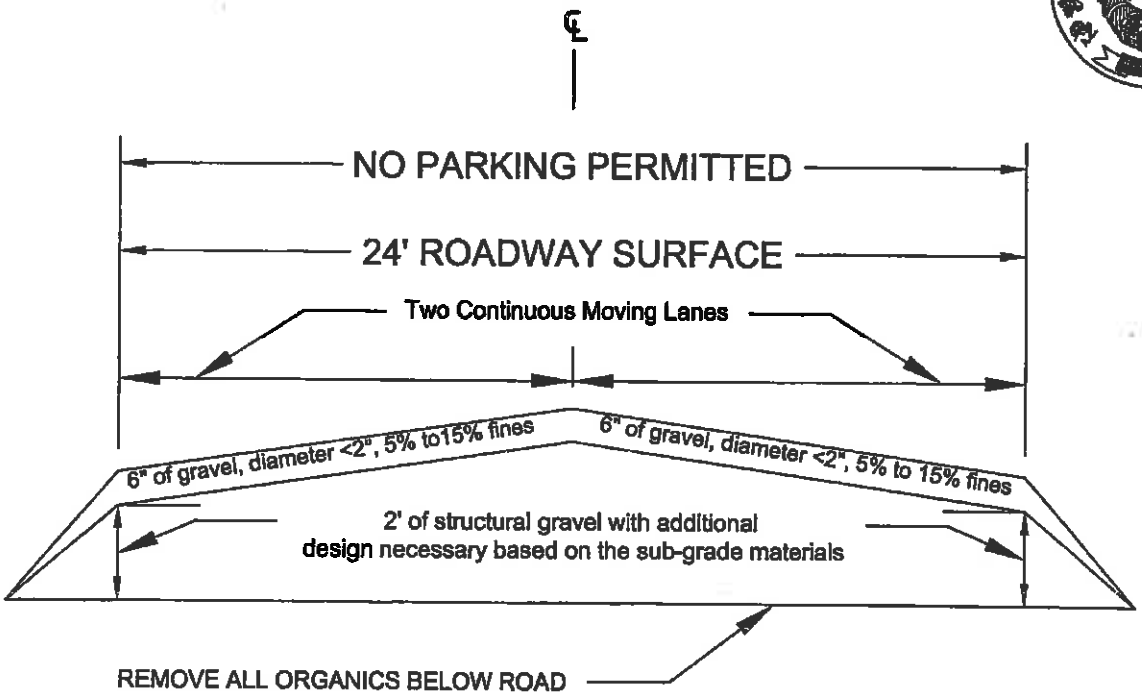
***The Port Driveway Standards are the only Borough Driveway Standards that are allowed within the Port District. The Borough reserves all right's to approve or deny driveways designed to these standards or other standards not specifically mentioned herein.**

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

Im16-023
UR16-042

Port MacKenzie Road Design Standards

Not to Scale



ROADS MORE THAN 1,400 FEET SHALL MEET OR EXCEED THE DESIGN CRITERIA FOR A ROADWAY SPEED OF 35 MILES PER HOUR

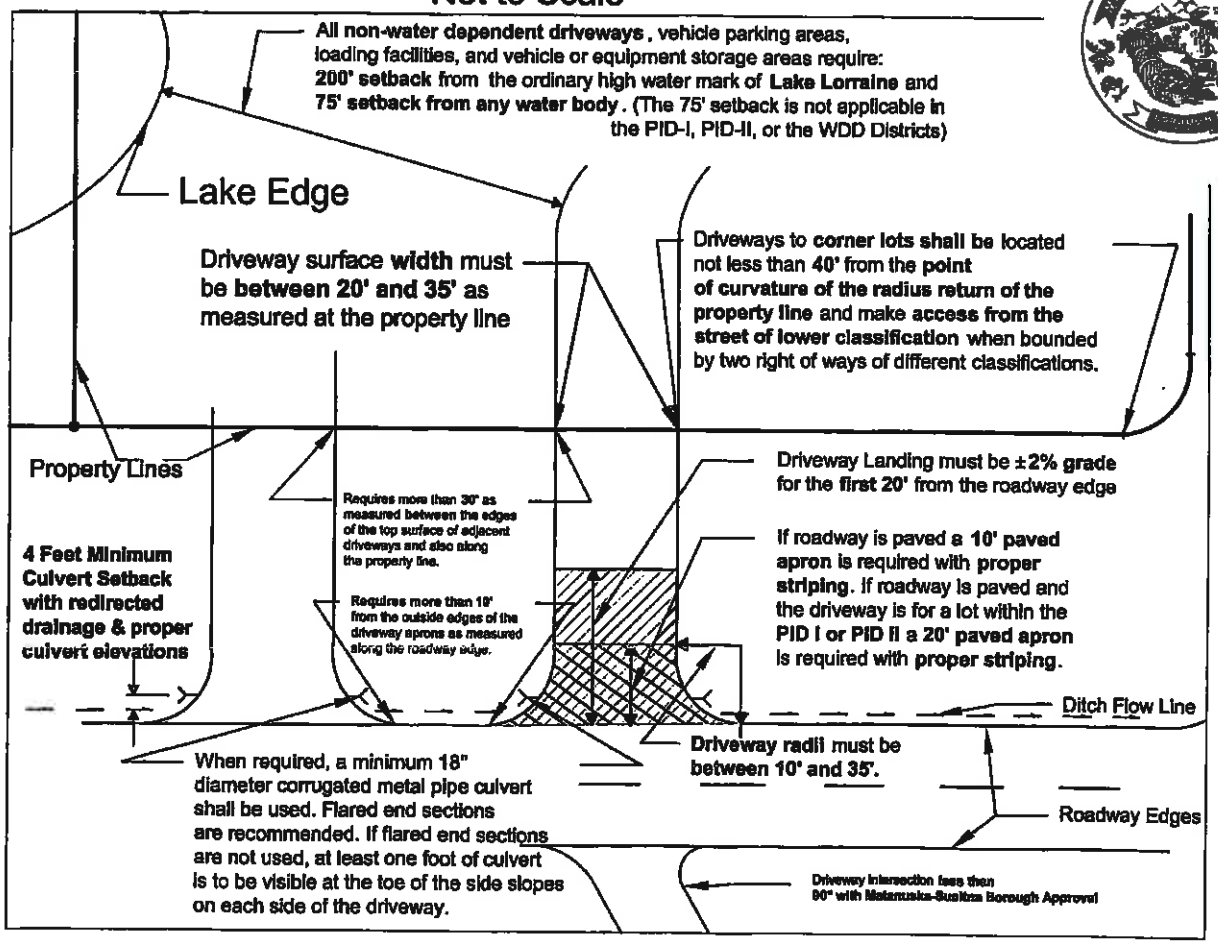
ROADS LESS THAN 1,400 FEET SHALL MEET OR EXCEED THE DESIGN CRITERIA FOR A ROADWAY SPEED OF 25 MILES PER HOUR

Development Services Division
March 7th 2013

Im16-023
OR16-012

Port MacKenzie Commercial Driveway Design Standards

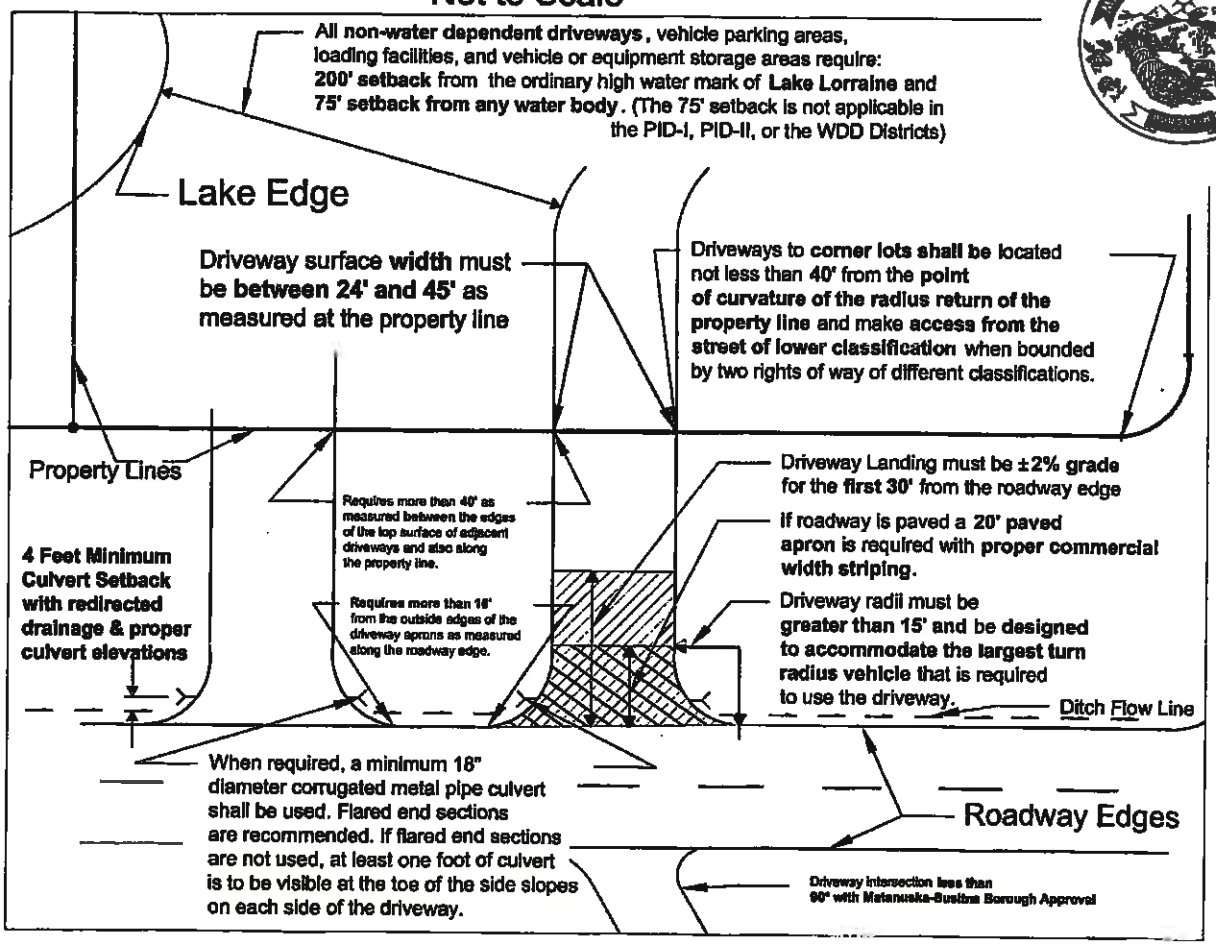
Not to Scale



IM16-023
OR16-012

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)

PUBLIC HEARING

LEGISLATIVE

Resolution No. 16-08

Lakeside Sand & Gravel IMD
William & Helen Heairet
19116 W. Belarade Blvd.

(Page 389 - 642)

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:	172820150004
Applicant and Property Owner:	William & Helen Heairet (dba Lakeside Sand & Gravel)
Request:	Planning Commission Resolutions 16-08 & 16-16 A resolution with a recommendation to the Assembly for a proposed Interim Materials District (IMD) in accordance with MSB 17.28—Interim Materials District, for the extraction of up to 750,000 cubic yards of material within a 25 acre area of a 40 acre parcel of property
Location:	19116 W Belarde Boulevard (MSB Tax ID# 17N04W25B019); within Township 17 North, Range 4 West, Section 25, Seward Meridian
Legal Description:	The Northwest one-quarter of the Northwest one-quarter of Section 25, Township 17 North, Range 04 West, Seward Meridian, Palmer Recording District, Third Judicial District, State of Alaska.
Public Hearing:	March 21, 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:	Mark Whisenhunt, Planner II

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 permit request is to remove 750,000 cubic yards of material from a 25 acre area of a 40 acre parcel. The applicant has indicated that extraction activities are expected to conclude in 2040.

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 site is located within Big Lake Road Service Area, West Lakes Fire Service Area, and Assembly District #5.

BACKGROUND

The subject parcel has been used for gravel extraction since approximately 2007. According to the applicant, there has been less than 2,000 yards of material extracted from the parcel annually, with the exception of 2013. A site extracting 2,000 cubic yards or less annually on any one parcel does not require an administrative or conditional use permit.

In 2009, the applicant applied for a Conditional Use Permit for extraction of 138,000 cubic yards of material from a 9.7 acre site on the subject parcel. Staff recommended denial of the request noting it did not meet all of the standards set forth in MSB 17.30. The applicant decided to pull the application request prior to the public hearing.

In 2013, an administrative permit was issued to extract 5,000 cubic yards of material from a 1-acre mining site on the subject parcel. The administrative permit was issued on July 31, 2013 and expired 92 days later on October 31, 2013.

There have been four complaint cases from 2009 to 2014 related to gravel extraction occurring at the subject parcel. The Code Compliance Officer for each case was not able to establish a violation in any of the four cases. All four complaint cases have been closed.

LAND USE

Existing Land Use:
The site is a partially wooded, 40-acre parcel. The southwest property corner is approximately 550 feet from the Big Lake shore. Several trails exist onsite and a portion the northern area of the parcel has been cleared as earth material extraction activity has previously occurred. The site has no permanent structures or buildings. The site contains mature vegetation, including cottonwood and birch trees, as well as various bushes and shrubs. The site has undulating hills with topography that varies approximately 60 feet in elevation.

A driveway permit application is currently being processed for the existing access onto on Belarde Blvd. Belarde Blvd. is classified as an unpaved residential road constructed to the minimum access standards and located within Big Lake RSA. Belarde Boulevard is not maintained by the Matanuska-Susitna Borough.

Surrounding Land Uses:
Land uses immediately surrounding the subject parcel are under private ownership. Residential neighborhoods are located immediately adjacent to the west and south with parcels ranging from 0.33 to three acres in size. Belarde Boulevard runs east to west on the north side of the site. A 127-acre parcel with residential home is positioned north of the site across from Belarde Boulevard and 40-acre parcel with a private airstrip lies adjacent to the site to the east.

COMPREHENSIVE PLAN

This property is located within the boundary of the Big Lake Comprehensive Plan, updated and adopted in August, 2009. The intent of the Comprehensive Plan is to identify and encourage a general pattern of development that best meets the community goals and to *"accommodate growth while holding onto characteristics that make Big Lake a good place to live and visit."* A Guide map of Land Uses, included in chapter III – Land Use and Environment, describes a spectrum of land use areas ranging from more concentrated to more dispersed types of development.

Excerpts from the Big Lake Comprehensive Plan which relate to the proposed IMD are outlined below.

> ***Land Use and Environment Goals***
> *The overarching goal of this plan is protect Big Lake's special character as a place to live and visit while accepting and even encouraging growth. Without guidance, as the area grows, the community risks losing these qualities that makes Big Lake a distinctive place – its undeveloped open spaces, good views, wildlife, and out-the-door access to recreation. At the same time, growth in the community can bring many benefits, providing new places for people to live, creating new opportunities for local employment, and generally leading to a more vital community.*
>
> - ***Coordinate the Planning of Land Use and Community Services and Facilities*** *– Plan for and coordinate expansion of the community and of associated public services. Public services can be provided more efficiently and at lower cost if the community anticipates and plans for the location and quantity of growth.*
> - ***Strengthen the Big Lake Economy*** *– Improve local opportunities for jobs and businesses, to help Big Lake become a stronger, more stable year round community. Business development is encouraged to provide a stable economic financial base in addition to a more stable tax base.*
> - ***Protect the Natural Environment*** *– As the area grows, actions are needed to avoid detrimental effects on well water, quality of surface water, habitat, wetlands and other natural environmental features.*
> - ***Provide for Freedom to Enjoy our Properties*** *– The plan supports a balance of freedom to use property as individuals chose up to that point where one person's use limits the rights of neighbors to enjoy their property. Responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property.*

Strategies to Achieve Land Use Goals
Strategy 1: *Develop a land use "roadmap" setting out general intentions for the location and intensity of development – to provide for growth, protect Big Lake's environment and rural character, encourage concentrated commercial development, and allow for the efficient provision of community infrastructure.*

Residential Areas
Four types of residential areas are identified. In all four of these areas, the predominate character is encouraged to remain residential, as it is today; however home-based businesses and other commercial uses are acceptable. If and when such non-residential occurs, such uses are encouraged be developed in a manner that is compatible with the predominately residential character of these areas.

The subject parcel is located within the *Dispersed Residential* land use district as identified in the Big Lake Comprehensive Plan. This district is described as *"rural residential areas, where lots sizes are larger and the natural setting is more dominant. This is currently the most predominant land use density in the Big Lake area."*

Strategy 3: Identify and Protect Key Features of the Natural Environment
The Big Lake natural environment is at the heart of the community's quality of life and economy. Over the course of the meetings to prepare this plan, the public was clear on what they value about the Big Lake natural environment:
- *Clean water – keep lakes, streams, wetlands, etc. free from septic pollution, hydrocarbons, non-point source pollution such as nitrates & fertilizers, etc.*
- *Clean air – keep it clean; discourage air polluting industries*
- *Natural beauty – retain the landscape that reflects the natural beauty of the land*
- *Dark night skies – minimize light pollution*
- *"Natural quiet" – minimize noise pollution*

Strategy 4: Establish Community-Wide Development Guidelines
Previous sections have addressed the general locations and intensity of development; this section presents guidelines that address the character of development. The intent of these guidelines is to allow for a wide range of uses to coexist in Big Lake, but to encourage these uses to occur in a way that minimize impacts on the quality of life of neighbors and the natural environment.

The same use – say a new store – can have very different impacts, depending on how it is developed. For example, in one instance the developer might clear all the vegetation from the site and direct runoff from parking lots into a nearby stream. A different developer might leave more of the original vegetation, and direct runoff to a swale where dirt and oil are filtered out before the runoff goes into the adjoining creek. Below is a list of general development guidelines. The community may later wish to refine these and adopt them as enforceable regulations.

Development Guidelines

- *Natural Vegetation/Site Disturbance – Encourage retention of existing natural vegetation and replant disturbed areas. Grading and clear cutting the entire parcel prior to selling or developing land is strongly discouraged.*
- *Commercial Uses/Home-based Businesses in Predominately Residential Areas – The plan supports a variety of home based businesses and residential-compatible commercial uses in predominately residential areas, but encourages these uses to be designed to not impact neighbors. Subdivisions can address this to some extent through protective covenants. Guidelines for home-based businesses and other commercial activities in predominately residential areas include:*
  - *Discourage high-volume or high-traffic activities; businesses should not create nuisances of excessive people and vehicle traffic*
  - *Minimize the offsite evidence of business operation - noise, smells, litter, odors, and public safety calls*
  - *Use special screening and wider setbacks to reduce visual impacts of business operations on surrounding residences.*
  - *Screen dumpsters, service entries*
  - *Avoid using bright lights that wash onto adjoining properties*
  - *Use unobtrusive signage.*

ECONOMIC DEVELOPMENT PRIORITY GOALS

1. Keep the natural environment clean and green.

It is arguable that Big Lake's most important economic resource is its natural setting – its lakes, streams, views and open space. These are the features that attract and hold many year round and seasonal residents, as well as short term visitors.

7. Develop commercial lands around certain business/industry types.

If the railroad and through highways currently being discussed for Big Lake eventually are built, the Big Lake area could become an attractive destination for expanded commercial and industrial development. In the Land Use and Transportation chapters the community has mapped out proposed land use guidelines and has outlined a set of development standards for each of the land use categories. The guidelines and standards will ensure that current and future businesses, both small and larger scale, are developed in a way that preserves the beauty and character of Big Lake.

Discussion

While reviewing the current request, staff considered the guidelines offered in the comprehensive plan. Staff also considered factors, such as standards of Matanuska-Susitna Borough code and potential off-site impacts.

Time and again the Comprehensive Plan states the community's priorities are to protect and preserve the natural beauty and character of the Big Lake Community. The plan encourages light industrial uses in only two areas, near the airport and an area south of Susitna Parkway. The plan does not specially address gravel extraction, however, with the repeated effort to protect and preserve the natural beauty and character of the Big Lake Community is seems implicit that

operating a large gravel extraction operation in the Dispersed Residential area is inconsistent with the Comprehensive Plan.

It is staff's opinion that the proposed use is inconsistent with the Big Lake Comprehensive Plan.

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 property. A total of 204 notices were mailed on January 29, 2016. The public hearing notice was published in the January 29, 2016 publication of the Frontiersman. The application material was posted on the borough web site for public review. The public notice was also mailed to the Big Lake Community Council. The Big Lake Community Council submitted comments on March 9, 2016, indicating the Council has no objection to the Interim Materials District request. Staff received 68 written comments from the public in reference to the proposed IMD. Comments conveying concerns, neutral statements or suggestions, and potential benefits of the proposed IMD are listed below:

Concerns:

- General opposition
- Noise
    - Currently peaceful outdoor living
    - Expect boating noise but "do not expect/deserve" gravel activity noise
- Potential road damage
    - W Lakes Blvd already in deteriorated shape
    - Belarde not built for truck traffic
- Additional truck traffic
    - Danger to children, pedestrians, and bicyclists riding on road
    - Poor visibility at Lakes and Belarde due to hill
    - Bus stop at Lakes and Belarde
- Air pollution/dust
- Disregard for quality of life
- Residential / recreational area
    - Proximity to lake and residential homes
    - Will change the character of neighborhood
- Blight to the neighborhood
- Negative impact to property values
- Water table / drainage concerns
- #1 Economic Development Priority Goal: clean and green
- Inconsistent with Intent and Purpose for 17.28: Will not preserve quality peace quiet and safety of area
- Can hear existing operation, expanding size would cause greater impact from dust and noise

Neutral Comments or Suggestions:

- Could applicant compromise on project magnitude?
- Reduce size to balance industrial use with residential use

- Limit hours of operation and expand buffer to reduce impact to residential neighbors
- Property owners should be able to do as they please as long as it is legal and not negatively impacting neighbors
- Consider limiting crushing to 30 days a year

Comments of Potential Benefits:

- Local gravel source needed:
  - Road projects
  - Local / neighborhood needs
  - Local development
- More expensive to get gravel trucked in from other communities
- Local gravel takes additional truck traffic off Parks highway that bring material from other communities (Making Parks highway safer)
- Applicants are residents and a valuable asset to Big Lake
- Good for Big Lake economy
- Cheaper rate for local contractors
- Cheaper local gravel means more can be done for road service
- Truck traffic no different than existing tour bus traffic
- Existing gravel extraction activities have not disturbed neighbors
- Currently operate with thought to neighbors
- Location of processing has sufficient buffering
- Two other small pits near by

Based on the above comments and concerns, should the Planning Commission recommend approval, staff recommends conditions to address said concerns and to protect the health, safety, and welfare of the community.

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: An ADNR reclamation plan was accepted by ADNR for the project site on June 29, 2015.

Finding: A letter dated July 25, 2015, from Steve Eng of Northrim Engineering, determines that a storm water pollution prevention plan is not required for phase one of the proposed Interim Materials District. Each phase will be independently inspected and a determination will be made at the time of inspection on whether a SWPPP will be required for each phase.

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.

Finding: Cook Inlet Alaska Wetland Classification and the application material do not identify any wetland formations within the proposed IMD.

Finding: On August 14, 2015 the US Army Corps of Engineers issued Jurisdictional Determination POA-2009-41 for the subject property, noting the site is located upland and does not contain waters of the United States.

Conclusion of Law: The applicant has demonstrated compliance with all state and federal laws (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 the application material do not identify any wetland formations within the proposed IMD.

(2) planned location of permanent and semipermanent structures for verification of setback requirements;

Finding: The applicant's site plan shows the planned location of the scale house, screening plant and various other structures meet the setback requirements.

(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 five planned phases of mining. A portion of phase one has been mined.

(4) roads and access plan;

Finding: The site plan shows the driveway located on Belarde Boulevard, which is the only proposed ingress and egress for the proposed use at the subject parcel.

Finding: Access to this parcel is made via Belarde Boulevard, which the according to the Borough Right-of-way Official, is a residential road constructed to the minimum access standards.

Finding: A Matanuska-Susitna Borough Driveway Permit application has been submitted to MSB Development Services and is currently being processed.

Finding: According to the application material, traffic volumes will be typically vary from "zero to 100 loads" a day which is equal to or less than 200 trips per day.

Finding: According to the application material, should there be a project that requires traffic in excess of 100 vehicles during the morning or afternoon peak hours or more than 750 vehicles per day, the applicant will take necessary action to ensure compliance with MSB 17.61.090 Traffic Standards.

(5) visual screening measures;

Finding: According to the application material, earthen berms 10-feet in height will be constructed to screen the operation from undeveloped and residential uses to the south and from the adjacent right-of-way to the north. In addition, topography to the east and west will sufficiently screen the use from the adjacent properties.

(6) noise mitigation measures; and

Finding: According to the application material, earthen berms 10-feet in height will be constructed to screen the operation from undeveloped and residential uses to the south and from the adjacent right-of-way to the north. In addition, topography to the east and west will sufficiently screen the use from the adjacent properties.

Finding: According to the applicant, estimated normal business hours are from 8am to 6pm, Monday through Friday depending on available day light. However, the applicant stated that on occasion, operations may extend to Saturdays.

(7) proposed lighting.

Finding: The applicant is not proposing to use illumination devices.

Conclusion of Law: Based on the above findings, the applicant's site development plan includes all items listed in 17.28.050(A) (1) through (7), and is consistent with the standards in MSB 17.28.060 (MSB 17.28.050(A)).

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, existing land uses, and waterbodies within one mile of the proposed site.

Finding: According to the Cook Inlet wetlands data and the application material, earth material extraction activities will not take place within 100-feet of any identified wetlands or 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: A site plan is included in the record showing the location of the earth materials extraction site, including phases of mining within the subject parcel.

Finding: A topographic contour map, bare earth map, and aerial photography are included in the record. These items show topographic features and vegetation of the subject property.

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. No permanent, semi-permanent, or portable equipment are anticipated to 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: The site plan shows the driveway located on Belarde Boulevard, which is the only proposed ingress and egress for the proposed use at the subject parcel.

Finding: Access to this parcel is made via Belarde Boulevard, which the according to the Borough Right-of-way Official, is a residential road constructed to the minimum access standards.

Finding: A Matanuska-Susitna Borough Driveway Permit application has been submitted to MSB Development Services and is currently being processed.

Finding: According to the application material, traffic volumes will be typically vary from "zero to 100 loads" a day which is equal to or less than 200 trips per day.

Finding: According to the application material, should there be a project that requires traffic in excess of 100 vehicles during the morning or afternoon peak hours or more than 750 vehicles per day, the applicant will take necessary action to ensure compliance with MSB 17.61.090 Traffic Standards.

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: According to the application material, earthen berms 10-feet in height will be constructed to screen the operation from undeveloped and residential uses to the south and from the adjacent right-of-way to the north. In addition, topography to the east and west will sufficiently screen the use from the adjacent properties.

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

Receiving Land Use Category	***Time***	***Sound Level Limit (dB(A))***
Residential Use	*7 a.m. – 10 p.m.*	*60*
	10 p.m. – 7 a.m.	*50*
Commercial Use	*7 a.m. – 10 p.m.*	*70*
	10 p.m. – 7 a.m.	*60*
Industrial Use or Undeveloped Land	*At all times*	*80*

(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: According to the application material, earthen berms 10-feet in height will be constructed to screen the operation from undeveloped and residential uses to the south and from the adjacent right-of-way to the north. In addition, topography to the east and west will sufficiently screen the use from the adjacent properties.

Finding: According to the applicant, estimated normal business hours are from 8am to 6pm, Monday through Friday depending on available day light. However, the applicant stated that on occasion, operations may extend to Saturdays.

Discussion

The community has expressed concerns of potential noise impacts from the proposed operation among other things. While noise levels exceeding the levels in MSB 17.28.060(A)(5)(a) are prohibited, due to the proximity of residential homes, staff recommends limiting the operation hours to: 8am to 6pm, Monday through Saturday, except rock crushing and screening activities are limited to 8am to 5pm Monday through Friday. Staff encourages the Planning Commission to discuss this recommended condition.

Finding: The applicant is not proposing to operate an asphalt plant as a part of this operation.

Finding: 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.

Finding: Noise levels exceeding the levels in MSB 17.28.060(A)(5)(a) are prohibited.

Conclusion of Law: Noise mitigation measures include constructing earthen berms and maintaining vegetated buffers 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). Hours of operation also limit the noise to within certain hours, and noise levels exceeding the levels in 17.28.060(A)(5)(a) are prohibited (MSB 17.28.060(A)(5)).

(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: The applicant is not proposing to use illumination devices.

Conclusion of Law: Based on the findings above, 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: According to the site plan and the Cook Inlet wetlands data and the application material, earth material extraction activities will not take place within 100-feet of any identified wetlands or waterbodies.

Conclusion of Law: Based on the above findings, earth material extraction activities will not take place 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 Big Lake Community Council planning area.

Finding: The Big Lake Community Council submitted comments on March 9, 2016, indicating the Council has no objection to the Interim Materials District request.

Finding: The subject property is located within the boundary of the Big Lake Comprehensive Plan, updated and adopted in August, 2009.

Finding: The subject parcel is located within the *Dispersed Residential* land use district as identified in the Big Lake Comprehensive Plan.

Finding: According to the Big Lake Comprehensive Plan, *Dispersed Residential* is described as *"rural residential areas, where lots sizes are larger and the natural setting is more dominant. This is currently the most predominant land use density in the Big Lake area."*

Finding: The intent of the Comprehensive Plan is to identify and encourage a general pattern of development that best meets the community goals and to *"accommodate growth while holding onto characteristics that make Big Lake a good place to live and visit."*

Finding: In the Land Use and Environment Goals section of the Big Lake Comprehensive Plan it states: "*The overarching goal of this plan is protect Big Lake's special character as a place to live and visit while accepting and even encouraging growth. Without guidance, as the area grows, the community risks losing these qualities that makes Big Lake a distinctive place – its undeveloped open spaces, good views, wildlife, and out-the-door access to recreation. At the same time, growth in the community can bring many benefits, providing new places for people to live, creating new opportunities for local employment, and generally leading to a more vital community."*

Finding: In the Land Use and Environment Goals section of the Big Lake Comprehensive Plan it states: "*Provide for Freedom to Enjoy our Properties – The plan supports a balance of freedom to use property as individuals chose up to that point where one person's use limits the*

rights of neighbors to enjoy their property. Responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property."

Finding: In the Strategies to Achieve Land Use Goals section, Strategy 1 states: *"Develop a land use "roadmap" setting out general intentions for the location and intensity of development – to provide for growth, protect Big Lake's environment and rural character, encourage concentrated commercial development, and allow for the efficient provision of community infrastructure."*

Finding: In the Strategies to Achieve Land Use Goals section, Residential Areas it states: "*Four types of residential areas are identified. In all four of these areas, the predominate character is encouraged to remain residential, as it is today; however home-based businesses and other commercial uses are acceptable. If and when such non-residential occurs, such uses are encouraged be developed in a manner that is compatible with the predominately residential character of these areas."*

Finding: In the Strategies to Achieve Land Use Goals section, Strategy 3 it states: *"The Big Lake natural environment is at the heart of the community's quality of life and economy. Over the course of the meetings to prepare this plan, the public was clear on what they value about the Big Lake natural environment: Clean water – keep lakes, streams, wetlands, etc. free from septic pollution, hydrocarbons, non-point source pollution such as nitrates & fertilizers, etc.; Clean air – keep it clean; discourage air polluting industries; Natural beauty – retain the landscape that reflects the natural beauty of the land; Dark night skies – minimize light pollution; "Natural quiet" – minimize noise pollution"*

Finding: In the Strategies to Achieve Land Use Goals section, under the Development Guidelines of Strategy 4, it states: *"Natural Vegetation/Site Disturbance – Encourage retention of existing natural vegetation and replant disturbed areas. Grading and clear cutting the entire parcel prior to selling or developing land is strongly discouraged.*"

Finding: In the Strategies to Achieve Land Use Goals section, under the Development Guidelines of Strategy 4, it states: *"Commercial Uses/Home-based Businesses in Predominately Residential Areas – The plan supports a variety of home based businesses and residential-compatible commercial uses in predominately residential areas, but encourages these uses to be designed to not impact neighbors. Subdivisions can address this to some extent through protective covenants. Guidelines for home-based businesses and other commercial activities in predominately residential areas include: Discourage high-volume or high-traffic activities; businesses should not create nuisances of excessive people and vehicle traffic; Minimize the offsite evidence of business operation - noise, smells, litter, odors, and public safety calls; Use special screening and wider setbacks to reduce visual impacts of business operations on surrounding residences.; Screen dumpsters, service entries; Avoid using bright lights that wash onto adjoining properties; Use unobtrusive signage.*"

Discussion

While reviewing the current request, staff considered the guidelines offered in the comprehensive plan, Staff also considered factors, such as standards of Matanuska-Susitna Borough code and potential off-site impacts.

Time and again the Comprehensive Plan states the community's priorities are to protect and preserve the natural beauty and character of the Big Lake Community. The plan encourages light industrial uses in only two areas, near the airport and an area south of Susitna Parkway. The plan does not specially address gravel extraction, however, with the repeated effort to protect and preserve the natural beauty and character of the Big Lake Community is seems implicit that operating a large gravel extraction operation in the Dispersed Residential area is inconsistent with the Comprehensive Plan.

It is staff's opinion that the proposed use is inconsistent with the Big Lake Comprehensive Plan.

Conclusion of Law: Based on the above findings, the proposed IMD is not consistent with the Big Lake Comprehensive Plan (17.28.080(C)(2)(a)).

(b) whether the proposed interim materials district negatively affects public health, safety or general welfare; and

Finding: The site plan shows the driveway located on Belarde Boulevard, which is the only proposed ingress and egress for the proposed use at the subject parcel.

Finding: A Matanuska-Susitna Borough Driveway Permit application has been submitted to MSB Development Services and is currently being processed.

Finding: The applicant is not proposing to mine below or within four feet of the water table.

Finding: According to the application material, earthen berms 10-feet in height will be constructed to screen the operation from undeveloped and residential uses to the south and from the adjacent right-of-way to the north. In addition, topography to the east and west will sufficiently screen the use from the adjacent properties.

Finding: According to the applicant, estimated normal business hours are from 8am to 6pm, Monday through Friday depending on available day light. However, the applicant stated that on occasion, operations may extend to Saturdays.

Finding: The application material states a water truck will be used to control dust at the gravel pit and haul routes, as necessary.

Discussion

The community has expressed concerns of potential noise impacts from the proposed operation among other things. While noise levels exceeding the levels in MSB 17.28.060(A)(5)(a) are prohibited, due to the proximity of residential homes, staff recommends limiting the operation hours to: 8am to 6pm, Monday through Saturday, except rock crushing and screening activities are limited to 8am to 5pm Monday through Friday. Staff encourages the Planning Commission to discuss this recommended condition.

Finding: According to the application material, slopes will be left at 2H:1V.

Finding: The applicant is not proposing to operate an asphalt plant as a part of this operation.

Finding: Noise levels exceeding the levels in MSB 17.28.060(A)(5)(a) are prohibited.

Conclusion of Law: Based on the above findings, the proposed use with conditions, will not 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.

Finding: An ADNR reclamation plan was accepted by ADNR for the project site on June 29, 2015.

Finding: A letter dated July 25, 2015, from Steve Eng of Northrim Engineering, determines that a storm water pollution prevention plan is not required for phase one of the proposed Interim Materials District. Each phase will be independently inspected and a determination will be made at the time of inspection on whether a SWPPP will be required for each phase.

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.

Finding: Cook Inlet Alaska Wetland Classification and the application material do not identify any wetland formations within the proposed IMD.

Finding: On August 14, 2015 the US Army Corps of Engineers issued Jurisdictional Determination POA-2009-41 for the subject property, noting the site is located upland and does not contain waters of the United States.

Conclusion of Law: The applicant has met all of the requirements of MSB 17.28.050 and 17.28.060, and is in compliance with all local, State, and Federal laws (17.28.080(C)(2)(c)).

STAFF RECOMMENDATIONS

If the Planning Commission recommends approval of the proposed Interim Materials District to the Borough Assembly, staff recommends the following conditions be included in the Planning Commission's recommendation:

1. The operation 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 Interim Materials District 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 applicant's site plan with the Matanuska-Susitna Borough "Received" date stamp of October 28, 2015.
4. Prior to operating, the IMD boundary shown in the applicant's site plan with the Matanuska-Susitna Borough "Received" date stamp of October 28, 2015, shall be located and marked on the property by a surveyor licensed to operate in the State of Alaska. Said

markers shall be maintained in a visible condition to ensure extraction activities stay within the extraction area boundary.

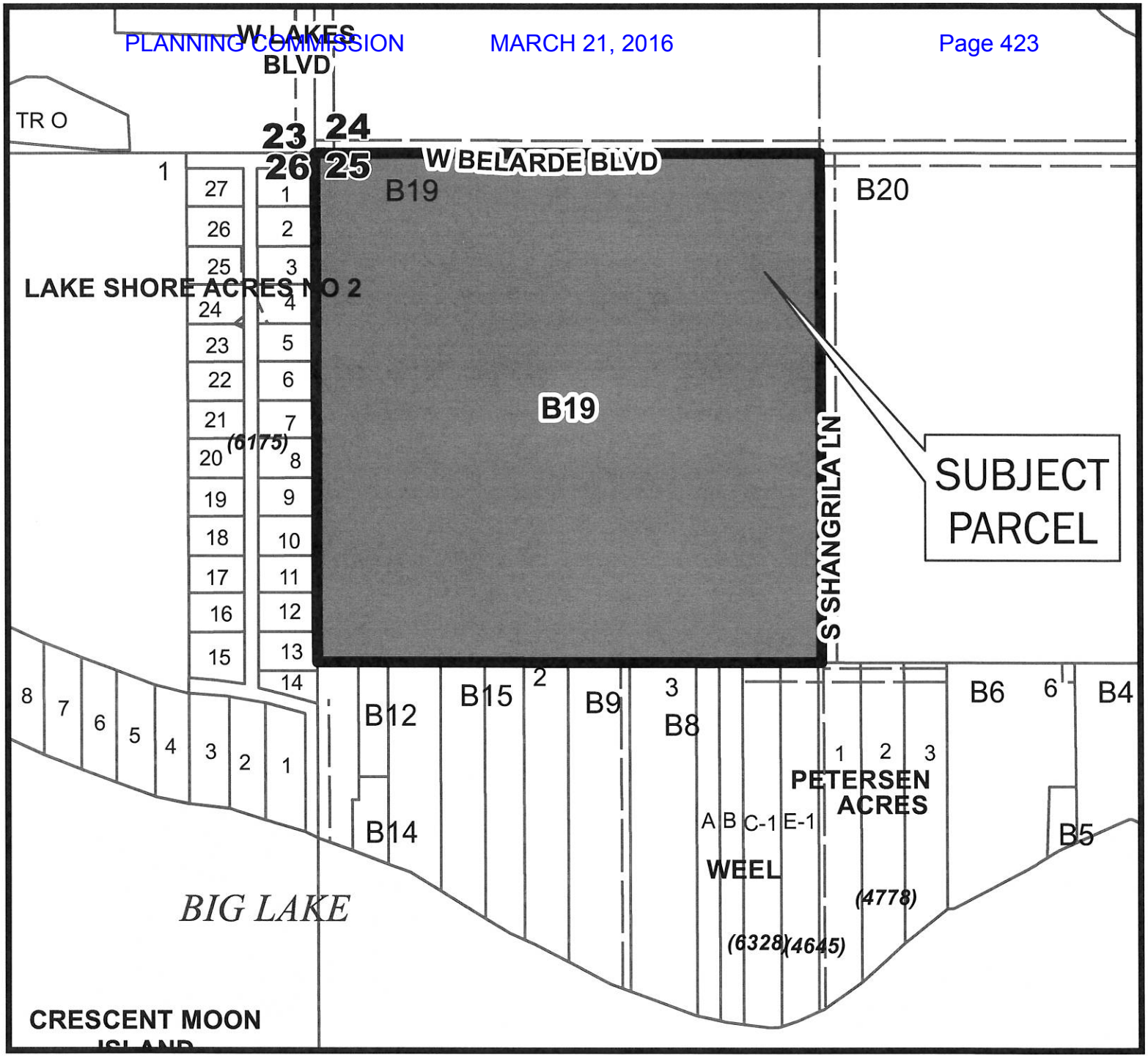
5. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected for leaks daily.
6. On-site maintenance of vehicles shall be done in an area where all leaks can be contained with drip pans or other discharge prevention devices.
7. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
8. Visual screening shall be achieved and maintained by using a combination of earthen berms 10-feet in height to north and south, and maintaining the topographical buffer as described in the application material.
9. A Matanuska-Susitna Borough Driveway Permit shall be obtained for access onto Belarde Boulevard prior to operating.
10. Large "side dump" vehicles shall not be used in conjunction with this use unless certification from the professional engineer has deemed access to and from the subject parcel and use of the intersection of Belarde Boulevard and West Lake Boulevard is safe. If upgrading the intersection and/or Belarde Boulevard is necessary, a construction permit shall be obtained from the Matanuska-Susitna Borough prior to beginning any work in a public right-of-way.
11. 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.
12. 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.
13. All extraction activities, including all activities that cause noise, dust, or traffic, shall be limited to 8am to 6pm, Monday through Saturday, except rock crushing and screening activities are limited to 8am to 5pm, Monday through Friday.
14. If cultural remains are found during material extraction activities, the MSB Cultural Resources Division shall be contacted immediately so the remains can be documented.
15. A four-foot vertical separation shall be maintained between all excavation and the seasonal high water table.
16. 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.
17. The operation shall comply with the reclamation standards of MSB 17.28.067.
18. If reclamation information is updated annually with the State of Alaska, Department of Natural Resources, the applicant shall provide a copy of the updated information to the MSB Planning Department.
19. An asphalt plant (aka hot mix or batch plant) shall not be operated at this site.

20. Dust caused by earth material extraction activities, shall be minimized through application of water at the gravel pit, crusher plant, and on roads.
21. 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.
22. 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).
23. Authorization for earth material extraction activities approved by this legislation shall expire on December 31, 2040.
24. The IMD must be approved by the Matanuska-Susitna Borough Assembly.

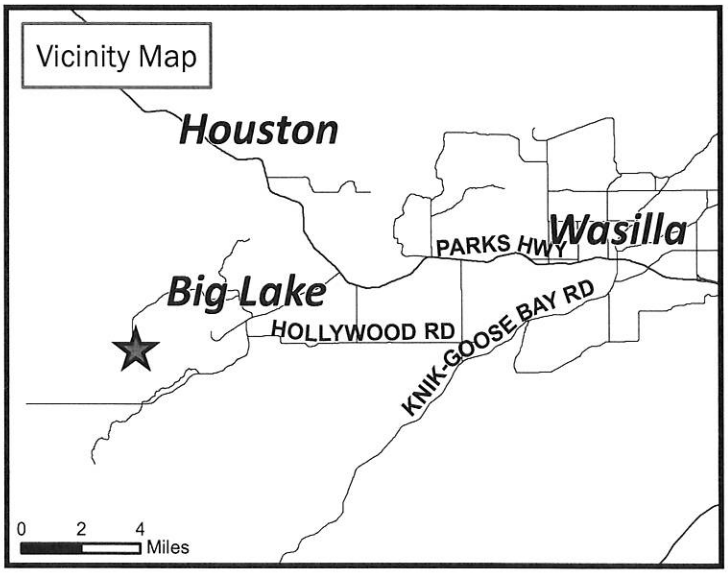
Two draft resolutions have been included in this packet for the Commission's consideration. Planning Commission Resolution 16-08 is in support of recommending approval of this request. Planning Commission Resolution 16-16 is in support of recommending denial of this request.

This Page Intentionally Left Blank

VICINITY MAP



17N04W25B019

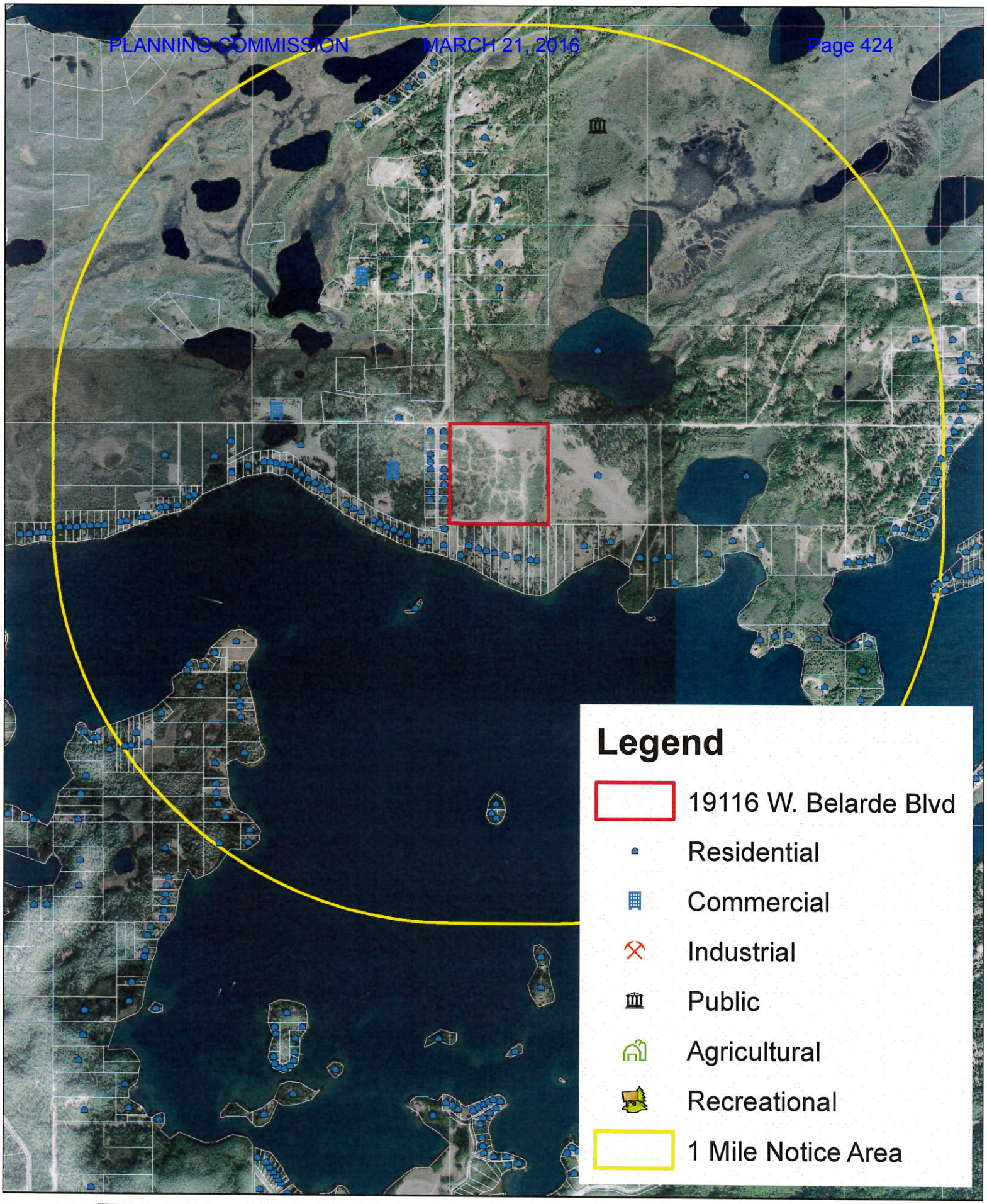


This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding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

N

MSB Information Technology/GIS
July 23, 2015

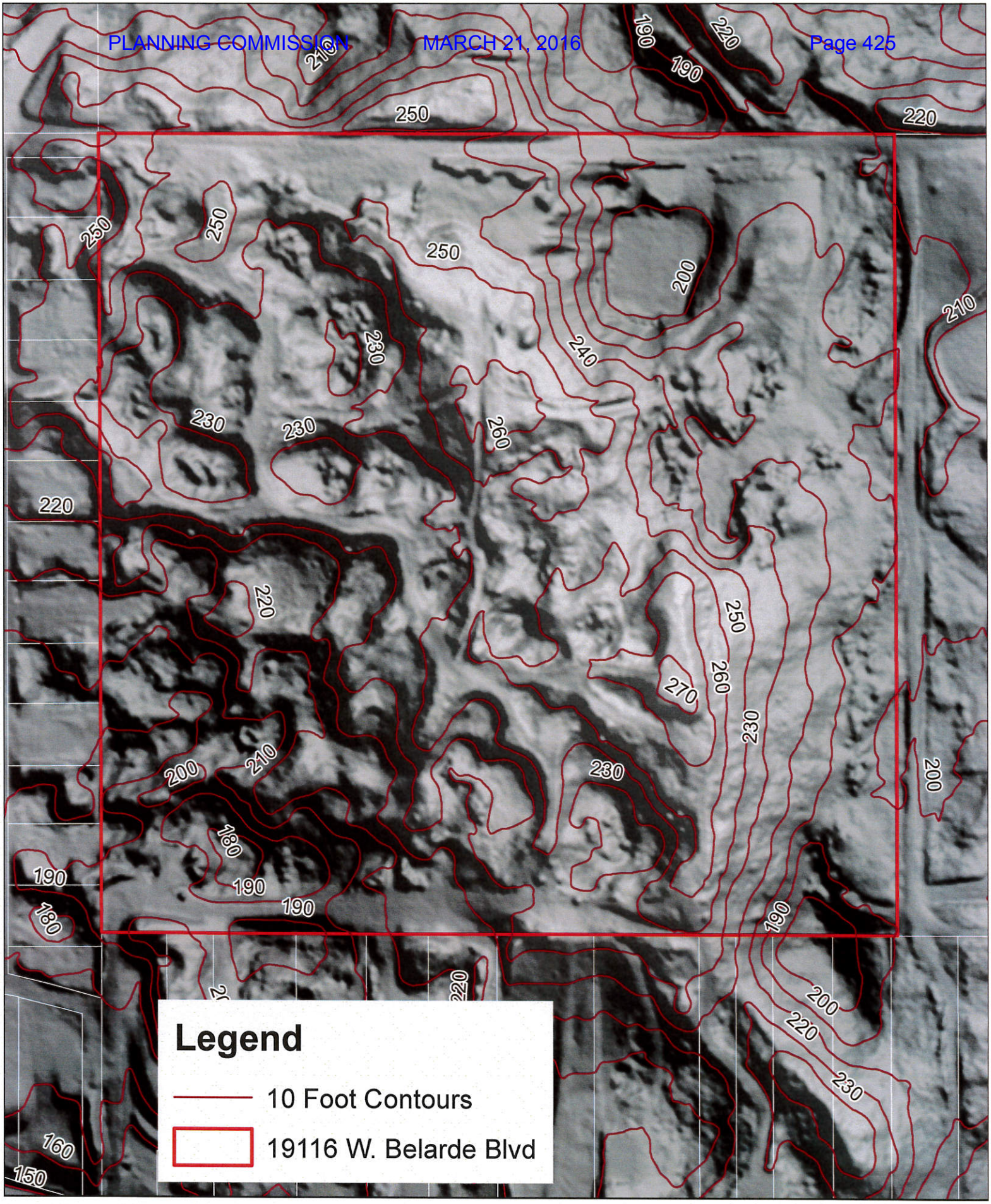
0 500 Feet



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.

1 inch = 1,600 feet

0 1,600 3,200 Feet

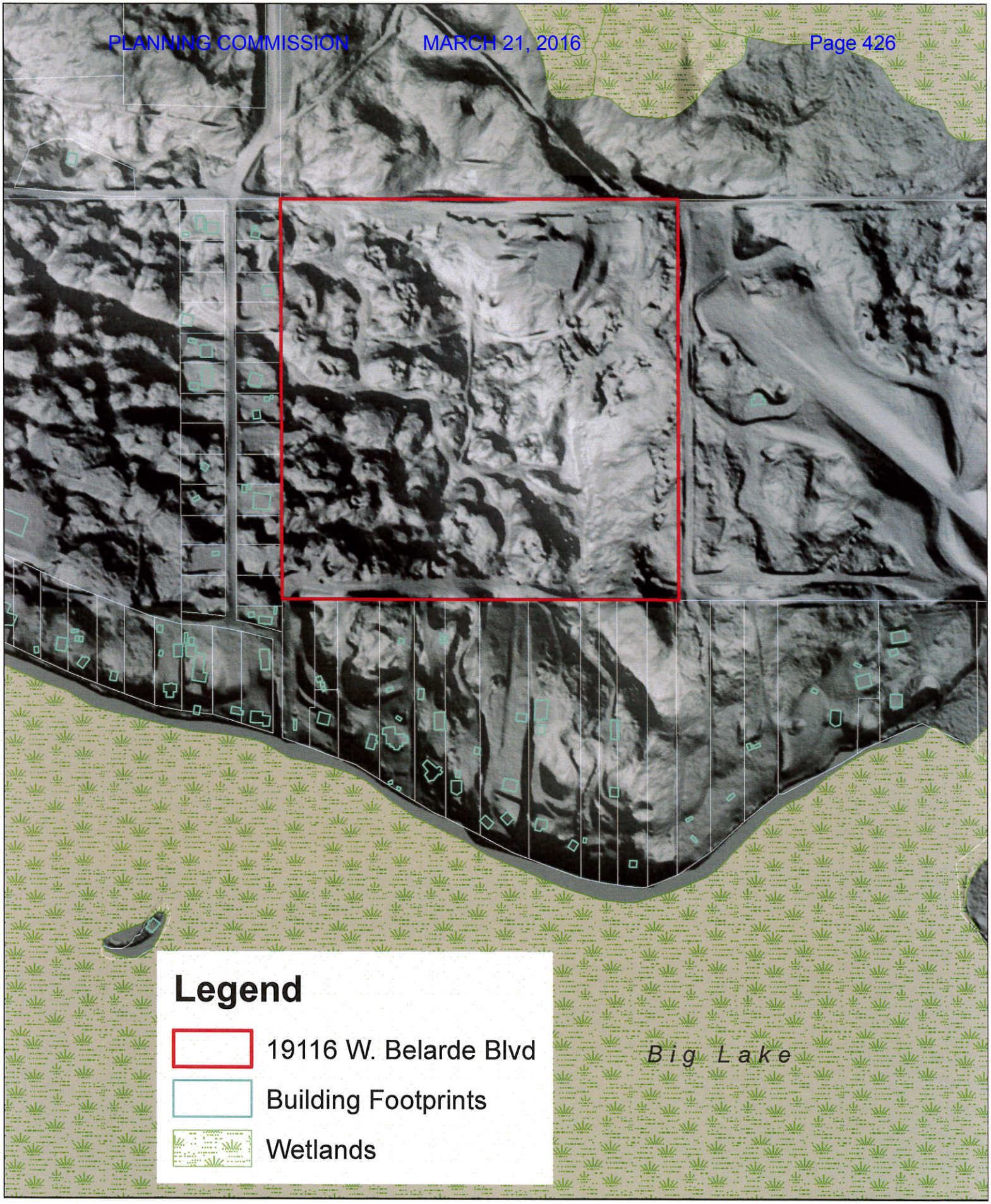


This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding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

1 inch = 200 feet

0 200 400 Feet

N

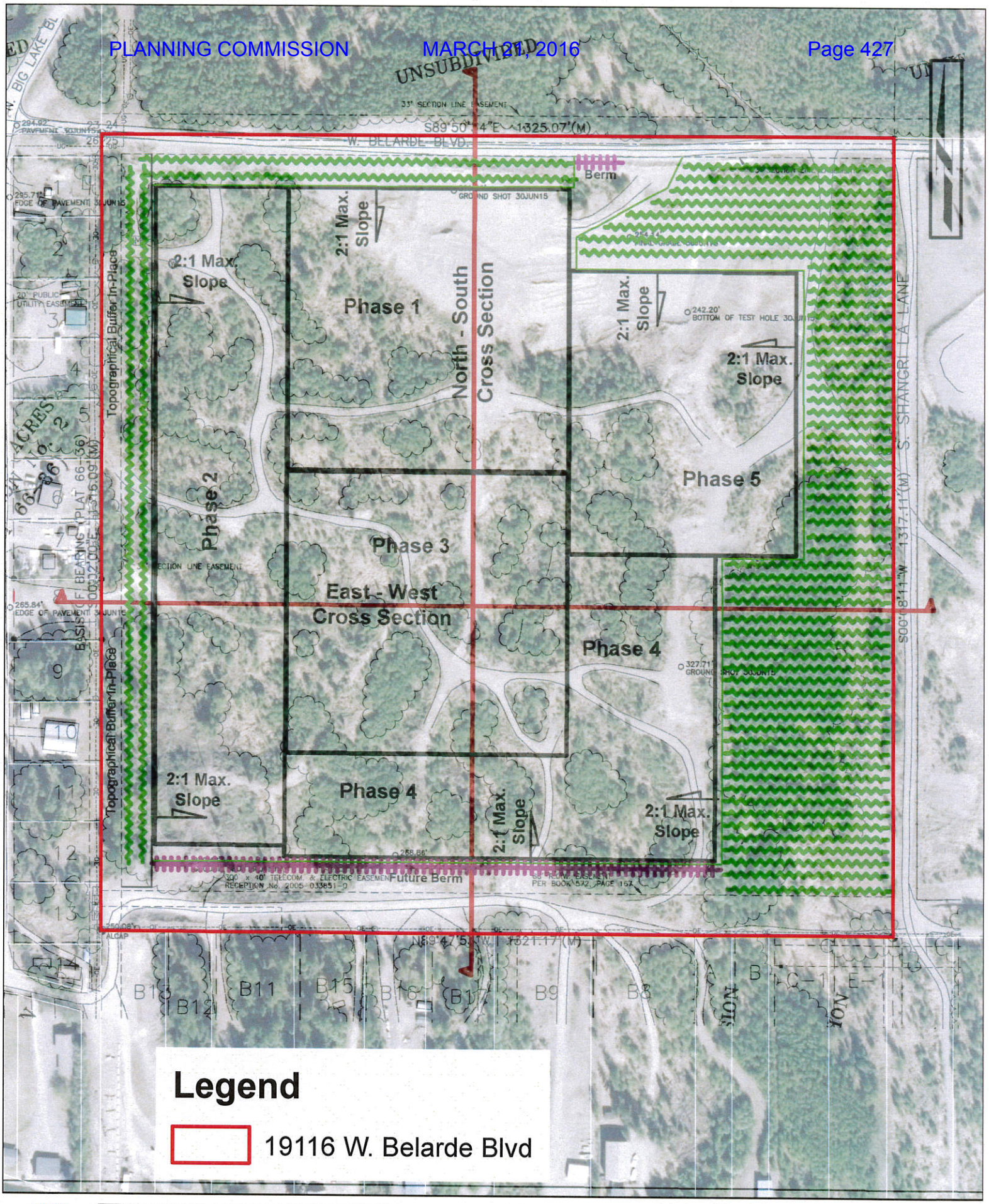


This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding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

1 inch = 400 feet

0 400 800 Feet

N



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.

1 inch = 200 feet

0 200 400 Feet

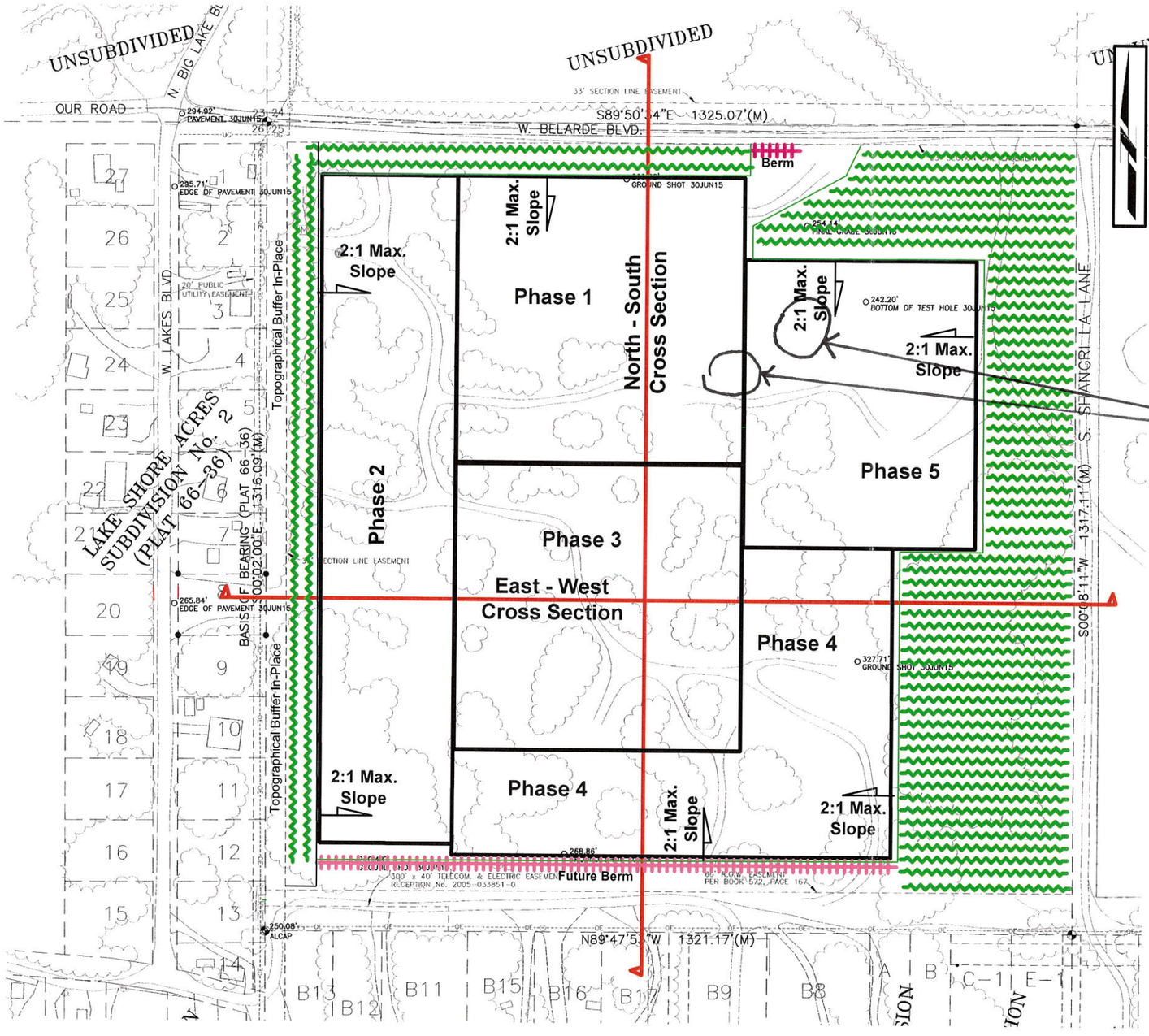
This Page Intentionally Left Blank

SITE PLAN

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

Notes:

1. Topo taken from Borough LiDAR survey.



Approximate test holes locations

Matanuska - Susitna Borough Development Services

OCT 28 2015

Received

Legend"

10' Berm:

10' Berm (Future):

Topographic Buffer in Place:

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

Phase 1 - Year 2015 to 2019
Phase 2 - Year 2020 to 2024
Phase 3 - Year 2025 to 2029
Phase 4 - Year 2030 to 2035
Phase 5 - Year 2036 to 2040

Plan View

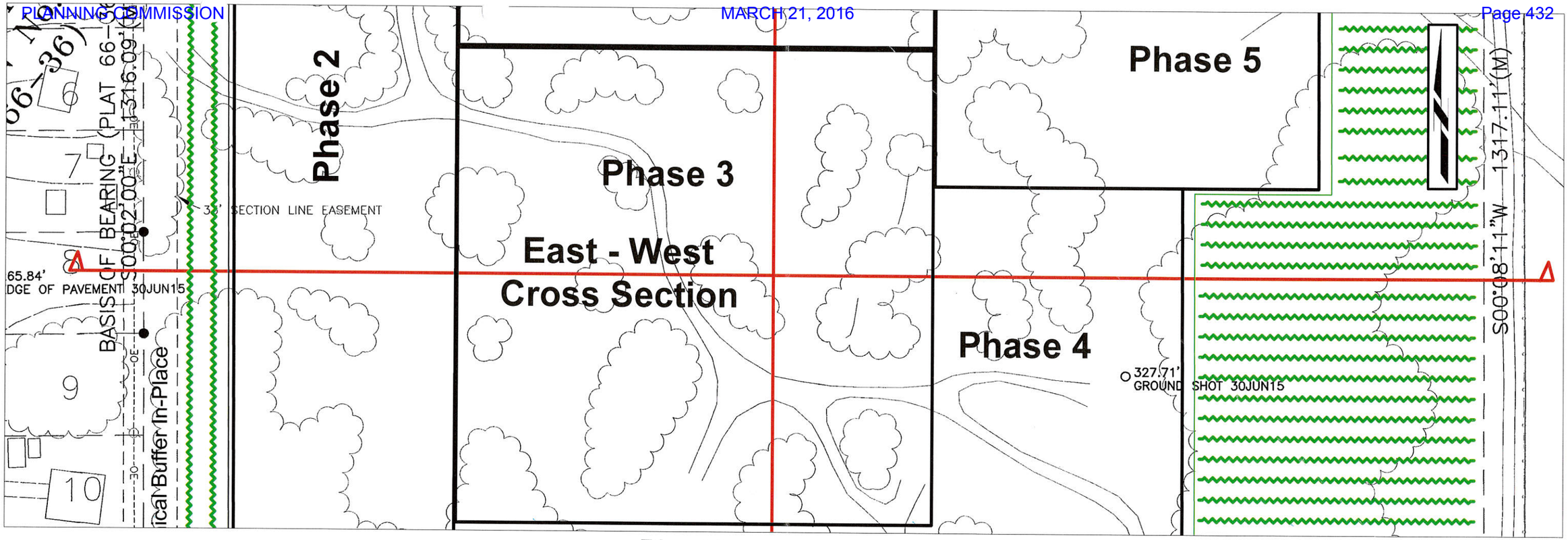
Scale: 1" = 200'

Project: **Earth Materials Extraction**

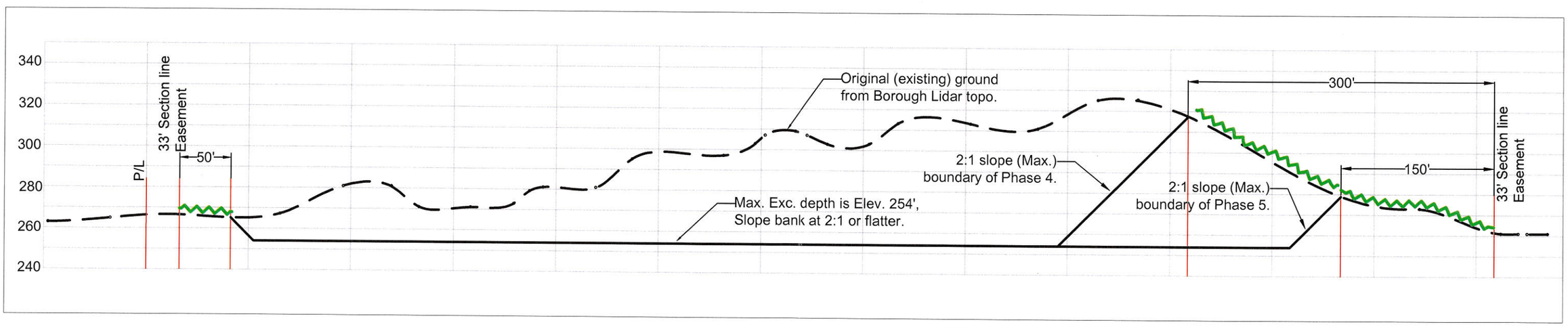
Dwg. Title: **Site Plan & Extraction Phasing**

Rev. 1: 10/21/15

Date 9/21/15 | Drawn | Chk'd | Scale | Sheet No.



Plan View: Scale: 1" = 100'



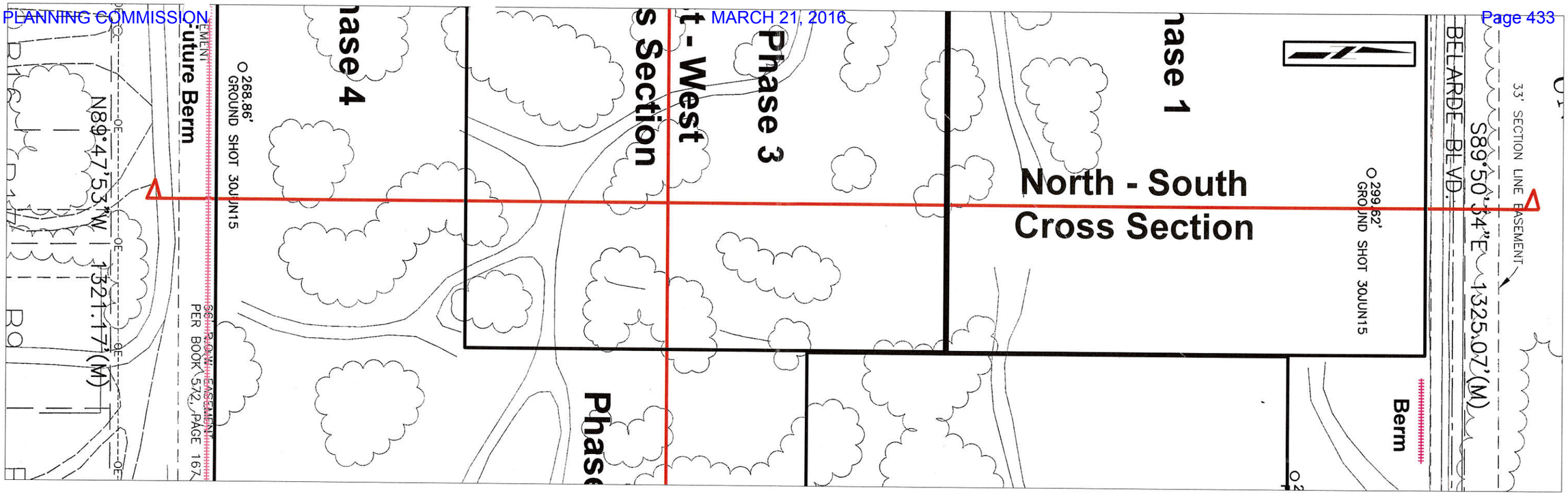
East/West Section - Looking North

Hor. scale: 1" = 100'

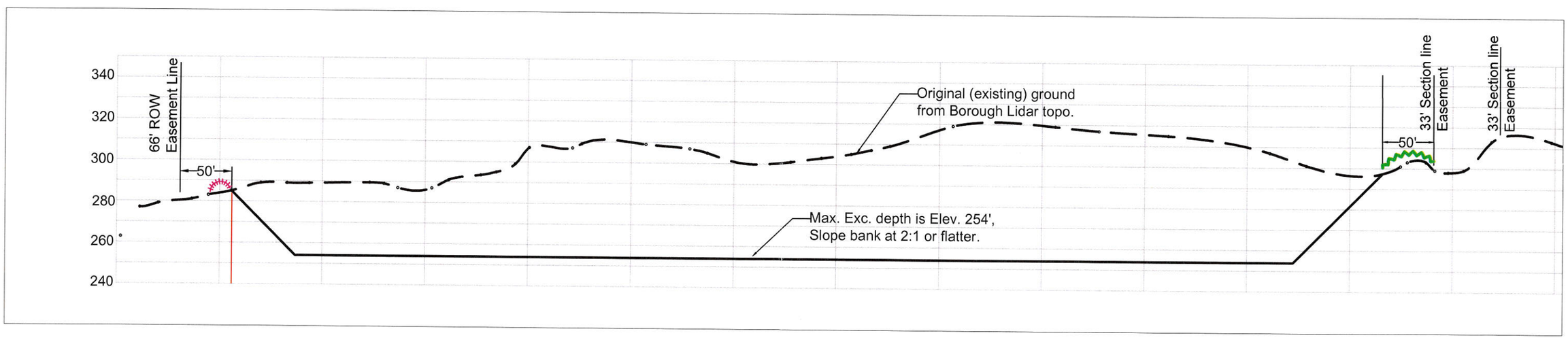
Vert. Scale: 1" = 50'

Rev.: 10/20/15

Drawing Date: 9/21/15



Plan View: Scale: 1" = 100'



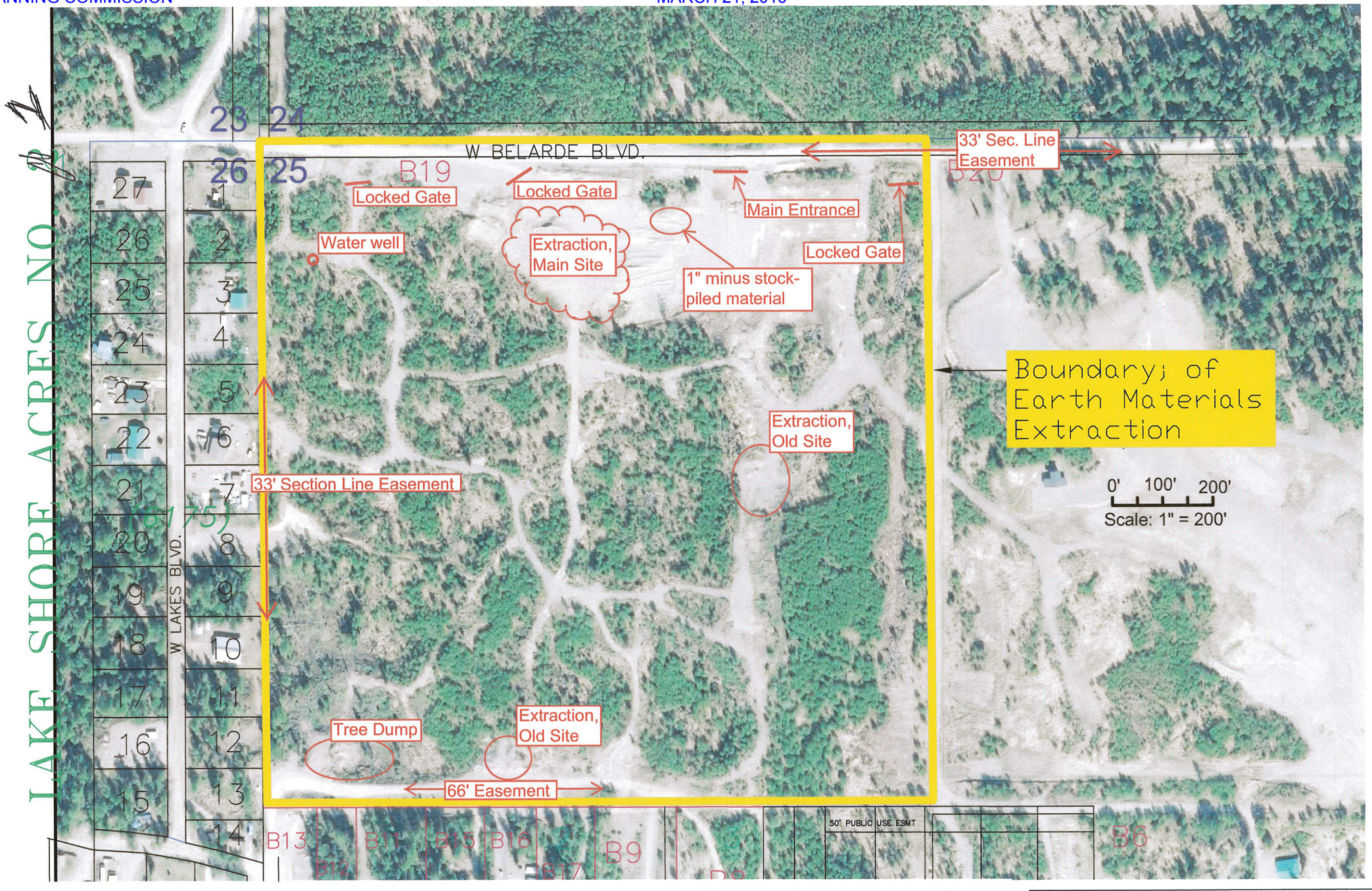
North/South Section - Looking West

Hor. scale: 1" = 100'

Vert. Scale: 1" = 50'

Rev.: 10/20/15

Drawing Date: 9/21/15



William A. & Helen L. Heairet
P.O. Box 521403
Big Lake, AK, 99652

Notes:

Project: Earth Materials Extraction

Dwg. 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
Phase 2:	Year 2020 - 2024
Phase 3:	Year 2025 - 2029
Phase 4:	Year 2030 - 2035
Phase 5:	Year 2035 - 2040

Date 6/28/15
Drawn
Chk'd
Scale
Sheet N

APPLICATION MATERIAL

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 30 2015
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? o Yes o No o N/A

Name of Property Owner
William A. or Helen L. Henriet
Address: P.O. Box 521403
Big Lake, Alaska 99652
Phone: Hm 892-5023 Fax 892-5024
Wk 232-0398 Cell 232-0398
E-mail hlh@mtaonline.net

Name of Agent/ Contact for application
_____
Address: _____
_____
Phone: Hm _____ Fax _____
Wk _____ Cell _____
E-mail _____

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. Monday thru Friday	"
Provide hours of operation. 8 AM to 6 PM	"
Estimated end date of extraction 2040	
Estimated end date of reclamation 2042	
Describe all other uses occurring on the site Screening & Crushing	
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	IN PIT
Proposed lighting plan NONE	
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	N/A	
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	
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	N/A	
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	
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 Seward 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. Heaviset Helen L. Heaviset William A./Helen L. Heaviset

Signature: Property Owner Printed Name Date

June 29, 2015

~~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: _____

****

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.

This Page Intentionally Left Blank

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.

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

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

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 mater 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. Heairet

October 28th 2015

He 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 Keller 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

This Page Intentionally Left Blank

NORTHRIM ENGINEERING

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 deveklopment.

PICTURE TAKEN 6-26-15

Test holes
in floor of
existing pit
At Grade.
Approx 10' to 12'
Deep.
No water
in 18 hr. period!

This Page Intentionally Left Blank

Fax: (907) 861-7876

Mr Whisenhunt,

Following is our confirmation from the Corp of Engineers showing that they recieved our faxed (paperwork) application yesterday 6/29/15, for your records.

Thank you

Helen Heiret

This Page Intentionally Left Blank

Attention:

Amanda Whittier

907-753-5567 Cor. of Engineers

Fax rec'd → 29 June 2015

MY FAX: 907-892-5024

AMANDA Whittier 753-5582
FAX: 907-753-5567 1-800-478-2712

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

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 907-892-5023 b. Business 907-232-0398 c. Fax 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. Belarde 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 -

This Page Intentionally Left Blank

ATTENTION!

Amanda Whittier

907-753-5567 Cor. of Engineers

Fax rec'd → 29 June 2015

MY FAX: 907-892-5024

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

RECEIVED
JUN 29 2015
DIVISION OF LAND
SOUTHCENTRAL REGION

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)

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

☒ 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.

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

102-4018 (Rev. 04/06)

Results - Case File Abstract

Summary

File: LAS 30314

Customer: 000030793 HEARET, WILLIAM A
PO BOX 521403
WASILLA AK 99652

Case Type: 940 NONSTATE LAND RECLAMATION
DNR Unit: 200 LAND MANAGEMENT
File Location: SCDOLD SCDO LAND SECTION
Case Status: 50 ACTIVE
Status Date: 06/29/2015
Total Acres: 4.000
Date Initiated: 06/29/2015
Office of Primary Responsibility: LSC LAND-SOUTHCNTRL REG
Last Transaction Date: 06/29/2015
Case Subtype: 9402 LETTER OF INTENT
Last Transaction: ADDTEXT CHANGE LEGAL TEXT

Land Records

Meridian: S **Township:** 017N **Range:** 004W **Section:** 29 **Section Acres:** 4

Case Actions

Legal Description

A letter of intent for Lot B019

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.

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.

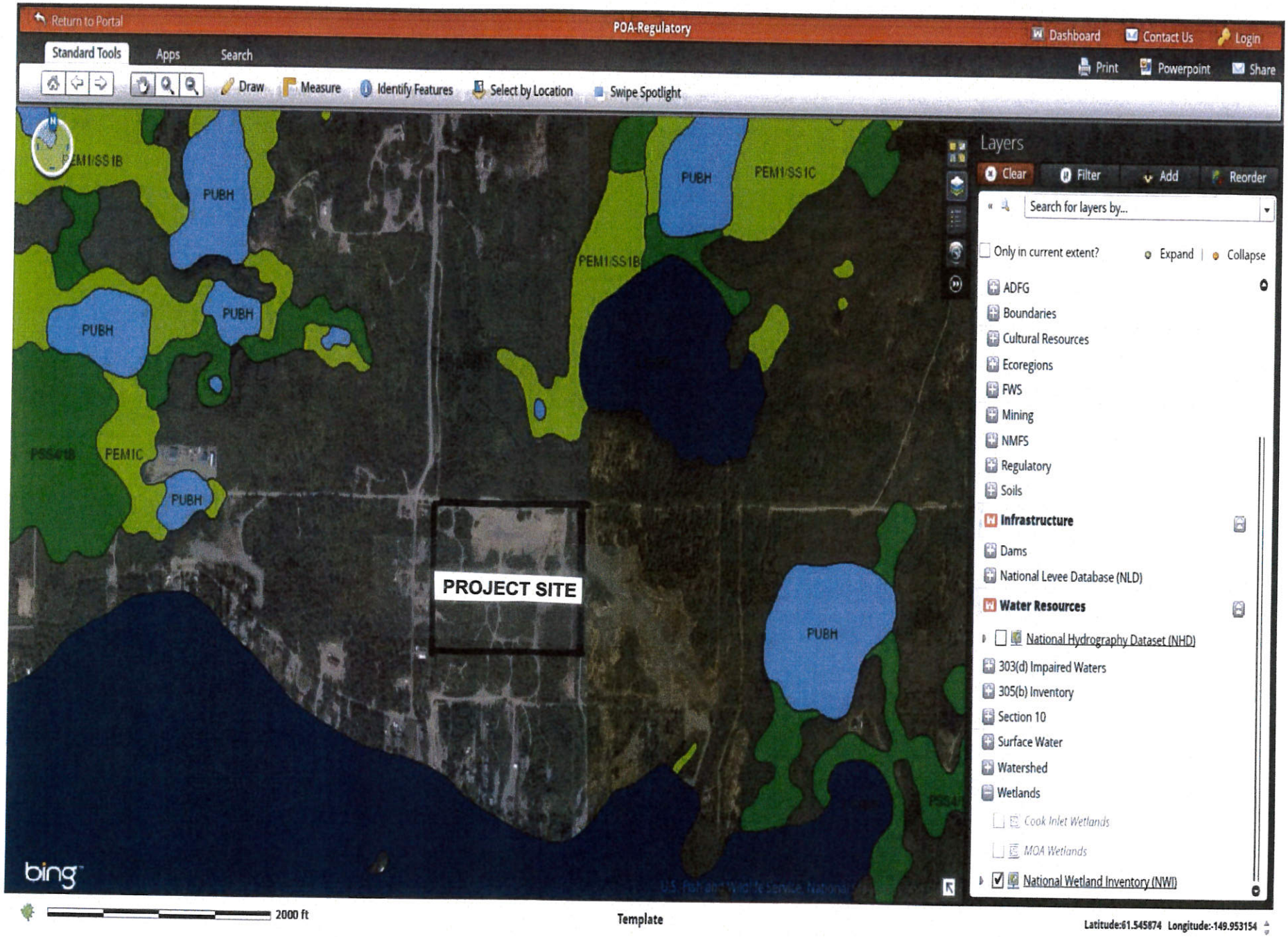
Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

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

Jack Hewitt
Project Manager


Return to Portal
POA-Regulatory
Dashboard
Contact Us
Login
Standard Tools
Apps
Search
Print
Powerpoint
Share
Draw
Measure
Identify Features
Select by Location
Swipe Spotlight
PUBH
PEM1/SS1C
PEM1/SS1B
PEM1C
PSS4/1B
PROJECT SITE
Layers
Clear
Filter
Add
Reorder
Search for layers by...
Only in current extent?
Expand
Collapse
ADFG
Boundaries
Cultural Resources
Ecoregions
FWS
Mining
NMFS
Regulatory
Soils
Infrastructure
Dams
National Levee Database (NLD)
Water Resources
National Hydrography Dataset (NHD)
303(d) Impaired Waters
305(b) Inventory
Section 10
Surface Water
Watershed
Wetlands
Cook Inlet Wetlands
MOA Wetlands
National Wetland Inventory (NWI)
bing
2000 ft
Template
Latitude:61.545874 Longitude:-149.953154

This Page Intentionally Left Blank

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: William Heairet	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:

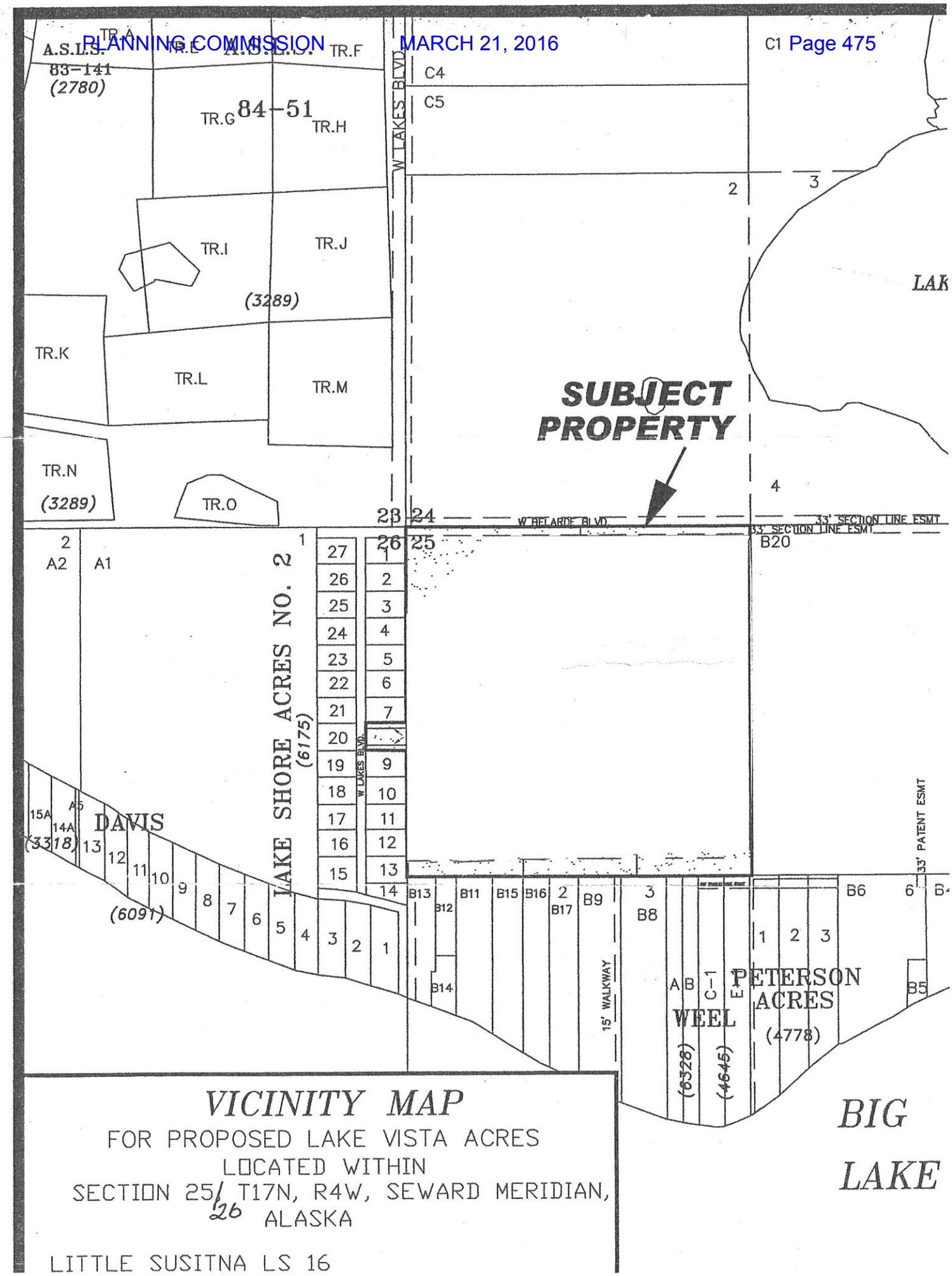
Jack Hewitt, PM
Alaska District Corps of Engineers
CEPOA-RD-S
P.O. Box 6898
JBER, AK 99506-0898
(907) 753-2708

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 25/26 T17N, R4W, SEWARD MERIDIAN,
ALASKA

LITTLE SUSITNA LS 16

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 Hladick

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 Mananuska-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.

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.

Return to: Delaney, Wiles, Hayes, Reitman & Brubaker, Inc. - Attn: 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
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
ANCH. AK 99514

_____
Notary Public for Alaska
My commission expires: 11/22/92

COMMENTS

Mark Whisenhunt

From: Carol G. Kane <hrkane@gmail.com>
Sent: Wednesday, March 09, 2016 4:03 PM
To: Mark Whisenhunt
Subject: Big Lake Community Council 3.9.16 Heairet IMD Application Decision
Attachments: BLCC.Borough.Whisenhunt.Heairet.Decision.pdf

Good afternoon Mark,

Please find attached the following:

Big Lake Community Council's Decision of **no objection** for the application request by William & Helen Heariet
for the Interim Materials District for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

Thank you for your continued assistance. Should you need any additional information please feel free to contact me
as noted.

Carol

--
Carol G. Kane
PO Box 520502
Big Lake, AK 99652-0502
Cell: (907) 355-2467

"Coming together is a beginning;
Keeping together is progress;
Working together is success."
Henry Ford

Big Lake Community Council
PO Box 520931
Big Lake AK, 99652-0931
www.biglakecommunitycouncil.com
Big Lake Lions Rec Center

To: Mark Whisenhunt, CFM
Planner II
Matanuska Susitna Borough
Planning & Land Development Services Division
350 East Dahlia Avenue
Palmer, AK 99645 Use Development

From: Carol G Kane CGK.
President Big Lake Community Council

RE: Applicant/Property Owner William & Helen Heairet (dba Lakeside Sand & Gravel)

At the Big Lake Community Council Meeting, Tuesday March 9, 2016, the Big Lake Community Council members voted to have no objection to the request by William & Helen Heairet (dba Lakeside Sand & Gravel) for the Interim Materials District for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

Should you need any additional information, please free to contact me:
Email hrkane@gmail.com
Cell: 355-2467

Big Lake Community Council Purpose:
To provide a direct and continuing means of citizen participation in government and local affairs; to provide a method by which they can work together for expression and discussion of their opinions, needs and desires in a manner that will have an impact on our community's development and service; to provide to governmental agencies a method for receiving opinions, needs, desires and recommendations of residents and groups, and to give local governing bodies an improved basis for decision-making and assignment of priorities for all capital improvements and governmental programs affecting community development and individual well-being.

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Matanuska-Susitna Borough
Development Services
FEB 26 2016
Received

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48
02 1W
0001399405 JAN 29 20

54778000L002 82
HOEY DAVID C & DEANNA R
10918 NORTH FLEET DR
ANCHORAGE, AK 99515-2579

ACCOUNTS PAYABLE
RECEIVED
FEB 22 2016

FIRST CLASS MA

99515#2579 C036

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application: *Application for an Interim Materials District (IMD)*
MSB Code Section: MSB 17.28 – Interim Materials District
Applicant/Property Owner: William & Helen Heairet (dba Lakeside Sand and Gravel)
Location: 19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request: An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

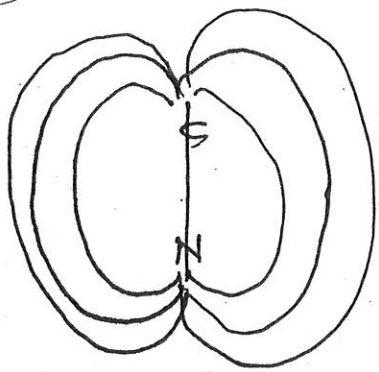
Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us comments concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review and in[illegible]tion. Please be advised that comments received from the public after that date will not be included in the staff report t[illegible] Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: David & Deanna Hoey ***Mailing Address:*** 10918 Northfleet Dr. Anch. AK 9951[illegible]
Location/Legal Description of your property: Petersen Acres Lot 2
Comments: Thank you for the opportunity to comment. We strongly oppose the applicants request. We purchased the property in 2001 from Mr. Petersen & took a large leap of faith by obtaining a loan for our Alaskan Dream lakefront property. This will be my primary residence when I retire. I'm concerned about the road deteriating with heavy commercial truck traffic. I'm worried about my property value. I worry about the quality of life in this area. This should remain a residential use only area.

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

PITNEY BOWE
ZIP 99645 $ 000.48
02 1W
0001399405 JAN 29 2016



57159000L002
GAFFEY RICHARD L
PO BOX 521825
BIG LAKE, AK 99652-1825

62

Matanuska - Susitna Borough
Development Services
FEB 22 2016
Received

FIRST CLASS MAIL

99652#1825 B026

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

plication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application aterial may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received o before ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review on. Please be advised that comments received from the public after that date will not be included in the staff anning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Richard + Rita Gaffey ***Mailing Address:*** PO Box 521825, Big Lake, AK 99652

Location/Legal Description of your property: 19060 W. Penny Kay Lane, Big Lake

Comments: We Reside FAR enough AWAY That Hopefully We wont Be Annoyed By The ~~Noisey~~ ~~the~~ equipment. But How would we Know until its Too Late! we chose to Buy A home 4 miles From The Hwy FOR That Reason. ONCE that cat is out of The Bag, you cant Put it Back.
Then There is The ISSUE OF HEAVY TRUCKS ~~and~~ damaging The ALL Ready in poor condition PAVEMENT OF West LAKES BLVD & The COWBOYS That will DRIVE SAID Rigs ON The twisty-Turny Hilly Rd. That is West LAKE BLVD, complete with ~~the~~ Poor Sight LINES. A Recipe For Disaster.

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48
02 1W
0001399405 JAN 29 2016

56292000L005 75
HEAIRET WM A & HELEN L
CHERRIER DEAN R
PO BOX 521403
BIG LAKE, AK 99652-1403

Matanuska - Susitna Borough
Development Services
FEB 22 2016
Received

FIRST CLASS M

99652#1403 B018

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application: *Application for an Interim Materials District (IMD)*
MSB Code Section: MSB 17.28 – Interim Materials District
Applicant/Property Owner: William & Helen Heairet (dba Lakeside Sand and Gravel)
Location: 19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request: An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

pplication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application aterial may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us mments concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received o efore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review on. Please be advised that comments received from the public after that date will not be included in the staff anning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: WILLIAM HEAIRET ***Mailing Address:*** P.O. BOX 521403

Location/Legal Description of your property: L 8 LAKE SHORE ACRES ADD 2

Comments: THANK YOU! BUT some of OUR neighbors DID NOT realize there was A comment portion for this NOTICE!
I think that this gravel extraction site is very well needed in the Big Lake area for roads and also neighbors who need the gravel

Note: Vicinity Map Located on Reverse Side

This Page Intentionally Left Blank

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

Matanuska-Susitna Borough
Development Services
FEB 22 2016
Received

MEMORANDUM

DATE: January 27, 2016

FROM: Mark Whisenhunt, Planner II

SUBJECT: REQUEST FOR REVIEW AND COMMENTS

PROJECT: **Request for an Interim Materials District**

TAX ID: 17N04W25B019 TAX MAP: LS 16

LOCATION: Township 17 North, Range 4 West, Section 25, Seward Meridian

APPLICANT: William & Helen Heairet (dba Lakeside Sand and Gravel)

An application for an Interim Materials District (IMD) has been submitted to extract up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel. The Planning Commission will conduct a public hearing on this request on March 21, 2016. If we do not receive comments from you we will assume you have no objections to the proposed project.

Distribution:

_____ Borough Manager (info only)
_____ Collections
_____ Assessment
_____ Planning Division
_____ Environmental Planning
_____ Platting Division
_____ Transportation Planning
_____ Community Development
_____ Public Works Director
_____ Right-of-Way Coordinator
_____ Emergency Services Director
_____ Code Compliance
_____ Cultural Resources

Comments: Return written comments by **February 22, 2016**. Thank you for your review.

See attached letter

Michael & Tonya Kish
PO Box 521885
Big Lake, AK 99652
(907) 350-9519

Mat-Su Borough
Planning and Land Use Department
Development Services Division
350 East Dahlia Ave
Palmer, AK 99645

Re: Request for an interim Materials District/Township 17 North, Range 4 West, Section 25, Seward Meridian/ Applicants- William & Helen Heairet (dba Lakeside Sand and Gravel)

February 18, 2016

To whom it may concern:

We are writing this letter in favor of the above application. William Heairet has provided many services for us including dirt work, removing material from our property, bringing in material for our driveway, yard and septic system. On many of these occasions due to the current limitations on his pit, he had to get the material elsewhere which in turn took longer and was more expensive.

The Heairet's have followed all the rules and guidelines from the Borough; they are honest hard working people who have a resource that is very valuable for the Big Lake area. We would much rather support the economy of Big Lake than other areas. Our current road service provider Tew's for instance could get his material at a cheaper rate which in turn he would be able to provide more service with the savings he would receive.

We feel that there is a lot of misinformation about the Heairet's intentions with this pit, which in turn causes panic. We have tour buses up and down Lakes Blvd all summer long, I have no issue with that, but that has to have some sort of effect on the road. People are going to continue to do their projects and get the material needed to do so anyway.

Again we have no issuses with the approval of this request, as full time residents of Horseshoe Lake we feel it is a huge benefit for the local residents and we are sure that the Heairet's will take every caution to keep noise to a minimum.

Thank-you
Mike & Tonya Kish
Horseshoe Lake Residents

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99346
02 1W
0001399405 JAN 29 2016

56091000L025 150
PUHR THERESA L HIEBERT
HIEBERT CATHERINE J
4050 MARIAH DR
EAGLE RIVER, AK 99577

FIRST CLASS MAIL

99577#9752 H083

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 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 not be included in the staff report for the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Theresa L. Hiebert-Puhr ***Mailing Address:*** 4050 Mariah Dr, Eagle River, AK 99577

Location/Legal Description of your property: Davis Subdivision - Lots 25 + 26 / 56091000L025 + L026

Comments: I OPPOSE this application!

Reasons: 1) Extraordinary wear and tear on West Lakes Blvd., which is already in a deteriorated state.

2) Excessive noise pollution

3) Excessive air pollution

4) Blatant disregard for quality of Life. Big Lake is a recreational area, as well as residential. We expect boating noise, children laughing and enjoying the lake. We DO NOT expect/deserve to live with extraction of gravel activities!

Note: Vicinity Map Located on Reverse Side

Theresa L Hiebert-Puhr

Mildred Drum
11850 Ellen Avenue
Anchorage, Alaska 99515

February 17, 2016

Mark Whisenhunt
MSB Development Services Division
350 E. Dahlia Avenue
Palmer, Alaska 99645
861-8527
861-7876 Fax
mwhisenhunt@matsugov.us

Dear Mr. Whisenhunt,

I own the 3 lots directly adjacent to the properties that William & Helen Heairet have submitted the application for. I have read the concerns that the Longacres have sent to the Big Lake Property Owners and do not have the same concerns that they are alleging.

The Heairets (dba Lakeside Sand and Gravel) have shown that they are extremely conscience of the community and do everything in their power to help and better the community. In the past when removing material from their acreage they have not disturbed anyone and have removed it with extreme thought to neighbors. I have no doubt what so ever that they will do everything in their power to limit the "air pollution" as well as the noise. I have personally witnessed him sanding all of the surrounding roads, including West Lakes Blvd in the winter when they were hazardous. While doing this he pulls over when vehicles approach so they may pass as well as helps everyone in need. I have never witnessed him drive his vehicles recklessly as to endanger children or anyone else for that matter.

I do appreciate the concerns brought forth but also would like to point out that William & Helen Heairet have been residents of this community for several years and have been a wonderful asset. They themselves personally at their own cost have put in roads and accesses to better the community for others. They have proven that they do have the best interest of everyone around them at heart.

Sincerely,

Mildred Drum

Mildred Drum

HOWARD A. LAZAR
DONALD C. THOMAS
TIMOTHY J. LAMB
CYNTHIA L. DUCEY
DONNA M. MEYERS
SCOTT J. GERLACH
WHITNEY L. TRAEGER
DANIEL E. DOTY

DELANEY WILES, INC.
ATTORNEYS AT LAW
1007 WEST THIRD AVENUE
SUITE 400
ANCHORAGE, ALASKA 99501
TELEPHONE (907) 279-3581
FAX (907) 277-1331

OF COUNSEL
STEPHEN M. ELLIS
CLAY A. YOUNG
WILLIAM E. MOSELEY

February 19, 2016

Sent Via Facsimile (907) 861-7876 and email mwhisenhunt@matsugov.us
Mat Su Borough
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Re: Objection to Application for Permit by William and Helen Heairet dba Lake Side Sand and Gravel for a 40 acre parcel gravel pit on the corner of West Lakes Boulevard and West Florida Road

Dear Application Person:

I am the attorney in fact for Jane Lamb, the owner of ASLS 83-141 Tract B, a 4.05 acre parcel of land in the area that will be affected if this dangerous gravel pit is allowed. Jane's grandchildren, or my children, intend to build on the property she currently owns. We object to another gravel pit being developed, to go with other blights on the neighborhoods where gravel pits have been created. We also object to the numerous gravel trucks that will be going up and down the road on West Lakes Boulevard, and subjecting children and anyone who rides bikes or walks, etc. to the dangers of being struck. We also object to the pollution from the extraction, crushing, loading, etc.

Please deny the application. This area should be kept somewhat pristine and neighborhood like, not turned into an industrial gravel pit.

Please call with any questions.

Sincerely,
DELANEY WILES, INC.

Tim Lamb

Timothy J. Lamb

TJL/arb

This Page Intentionally Left Blank

CEI

"The Solutions Company"

FACSIMILE TRANSMITTAL SHEET

To: Mark Whisenhunt

From: Stuart Jacques

FAX NUMBER: 907 861 7876

Date: 2/18/16

COMPANY: Matsu gov.

TOTAL NO. OF PAGES INCLUDING COVER: ~~8~~ 4

PHONE NUMBER: 907 861 8527

SENDER'S REFERENCE NUMBER:

Re:

YOUR REFERENCE NUMBER:

☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☒ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

Attention:

Mark
Whisenhunt

Central Environmental, Inc.
311 N. Sitka Street
Anchorage, AK 99501
(907)561-0125
(907)561-0178 fax

5375 S. Cameron, Unit A
Las Vegas, NV 89118
(702)362-5470
(702)873-4046 fax

P.O. Box 70212
Fairbanks, AK 99707
(907)590-3000

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

(FAX)907 561 0178 P.002/004

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

56091000L019 88
JACQUES STUART M REV TR
311 N SITKA ST
ANCHORAGE, AK 99501-1841

FIRST CLASS MA

99501$1841 C025

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application: *Application for an Interim Materials District (IMD)*
MSB Code Section: MSB 17.28 – Interim Materials District
Applicant/Property Owner: William & Helen Heairet (dba Lakeside Sand and Gravel)
Location: 19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request: An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

pplication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application aterial may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received o fore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review n. Please be advised that comments received from the public after that date will not be included in the staff nning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Mailing Address:*** _____

Location/Legal Description of your property: _____

Comments: _____

Note: Vicinity Map Located on Reverse Side

February 18, 2016

From: Stuart Jacques
Lot 19, Davis Subdivision
Big Lake, AK

To: Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Ave.
Palmer, AK 99645

RE: Application for Interim Materials District (IMD)
William and Helen Heairet, (dba Lakeside Sand and Gravel)
19116 West Belarde Blvd
Big Lake, AK

Dear Planning Commission Board Members,

I have reviewed the application for an Interim Materials District submitted by Lakeside Sand and Gravel to extract up to 750,000 cubic yards of materials from the 40 acre parcel located at the intersection of W. Lakes Blvd and W. Belarde Blvd, Big Lake, and strongly urge the Board to decline this application for the following reasons:

1. As the Board is aware, this proposed gravel pit is located only a couple hundred feet off of Big Lake which is a major recreation site in addition to being located immediately adjacent to numerous residential properties. This IMD is inconsistent with the adjoining land uses and in fact will create a significant nuisance with significantly increased traffic, dust and noise.
2. West Lakes Blvd, the main access road to this site was not constructed to the standards to handle the amount of heavy truck traffic from this operation. The current paving on W. Lakes Blvd is rapidly deteriorating with substantial pavement cracking occurring throughout. Adding approximately 62,500 truckloads of gravel (750,000 cyds/12 cyds, assuming 42,000 to 45,000 pounds per truck load = 62,500 truckloads) to be hauled over this road over the next 24 years will destroy whatever road surface is placed onto this road. If the traffic from this IMD was spread out evenly over twelve months per year, there would be 2,605 truckloads per year or a minimum of 10 truckloads a day. Since we all know that the IMD will generally only be in full operation for about six months of the year, there will more realistically be a minimum of 20 to 25 truckloads of gravel hauled per day on W. Lakes Blvd. This added heavy truck traffic will destroy the paved road surfacing without extensive and very expensive maintenance from the Mat-Su Borough. It will be the residents of Big Lake and the Mat-Su Borough that will have to pay to maintain and repair this road, not the IMD operator.

3. As noted above, the increased heavy truck traffic on this narrow winding W. Lakes Blvd will result in the potential for more accidents and will in general make this road far more dangerous to traverse.
4. The actual operations of the gravel extraction operation will create substantial noise in a fairly high density residential neighborhood. Between the excavators, loaders, crushing and screening equipment and the trucks, there will be a substantial amount of noise and dust generated that will disrupt the quiet enjoyment of the neighboring properties.
5. The gravel extraction operation will have a negative impact on the surrounding property values. My home is less than 1/2 mile from this proposed IMD and we will be negatively impacted by the approval of this application.

Again, I respectfully urge the Board to reject this IMD application.

Thank you for your consideration.

Stuart Jacques

Danny's Auto Body
7137 Old Seward Highway
Anchorage, Alaska 99518
(907)522-7888
(907)229-3606 Cell

February 19, 2016

MSB Development Services Division
Mark Whisenhunt
350 E. Dahlia Ave.
Palmer, Alaska 99645
907-861-8527
907-861-7876 Fax
mwhisenhunt@matsugov.us

Dear Mr. Whisenhunt,

I have reviewed Lakeside Sand & Gravel's application and no not oppose this. We, myself and all other surrounding property owners, have received the letter from the Longacres's. I firmly disagree with the opposition to the Heairet's application. I do not find any merit in the concerns that they have brought forth for the community to view.

I own lots 217N04W25B013, 014 & 012. I have had amply opportunity to actually witness the Heairet's hauling the allowable amount of gravel from the property in question and have yet to see any negative impact.

I have personally contracted the Heairet's to perform work on the three lots that I own, with all 3 lots sharing a property line with the 40 acre parcel listed in the application, I have always found them to conduct themselves and their business in a respectful and professional manor. I have complete confidence that the Heairet's will conduct Lakeside Sand & Gravel in a professional, responsible manner that will put the health and welfare of this community first. The Heairet's have been an integral part of this community for many years.

Thank you for your time and consideration in this matter.

Sincerely,
Danny Drum

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Matanuska - Susitna Borough
Development Services

U.S. POSTAGE PITNEY BOW
ZIP 99645 $ 000.48
02 1W
0001399405 JAN 29 20

FEB 18 2016

56091000L02 Received

FIRST CLASS M.

Robert E. & Cara L. Lilly
Lot 24, Davis Subdivision
Big Lake, AK

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application: *Application for an Interim Materials District (IMD)*
MSB Code Section: MSB 17.28 – Interim Materials District
Applicant/Property Owner: William & Helen Heairet (dba Lakeside Sand and Gravel)
Location: 19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request: An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

cation material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application al may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us ents concerning the proposed action, this form may be used for your convenience by filling in the information below mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received o fore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review a n. Please be advised that comments received from the public after that date will not be included in the staff nning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Robert & Cara Lilly ***Mailing Address:*** P.O. Box 520396 Big Lake, AK 99652-039
Location/Legal Description of your property: Lot 24, Davis Subdivision Big Lake, AK
Comments: I protest this due to West Lakes Blv. is not built for this type of heavy traffic, safety, spilled gravel. The road will be destroyed

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

217N03W19C050
RUDD STEVE
PO BOX 111734
ANCHORAGE, AK 99511

158

Matanuska - Susitna Borough
Development Services
FEB 18 2016
Received

FIRST CLASS M.

99511#1734 B022

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***rch 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning mmission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received fore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review on. Please be advised that comments received from the public after that date will not be included in the staf anning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Steven C. Rudd ***Mailing Address:*** PO Box 111734 Anchorage, AK 99511

Location/Legal Description of your property: 217N03W19A006 19C5C-51-52-53 19B003-007 19A010

Comments: This Commercial operation is located in a Residential Neighborhood. This increase in Noise and dirt would be a health hazard and a disruption to the residents.
W. Lakes Blvd is in poor condition currently, and the heavy truck traffic would present a danger to the residents of this community, and increase deterioration of a road already in need of repair.
There is poor visibility at the intersection of Belarde Blvd and W. Lakes Blvd due to a hill at the entrance to this intersection. This would be an imminent danger to both vehicles and pedestrians with this Commercial operation being allowed to operate in this residential area.

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

53318000L014A
HOLLINGER LVG TR
PO BOX 520495
BIG LAKE, AK 99652-0495

Matanuska - Susitna Borough
Development Services
FEB 17 2016
Received

FIRST CLASS MAIL

99652#0495 B006

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review ar[illegible]on. Please be advised that comments received from the public after that date will not be included in the staff [illegible]nning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Judy & Mike Hollinger ***Mailing Address:*** PO Box 520495 Big Lake AK 99652

Location/Legal Description of your property: 20509 W Lakes Blvd. Big Lake, AK 99652

Comments: We are against this as it will bring the value of our property. It is also a noise issue. The location is close to the lake and the gravel that has already been extracted has made an eyesore for the area! It also will cause much more wear on the road.

Note: Vicinity Map Located on Reverse Side

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

Matanuska - Susitna Borough
Development Services

FEB 17 2016

Received

MEMORANDUM

DATE: January 27, 2016

FROM: Mark Whisenhunt, Planner II

SUBJECT: REQUEST FOR REVIEW AND COMMENTS

PROJECT: **Request for an Interim Materials District**

TAX ID: 17N04W25B019 TAX MAP: LS 16

LOCATION: Township 17 North, Range 4 West, Section 25, Seward Meridian

APPLICANT: William & Helen Heairet (dba Lakeside Sand and Gravel)

An application for an Interim Materials District (IMD) has been submitted to extract up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel. The Planning Commission will conduct a public hearing on this request on March 21, 2016. If we do not receive comments from you we will assume you have no objections to the proposed project.

Distribution:

_____ Borough Manager (info only)
_____ Collections
_____ Assessment
_____ Planning Division
_____ Environmental Planning
_____ Platting Division
_____ Transportation Planning
_____ Community Development
_____ Public Works Director
_____ Right-of-Way Coordinator
_____ Emergency Services Director
_____ Code Compliance
_____ Cultural Resources

Comments: Return written comments by **February 22, 2016**. Thank you for your review.

(PLEASE ATTACHED LETTER)

Matanuska - Susitna Borough
Development Services
FEB 17 2016
Received

COMMENTS ON INTERIM MATERIALS DISTRICT
FOR MATANUSKA-SUSITNA BOROUGH
PLANNING AND LAND USE DEPARTMENT
DEVELOPMENT SERVICES DIVISION
February 11, 2016

My name is John Stallone and I live at 3980 S. Casey Drive in Big Lake, Alaska. I would like to share my comments on the development of gravel pit located at 19116 Belarde Blvd. in Big Lake.

Background: I retired from the State of Alaska as the Chief of Enforcement for the State of Alaska Occupational Safety and Health. I'm very familiar with noise levels and dust levels on many industrial job sites. Since my retirement I am the Corporate Safety Officer for Neeser Construction, Inc. (NCI) located in Anchorage. NCI owns and operates a gravel pit off of Trunk Road approximately half way between the Parks Highway and the Palmer-Wasilla Highway. We have operated crushers and screening plants and we also ran a crusher and screening plant when we were building the prison at Goose Creek. To date the company has not received complaints due to noise or dust from the residents who live close to the Trunk Road gravel pit. I'm authorized to train employees on the safe operation of crushers and screening plants per MSHA requirements.

With my experience and given the location of the above referenced gravel pit I have no concerns for the noise and dust levels that might be created by a crusher and screening plant located on Belarde Blvd. I am very familiar with the proposed gravel pit location and have traversed all over the property. The location if far enough away from residences that is should not pose any problems. The decibel levels from a crusher normally run from 115 to 140 db which is not much louder than a heavy piece of equipment. The crusher and screening plant are to be located below the surface of the surrounding land which will also act as a buffer. Dust can be eliminated by using watering trucks and keeping the material wet. It's my understanding the crusher will only be used for short period of time (one to two weeks) and the screening plant which will operate for a longer period makes even less noise than the crusher. With this gravel pit location it will help to eliminate a lot of truck traffic on Big Lake Road and the Parks Highway if the

gravel has to be hauled in from another part of the Borough. Cutting down on gravel truck traffic could be a big safety factor to consider.

In my professional opinion and as a resident of Big Lake I see no real issues with the Borough going forward with this permit. Also, this pit could provide much needed gravel for the continued growth of the Big Lake area at a reduced cost, due to less travel time for hauling, for certain areas of the Lake. Big Lake needs economic growth and my wife and I welcome any new enterprise that will keep this community vibrant.

Should you have any questions please give me a call at 907-351-8534.

John Stallone
3980 S. Casey Dr.
Big Lake, AK 99652

Mailing Address:
PO Box 201172
Anchorage, AK 99520

Notice Type Interim Materials District

Lakeside Sand & Gravel – Interim Materials District

An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

Location:

19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian

Applicant:

William & Helen Heairet (dba Lakeside Sand and Gravel)

Public Hearing:

The Planning Commission will conduct a public hearing concerning this application on Monday, March 21, 2016 at 6:00 p.m. in the Borough assembly chambers at 350 E. Dahlia Avenue, Palmer, Alaska.

The application materials may also be reviewed in the Borough Permit Center. If you have questions or want to submit comments, please contact Mark Whisenhunt at 861-8527 or email: mwhisenhunt@matsugov.us. Comments may also be faxed to 861-7876 or mailed to MSB Development Services Division, 350 E. Dahlia Avenue, Palmer, AK 99645.

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

56091000L024A 111
LONGACRE DOUG & SUZETTE TR/TRES
12600 RIDGEWOOD RD
ANCHORAGE AK 99516-2984

Matanuska - Susitna Borough
Development Services
FIRST CLASS M.

FEB 09 2016

Received

99516#2984 C021

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

cation material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application al may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us ents concerning the proposed action, this form may be used for your convenience by filling in the information below mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received o fore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review a n. Please be advised that comments received from the public after that date will not be included in the staff nning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Doug & Suzette Longacre ***Mailing Address:*** 12600 Ridgewood Rd. Anchorage, AK 99516
Location/Legal Description of your property: Lot 24A, Davis Subdivision, Big Lake
Comments: Attached letter

Note: Vicinity Map Located on Reverse Side

Doug & Suzette Longacre
12600 Ridgewood Rd.
Anchorage, AK 99516

February 7, 2016

Dear Planning Director of the Matanuska-Susitna Borough,

We are definitely against granting an Interim Materials District (IMD) to Lakeside Sand and Gravel. To begin with, in the beginning of 2009 several neighborhoods at Big Lake fought to keep William and Helen Heairet from getting a Conditional Use Permit (CUP) to haul gravel for fourteen years from their property. If you would access the paperwork from that CUP hearing seven years ago, you would find that the Big Lake and Horseshoe Lake residents came out resoundingly against trucks exiting the gravel pit onto West Belarde Blvd and hauling gravel on West Lakes Blvd. Concerns included noise and air pollution in the neighborhood, a gravel pit not belonging in a historically prime recreational neighborhood, danger to residents from increased truck traffic using West Lakes Blvd.(which is a windy and worn road with many patched cracks), increased wear on West Lakes Blvd., an unsafe exit from the gravel pit onto West Belarde Blvd. which many residents use to access their property on Big Lake, concerns about the safety of school children who are still at bus stops along West Lakes Blvd., and concerns about devaluation of recreational property because of the gravel pit.These same concerns still exist! In general, the gravel pit activity would negatively impact the quality of life for residents in the general area. That CUP was turned down by the MatSu Borough and Mr. Heairet continued to haul gravel regularly without a permit (as evidenced by trucks pulling out of his pit on a regular basis and the change in topography on his property). This activity was not just for special projects.

Now the Heairets have applied for an IMD which would have an even greater impact on the area because of up to 100 trucks hauling gravel Monday through Friday 8 AM to 6 PM (and on some Saturdays according to the application) up to the year **2040**. The use of a screener and a crusher is also planned which will certainly not enhance the peace and health of the neighborhood. How would you feel if you built and owned a beautiful retirement home on the north shore of Big Lake (Lot 24A, Davis Subdivision) since 1989, in 2015 paid $4,453.90 in borough taxes, and some individual wants to turn his 40 acres down the road (which could easily be developed into a subdivision with lake views at present) into a gravel pit because of the value of gravel? A gravel pit does not belong in this recreational area a block away from Big Lake! Should the well-being of hundreds of property owners in the area be put at risk because of one man's greed? And why until the year 2040? This IMD (if in the worst circumstance a permit was granted) would need to be closely monitored for compliance by the Matsu Borough because of risk to area residents health and safety wise and why not give a 5 year permit with conditions for renewal instead of a 24 year permit? If one person dies on West Lakes Blvd because of a truck filled with gravel, the MatSu Borough could easily face a lawsuit.

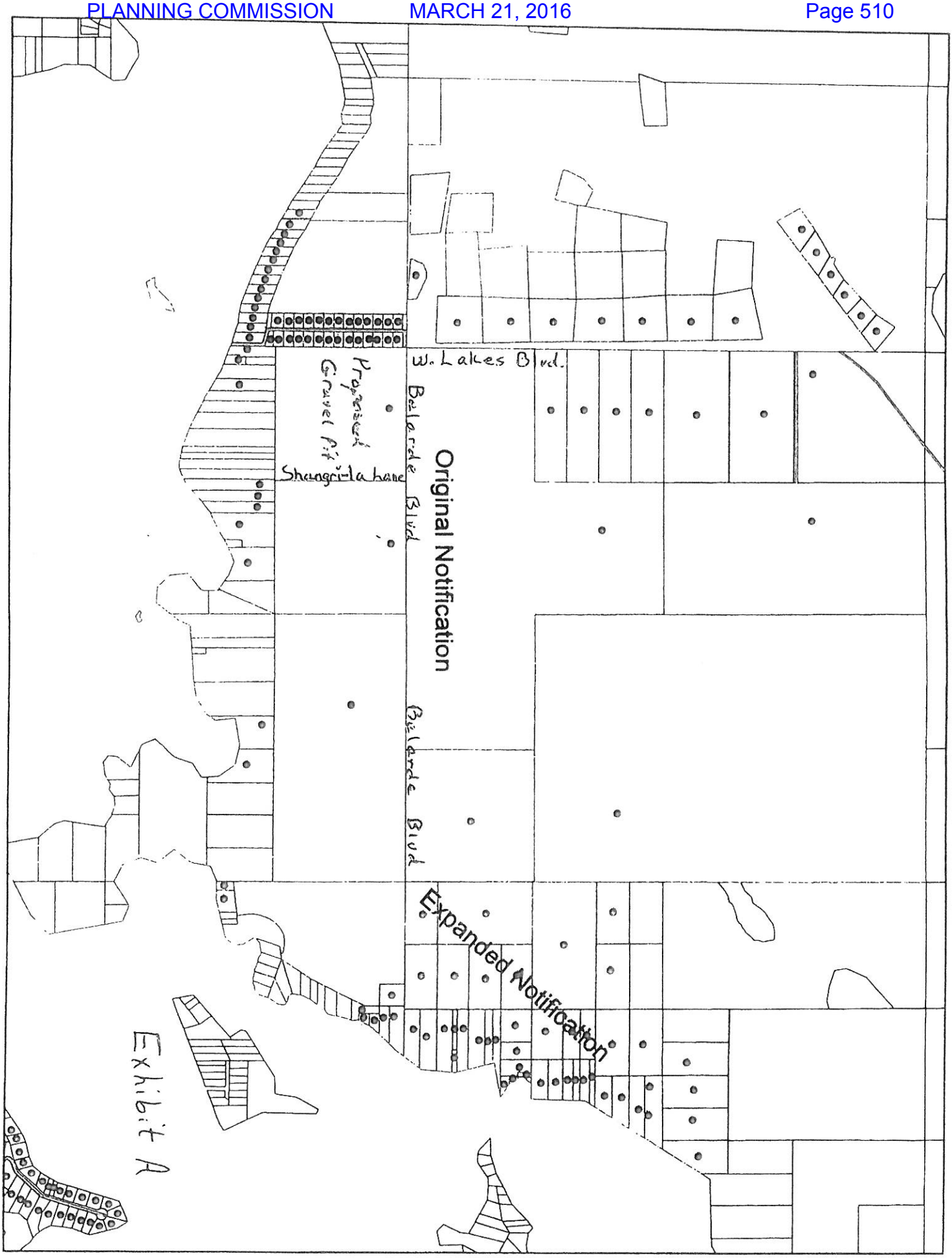
In addition, this IMD permit would be contrary to the "Big Lake Community Council Area Comprehensive Plan Update 2009" which lists as one of its specific land use goals in section 3-4: "**Provide for Freedom to Enjoy our Properties-** the plan supports balance of freedom to use property as individuals choose up to that point where one person's use limits the rights of neighbors to enjoy their property." Clearly, the Heariets' freedom to use their property as a commercial gravel pit does limit the freedom of neighbors to enjoy their recreational property, particularly because his business is most active during the summers when people at Big Lake are trying to enjoy the peace and quiet of the lake. The Big Lake Comprehensive Plan also states that "responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property." This IMD would not be responsible land use in harmony with the surrounding land use. On the attached map (Exhibit A- 2009) each dot represents a single family residence and you can see that the "proposed gravel pit" is not in harmony with the surrounding area. In section 3-16 which discusses commercial uses in predominately residential areas, the plan "encourages these uses to be designed to not impact neighbors' including: "Discourage high-volume or high-traffic activities" and "Minimize the offsite evidence of business operation-noise, smells, litter, odors, etc." This IMD would impact neighbors (also residents using West Lakes Blvd. and West Belarde Blvd. to access their homes) with high-volume truck traffic. Moreover, the noise and odors (dust pollution) from a gravel pit using a screener and crusher would not be minimized by the buffers that Lakeside Sand and Gravel has in place. Just ask the people on West Lakes Blvd. whose homes currently butt up against Heairet's 40 acres.

Furthermore, the wording in the Matanuska-Susitna Borough Code (17.28.010) under "intent and purpose" for an IMD states that the Matanuska-Susitna Borough accomplish its purposes by: '(6) recognizing and preserving traditional uses of land within the Matanuska-Susitna Borough and (7) by protecting and enhancing the quality, peace, quiet, and safety of the Matanuska-Susitna Borough neighborhoods." This IMD permit would not recognize the traditional use of the land on the attached Exhibit A Map which is primarily recreational. Operating an IMD at the corner of West Lakes Blvd. and West Belarde Lake Blvd. definitely will not protect **"the quality, peace, quiet and safety"** of residents in these neighborhoods.

Basically, this whole review process comes down to doing what is right. Is it right for one couple to be able to operate a gravel pit until 2040 for monetary gain when such an operation endangers the health, safety, and quality of life for hundreds of residents in the area? Would you want this gravel pit in your back yard? Would you want to meet a truck carrying 60,000 pounds of gravel each time you traveled to your Horseshoe Lake or Big Lake residence? Ultimately, the decision about this IMD impacts hundreds of lives and whether our grandchildren will be able to enjoy the homes we've built in the Matanuska-Susitna Borough.

Sincerely,

Doug and Suzette Longacre


W. Lakes Blvd.
Proposed Gravel Pit
Shangri-la Lane
Bellarde Blvd
Original Notification
Bellarde Blvd
Expanded Notification
Exhibit A

Mark Whisenhunt

From: Michelle Steinman <steinmanak@gmail.com>
Sent: Wednesday, February 24, 2016 3:17 PM
To: Mark Whisenhunt
Subject: IMD Comments - Big Lake
Attachments: BIG LAKE GRAVEL PIT.pdf

Please find attached my comments regarding the application for an IMD by William & Helen Heairet.

Chris Steinman

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 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 not be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: CHRIS STEINMAN ***Mailing Address:*** 2720 Crystal Bay Circle Anch AK 99507

Location/Legal Description of your property: 17N04W25B008

Comments: IMD Yes. my property Borders the 40 acres

THIS will help everyone IN the AREA
this IS part of Developing AREAS.
Gravel, Sewer Rock, DI ARE All Commodities
surrounding Residents need and will use for
their own properties without having to have
trucked IN Long distances. Answer IS Yes - Do It.

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 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 not be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: CHRIS STEINMAN ***Mailing Address:*** 2720 Crystal Bay Circle Anch. AK 99507

Location/Legal Description of your property: 6175000L011

Comments: Would like to see it Developed starting with Extraction of material. Yes on Gravel Pit.

* My property Borders the 40 ACRES

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

FIRST CLASS MAIL

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 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 not be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: CHRIS STEINMAN ***Mailing Address:*** 2720 CRYSTAL BAY CIRCLE ANCH AK 99507

Location/Legal Description of your property: 6175000L017

Comments: I'm All In for Developing Gravel Pit.

* my property Borders the 40 acres

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

56175000L007
HAWKINS ERNEST F
HAWKINS MELODY A
SPC #53
2221 MULDOON RD
ANCHORAGE AK 99504-3630

74
Matanuska - Susitna Borough
Development Services
FEB 09 2016
Received

FIRST CLASS MA.

99504$3630 C087

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 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 not be included in the staff report to the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: ERNEST F. HAWKINS ***Mailing Address:*** 2221 Muldoon Rd., SPC 53 Anchorage, AK

Location/Legal Description of your property: 61750001007 (Lot 7) Lakeshore Acres # 2
20346 W. Lakes Blvd

Comments:

I do not want this Activity by the Above Entity to be Approved Because of Changes it may make to the water table & drainage in the area, The Noise for the next 34 years & the damage trucks with heavy loads & other equipment will make to the Roadway from The Lakes Hy to the End of W Lakes Blvd

Ernest F. Hawkins

Note: Vicinity Map Located on Reverse Side

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWE
ZIP 99645 $ 000.48
02 1W
0001399405 JAN 29 2016

Matanuska - Susitna Borough
Development Services
FEB 08 2016
Received

56175000L002 143
OPP GILBERT M & MARVEL J
16400 W SILVER CRK DR
SURPRISE, AZ 85374-4979

FIRST CLASS

Protest

85374*4979 R012

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

he Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on **rch 21, 2016.** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning mission and you are invited to attend.

application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received before ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review ion. Please be advised that comments received from the public after that date will not be included in the staf lanning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: MARVEL J OPP & GILBERT M OPP ***Mailing Address:*** 16400 W SILVER CREEK DR, SURPRISE, AZ 85374

Location/Legal Description of your property: LAKESHORE ACRES #2 LOT 2 & LOT 26

Comments: Lakeshore Acres is a nice residential area located on Big Lake. Why would anyone want a gravel pit in our back yard? Would you? This would totally destroy property values in the entire Big Lake area and destroy future development of the area. The pollution from this gravel pit would cause nothing but complaints to the Borough. Please deny the request from Lakeside Sand and Gravel. A gravel pit should never be located near a Lake Recreational Area

Note: Vicinity Map Located on Reverse Side

Mark Whisenhunt

From: Bill Dugdale <bill.biglake@gmail.com>
Sent: Tuesday, February 23, 2016 5:02 PM
To: Mark Whisenhunt
Subject: gravel pit

Sorry if I am late. I live just across the lake down from Hulen's point. I am opposed to the rock crusher gravel operation. The current operation in a much smaller scale is noisy to my property. The increased activity and rock crusher activity will make it even worse. Big Lake is a recreational area and this kind of business does not belong in a close proximity to the lake. Thank you for your consideration in this matter.

William Dugdale I would give you my address, but we do not have a road to our property. I have owned the property for over 22 years and an semi retired and enjoy the quite on the lake without this kind of activity.

Mark Whisenhunt

From: Dave Carvalho <daveca@icloud.com>
Sent: Tuesday, February 23, 2016 6:53 AM
To: Mark Whisenhunt
Subject: Comments for Lakeside Sand & Gravel – Interim Materials District

Hello Mark,

I just wanted to pass along my comments, as a property owner of parcel 217N04W26C015, on the subject of the Lakeside Sand and Gravel Interim Materials District application. I think this application is not aligned with the current uses of near by Big Lake properties and it will have a negative impact on those other properties in terms of noise pollution, traffic, and property values. I don't think this application should be approved.

Regards,
David Carvalho

Mark Whisenhunt

From: George Cannelos <gcannelos@gmail.com>
Sent: Tuesday, February 23, 2016 5:08 AM
To: Mark Whisenhunt
Cc: Katie & George Hill
Subject: Lakeside Sand & Gravel IMB proposal comments - revised
Attachments: letter Mat Su sand & gravel proposal Big Lake 2 16.pdf

Mark,

Please replace my previous email comments with the letter below...I neglected to sign the email. Thank you.

George Cannelos

433 M Street
Anchorage, AK 99501
gcannelos@gmail.com

February 22, 2016

Mr. Mark Whisenhunt
Planning & Land Use Department
Matanuska-Susitna Borough

Dear Mr. Whisenhunt,

I am writing to voice objection to the Lakeside Sand & Gravel IMD proposal. Our family owns 5 acres on Big Lake at T17N, R4W, Section 35, Lot B4.

We believe the Big Lake Comprehensive Plan agrees with our concerns. The #1 Economic Development Priority Goal is to "Keep the natural environment clean and green." The Community-Wide Development Guidelines discourage industrial uses in predominantly residential areas.

We are concerned about the proposed volume of truck traffic (up to 100 trucks per day or more), dust, noise and incompatibility with the residential and recreational character of the Big Lake area.

We look forward to reviewing the staff recommendation. Thank you for the opportunity to comment.

Sincerely,

George J. Cannelos, AICP
for Donald & Dorothy Wilcox

Mark Whisenhunt

From: David <djmann18@yahoo.com>
Sent: Monday, February 22, 2016 4:30 PM
To: Mark Whisenhunt
Subject: Lakeside sand and gravel

To whom it may concern:

I'm writing this email in regards to the application to haul gravel from lakes Blvd. I am a land owner right across from the gravel pit. I do not want trucks hauling In and out of this area I have children that spent time out there in the summer and I think this would be a hazard and a danger to them. I work at a gravel pit in anchorage so I know how busy things get at a pit. So in conclusion I would hope that this application doesn't get approved thank you for your time.

David Mann
9973156063

Sent from my iPhone

This Page Intentionally Left Blank

Mark Whisenhunt

From: Paul W. Royal <pwrfeb53@hotmail.com>
Sent: Monday, February 22, 2016 3:45 PM
To: Mark Whisenhunt
Subject: Application for an interim Materials District (IMD)
Attachments: Gravel Pit 022216.pdf

Please see the attached 2 page request for refusal of said permit.

Thank you
Paul W Royal

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	Application for an Interim Materials District (IMD)
MSB Code Section:	MSB 17.28 - Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belard BLVD, MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within the 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly Chambers, Palmer, Alaska, on this item on March 21, 2016. The meeting begins at 6 p.m. This may be the only presentation of this item before the Planning commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us your comments concerning the proposed action this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development services Division, 350 Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-8527 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before February 22, 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 not be included in the staff report to the planning commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: PAUL W ROYAL

Mailing Address PO Box 520031, Big Lake, AK 99652

Location/Legal Description of your property 799 S. Horseshoe Lake Rd. Big Lake

Comments: See Attached (1-pg)

February 21, 2016

Planning Director, Planning Commission Matanuska-Susitna Borough,

As a property owner and full time resident of the adjacent area I am extremely opposed to the issuing of a permit to open a gravel pit at or near 19116 W. Belarde Blvd in the north Big Lake area.

A similar request was denied by the Borough in the recent past and nothing has changed to warrant a reversal of that decision.

Thank you,

Paul W Royal

PO Box 520031

(799 S. Horseshoe Lake Rd.)

Big Lake, AK 99652

This Page Intentionally Left Blank

Mark Whisenhunt

From: John F. Belarde <john@belardeco.com>
Sent: Monday, February 22, 2016 3:37 PM
To: Mark Whisenhunt
Subject: Big Lake Gravel Pit IMD application permit 18655 W. Belarde BLVD.

Mark Whisenhunt and the Matanuska-Susitna Borough Planning and Land Use Commission,

My name is John F Belarde. I represent my father, John J Belarde, owner of the Belarde family property on W. Belarde Blvd. Our 160 acre property is located directly across W. Belarde Blvd. from the gravel pit that William and Helen Heairst our applying for an IMD permit. We have owned and enjoyed this property for almost 50 years and have kept our area pristine and mostly undisturbed for all this time. All of the neighbors have as well. **We are Against the approval of this or any other IMD permit.** This area has been used by the entire neighborhood for recreation and peaceful outdoor living and is the reason many of us moved here years ago and still do. The entire Big Lake area is based on outdoor recreation and a "get away from it all" lifestyle. My mother and father raised me at our Big Lake, my children were raised here as well, and my grandchildren are currently enjoying the Big Lake experience. Belarde BLVD, which used to be a dirt trail that was all but impassable, was never intended to be used as a commercial haul road for heavy 80,000 lb trucks with loads and loads of gravel, and equipment, coming and going. This will damage the road. A gravel pit includes stripping, grubbing, and removal of the vegetation and the soil layer before you can get to the gravel and is nasty business. The next thing will be the installation of rock crushers, screening plants, and much more equipment and trucks. This will cause pot holes and other damage to Belarde BLVD. Additional maintenance will be required by the Borough with drainage issues, noise and air pollution, and an overall changing of the lifestyle quality of the entire neighborhood that this area represents to so many people. Again, we are against this IMD permit and this activity at 18655 W. Belarde Blvd.

I ask that you please include these comments in the upcoming Planning Commissioners Review. Thank you.

John F Belarde
15305 210th Ave NE
Woodinville, WA 98077
(206) 510-3290

Mark Whisenhunt

From: Rita Gaffey <gaffeysgirl@gmail.com>
Sent: Monday, February 22, 2016 1:59 PM
To: Mark Whisenhunt
Subject: Interim Materials District, Lakeside Sand & Gravel

Regarding the permit for the gravel pit to be operated by Lakeside Sand & Gravel, NO.
No Way should this be approved.

For a multitude of reasons, among which but not limited to, noise, dust and overweight trucks on an already overstressed roadbed.
The risk to the children waiting for school bus and recreational walkers along the narrow, winding roadway.

And just to be clear, NO WAY should a permit be granted for the operation of an industrial scale gravel pit in a recreational/residential area.

Thank you for giving us an opportunity to respond.

Rita Gaffey & Virginia McClain
19060 W. Penny Kay Lane
Big Lake, AK 99652

Mark Whisenhunt

From: Brad <brads@mba-consulting.net>
Sent: Monday, February 22, 2016 1:54 PM
To: Mark Whisenhunt
Cc: brads@mba-consulting.net
Subject: MSB 17.28

I am hoping I can briefly weigh in on a gravel pit on Big Lake. Seems like an awful big development next to recreational property. I am not opposed to a guy making a buck on his property, it is his or her right.

Would there be a way to compromise on project magnitude? I would think there would be a way to balance between that enterprise and the homeowners on the lake. Please consider strongly hours and days of operation, maybe a buffer zone of some sort and consider the safety of residents that share access infrastructure to the area.

Thanks,
Brad Sordahl

Mark Whisenhunt

From: mikewinter@mtaonline.net
Sent: Sunday, February 21, 2016 8:01 PM
To: Mark Whisenhunt
Subject: Re: IMD application

We are stating a "NO" on this proposed gravel pit that Mr.
Heairet's is planning. It would diminish our peace and quiet as homeowners on Big Lake. The noise and traffic on a daily basis that this proposed gravel pit is unacceptable. We live here to be away from the noise and commotion. We have a young child who likes the outdoors and we don't want the danger of commercial vehicles going back and forth such as the proposed trucks hauling gravel away on a daily basis.

We are strongly against this gravel pit. We vote "NO" to the IMD application

Thank you,
Mike Winter

Bigger. Stronger. Faster.
Sign up for a New Free Email Account at http://MyEmail.com

Mark Whisenhunt

From: M Atkins <jmlatkins71@yahoo.com>
Sent: Sunday, February 21, 2016 7:38 PM
To: Mark Whisenhunt
Cc: matkins@yukonfire.com
Subject: MSB 17.28 - IMD_William & Helen Heairet (dba Lakeside Sand & Gravel), 19116 W Belarde BLVD; MSB Tax ID 17N04W25B019

Mr. Whisenhunt,
Please consider this email notice of my objection to the application noted above.
As a property owner within 1mile of the above noted parcel I strongly object to the intent of the owners to extract material from a near lakeside parcel. There is plenty of outlying acreage where a "gravel pit" would not so closely impact property owners who have made a substantial investment in lakefront land. This is just too close to a recreation heavy location and should be denied by the MSB as this application does not meet the intent of MSB Code 17.28.010.

Thank you for your consideration.

Regards,
Matt & Brandy Atkins
WELLS LOT 15

This Page Intentionally Left Blank

Mark Whisenhunt

From: Carol G. Kane <hrkane@gmail.com>
Sent: Sunday, February 21, 2016 7:06 PM
To: Mark Whisenhunt
Subject: Kane MSB.Application. Interim Materials District Comment of Objection Please confirm receipt
Attachments: Kane.MSB.Application.Interim Materials District(IMD).2.22.16.pdf

Please find attached:

William D. Kane & Carol G. Kane *objections* for the Application for Interim Materials District as submitted by William & Helen Heairet.

Should you need any additional information, please free to contact me at 355-2467 or email hrkane@gmail.com

Thank you for your assistance.

Carol

--
Carol G. Kane
PO Box 520502
Big Lake, AK 99652-0502
Cell: (907) 355-2467

"To educate a person in the mind but not in morals is to educate a menace to society."
Theodore Roosevelt

William D & Carol G Kane
PO Box 520502
Big Lake, AK 99652 – 0502
Phone: (907) 892-7738
Email: hrkane1@mtaonline.net

2/9/16

Attention: Mark Whisenhunt, CFM
Planner II
Matanuska Susitna Borough
Planning & Land Use Department
350 East Dahila Avenue
Palmer, AK 99645

Location/Legal Description of Property:
17N03W30B003 17800 W Belarde Blvd. Big Lake, AK 99652
17N03W30B004 17790 W Belarde Blvd. Big Lake, AK 99652
17N03W30B028 17802 W Belarde Blvd. Big Lake, AK 99652
17N03W30B030 17850 W Belarde Blvd. Big Lake, AK 99652

Comments: We are **opposed** to the application for an Interim Materials District for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel, owned by William & Helen Heairet (dba Lakeside Sand and Gravel), 19116 W Belarde BLVD; MSB Tax ID# 17NO4W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridan.

We have been property owners in Big Lake since 1987 when we purchased our first cabin on the northshore of Big Lake. Since that time we have purchased the above properties and built our permanent residence in 2001 - 17N03W30B028, 17802 W Belarde Blvd. Big Lake, AK.

W. Belarde Blvd. is the only road access to each of these identified properties as noted above. W. Belarde Blvd. is not a Borough maintained road, thus because we are the only full time homeowners at the end of W Belarde Blvd. road maintenance has been our primary responsibility for basic maintenance, snow removal, etc., which on occasion required rental of equipment to improve basic grade of the road.

If this application is approved, critical areas, which will be impacted are health and safety not only for the traffic on W. Belarde Blvd, but year around traffic, which utilizes W. Lakes Blvd. twelve months out of the year. More specifically....

- The W. Belarde Blvd. hill adjacent to the proposed extraction area compromises the relative risk of site distance when any type of vehicle or dump trucks/equipment turn onto or off W. Belarde Blvd.
- There is no Borough road maintenance for W. Belarde Blvd, which results in a less than standard road surface.
- Traffic has been stopped during operation hours of the extraction area until the trucks clear the area.
- W. Lakes Blvd. is a very substandard road with limited pull off areas, numerous curves, and limited safe sight distances,
- School buses pick up and drop off students at the intersection of W. Lakes Blvd and W. Belarde Blvd.

- The non-lighted intersection at W. Lakes Blvd. and W. Belarde Blvd. will be comprised as dusk/darkness increases and will become a major safety issue with the increased truck traffic of 1 million 125,000 tons material exclusive of the weight of the truck and variable weather conditions.
- Oversight and assurances must be held to the highest test to include but not limited to number of truck loads, weight compliance, elevation of the pit to the water table, the maintenance of W. Belarde Blvd., maximize for dust and noise control and road surface to address on-going safety.

As noted in the Big Lake Community Council Area Comprehensive Plan Update, August 2009, TRANSPORTATION V 5-I:

- Improve Big Lake area roads: develop safe and efficient system that provides connection to the Parks Highway and access to land in the Big Lake Area.

- Expand existing road system to provide access to resident currently without access ensuring public safety needs are met.

The Transportation Priority Goals stated above, directly validates the safety/health issues and our objection to this application, which indicates there will be "approximately 750,000 cubic yards to be extracted beginning 2016 and the final extraction will occur in 2040".

As the record will reflect, the proposal for the commercial gravel pit as previously submitted was rejected, which included parallel issues expressed by residents in the area of W. Lakes Blvd. and W. Belarde Blvd. as noted above and should be once again rejected.

For the above stated issues and the increase of full time residents in 2016 and until 2040, the compelling answer should be do not approve this application as submitted.

Sincerely,

William D Kane_____ Carol G Kane_____

This Page Intentionally Left Blank

Mark Whisenhunt

From: Theresa Finnigan <tfinn@acsalaska.net>
Sent: Sunday, February 21, 2016 5:43 PM
To: Legislative Comments; Mark Whisenhunt
Cc: 'Tim Finnigan'; tfinn@acsalaska.net
Subject: NO to IMD Heairet Gravel Pit Operations application from Finnigan's form Matsu B. for Opinion 2-21-16
Attachments: Heairet Gravel Pit from Finnigan form Matsu B. for Opinion 2-21-16.pdf.pdf

Please see attached.

We oppose application for many reasons including but not limited to:

- devaluation of property value and impact to the road.
- Matsu Code (17.28.010)
  - Preserving traditional uses
  - Protecting and enhancing the quality, peace, quiet, and safety of the Matsu neighborhoods
- Matsu Code (17.28.040) no issues or plans have been addressed
- Matsu Code (17.28.060) no issues or plans have been addressed

Also we have many other concerns as outlined in our attachment.

Respectfully
Tim and Theresa Finnigan

Sent via [illegible]

Submit Via Email

MATANUSKA-SUSITNA BOROUGH
PUBLIC OPINION MESSAGE

A COPY OF THIS PUBLIC OPINION MESSAGE WILL BE PROVIDED TO THE MAYOR AND BOROUGH ASSEMBLY

Public opinion messaging allows you to send a message to the Mayor and all members of the Borough Assembly. If you have any questions, please call (907) 861-8683.

* The email button above only works if you are using Adobe Reader or Acrobat. There are several other ways to submit after you fill out this form and save it.

- Email: Attach it in an email to leg.com@matsugov.us
- Fax: Print and Fax to (907) 861-7845.
- Hand Deliver or Mail: The form may be printed and delivered to the Borough Clerk's Office, 350 E. Dahlia Avenue, Palmer, Alaska 99645.

Title (Mr. Mrs. Ms.):	First Name:	Initial:	Last Name:	Suffix (Jr. Sr. II.):
Mr.	Tim	B	Finnigan	

Mailing Address (Address, City, State, and Zip):
6101 Moose meadow Lane Cir. Anchorage, Ak. 99516

Phone:	Group or Affiliation, if any:	Date:
907 346-4842		2-21-2016

SUBJECT: ☐ Ordinance No.: _____ ☐ Resolution No.: 19116 W. Belarde Blvd. MSB 17. ☒ Action Memorandum (AM) No.: _____

I **support** the legislation: ☐ I **oppose** the legislation : ☒ I recommend amendment: ☐

OTHER SUBJECT:

An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until 2040 within a 40 acre parcel

MESSAGE:

A application by William & Helen Heariet (dba Lakeside Sand and Gravel) .
WE STRONGLY OPPOSE ANY REQUEST OR CONSIDERATION OF THIS APPLICATION!!
Just the name of the existing business Lakeside Sand and Gravel causes a concern.
1) Are they currently in compliance or have they addressed the Clean Water Act (CWA), from an independent Consulting firm?
2) Has an Environmental Impact Statement (EIS) been completed, or to be required as a condition of the permit?
3) Has an EPA application been applied for for future particulate matter releases into the environment?
4) Have the Nonpoint source (NPS) environmental regulations been addressed, per ADEC guidelines?
It appears from current operations that Lakeside Gravel is not currently in compliance!
5) 750,000 CY excavated over an area of 40 acres would be an average depth of approximately 12' would this create ponds, pits or trenches? Have we seen a detailed excavation plan, a phasing plan?
6) How would it affect the alteration of groundwater flows to surface waters into Big Lake?
7) How would it affect the Anadromous fish population. The salmon use the North shore of Big Lake extensively, has this issued been addressed? Sediments, noise, water temperatures, pollutants, what about a fuel spill, has a SPCC plan been prepared?
8) The SW corner of the proposed development is approximately 425' away from Big Lake!
9) Has a Noise Feasibility study been completed? What are the proposed hours of operation?
10) What about the noise pollution, that would affect neighbors in close proximity, as outlined on the map? How does it affect the people across the lake as the sound will carry across the lake, have they been notified? The notice states that a flier was sent out to some Big Lake area residents. The notification needs to be sent out to those people as well.
12) What about the impact to the road?
13) Has the impact to the devaluation of adjacent property values been addressed, and the impact to the Matsu Borough and the tax base?

ADEC NPS Guidelines clearly state "PROTECTION of receiving waters with designated uses such as recreation and wildlife habitat."
Allowing a Commercial Gravel within 450' of the Big Lake recreation and wildlife area would be a complete violation of the NPS ADEC guidelines.

THERE ARE TO MANY UNKNOWNS AND TO MUCH RISK TO EVEN CONSIDER THIS AS A WORTHWHILE PROJECT

Revised: 02/15

Mark Whisenhunt

From: Judy Dobson <judyanndobson@gmail.com>
Sent: Sunday, February 21, 2016 2:45 PM
To: Mark Whisenhunt
Subject: MSB-17-28 Interim Materials District Permit

Feb 21,2016

To Whom it may concern,

Yesterday we became aware of a permit application for a gravel pit off of West Lakes Blvd It is my understanding that up to 100 trucks could be driving along W Lakes Blvd. I feel that could become a very unsafe road. I take that road to get to my property on West Lake. There are many curves and heaves in the road. Bus stops are also on W. Lakes.

I also feel it was unfair to not have a survey go out to all owners in the area. Please do not approve this unsafe business in a residential area,

Judy Dobson
Location:3514 Horseshoe Lake
Big Lake, AK

mailing address
Dimond Vision Clinic
1000 E Dimond Blvd Suite 101
Anchorage, AK 99515

judyanndobson@gmail.com

This Page Intentionally Left Blank

Mark Whisenhunt

From: Terry & Greg Puhr <puhr@mtaonline.net>
Sent: Sunday, February 21, 2016 12:17 PM
To: Mark Whisenhunt
Subject: Comments on William & Helen Heairet Application
Attachments: Big Lake-Heairet Gravel app-2-2016.pdf

Dear Mark,

Attached is a document with my comments on the William & Helen Heairet application if an IMD.

I also faxed the same document to you folks as well. Apologies for redundancy, but I just wanted to make sure my comments were received.

Sincerely,

Theresa L. Hiebert-Puhr
Davis Subdivision, Lots 25 & 26
Big Lake, Alaska

This email has been sent from a virus-free computer protected by Avast.
www.avast.com

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Rec'd 11:45am 2/21/16

U.S. POSTAGE >> PITNEY BOWES
ZIP 99645 $ 000.48
02 1W
0001399405 JAN 29 2016

56091000L025 150
PUHR THERESA L HIEBERT
HIEBERT CATHERINE J
4050 MARIAH DR
EAGLE RIVER, AK 99577

FIRST CLASS MAIL

99577#9752 H083

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

Application material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. 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 Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received on or before ***February 22, 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 not be included in the staff report for the Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Theresa L. Hiebert-Puhr ***Mailing Address:*** 4050 Mariah Dr, Eagle River, AK 99577

Location/Legal Description of your property: Davis Subdivision - Lots 25 & 26 / 56091000L025 & L026

Comments: I OPPOSE this application!

Reasons: 1) Extraordinary wear and tear on West Lakes Blvd, which is already in a deteriorated state.

2) Excessive noise pollution

3) Excessive air pollution

4) Blatant disregard for quality of Life. Big Lake is a recreational area, as well as residential. We expect boating noise, children laughing and enjoying the lake. We DO NOT expect/deserve to live with extraction of gravel activities!

Note: Vicinity Map Located on Reverse Side

Theresa L Hiebert-Puhr

Mark Whisenhunt

From: Jamie Woodside <woodsideak@gmail.com>
Sent: Sunday, February 21, 2016 11:13 AM
To: Mark Whisenhunt
Subject: Application for an Interim Materials District (IMD) MSB 17.28 - 19116 W. Belarde BLVD; MSB Tax ID#17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian

Re: Application for an Interim materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of amterial until the year 2040 within a 40 acre parcel

To Whom it May Concern:

I am the owner of property 19586 W Lakes Blvd, located approximately 1/2 mile from the subject property. I am writing in concern of this Application for an Interim Materials District. This application appears to propose approximately 12 - 13 dump trucks traveling on W Lakes Blvd per day, 8 months of the year.

750,000 Cubic Yards Total
30,000 Cubic Yards per year (over 25 years)
8 months per season = 240 days
30,000 Cubic Yards / 240 days = 125 Cubic Yards per Day
125 Cubic Yards / 10 Cubic Yard Large Dump Truck = 12.5 Trucks per Day

W Lakes Blvd is currently degrading very badly, with the first 2 miles being especially dangerous. The road is narrow, often with no shoulder at all. There are many sharp, blind corners, and the 35 mph speed limit is usually ignored. As a homeowner who drives the road daily, I have been run off the road more than once by dump trucks driving far to fast to be safe (50+ mph). 12 trucks per day, hauling gravel, are going to demolish this road. Not only will the weight be a factor, the inevitable loose gravel on the road will chew up the pavement and create a road hazard that will cause danger to other drivers and cost taxpayers money to clean up continuously.

In addition to my concerns for the safety and integrity of the road itself, there are several other issues that should be noted. W Lakes has an extremely high moose population. Driving the 5 mile stretch of road, you are likely to encounter multiple moose in a single, one-way trip. The road is hilly in several areas, and the use of Jake Brakes would have to be banned completely. Noise from not only the trucks, but the operation itself would not just devalue the properties, but completely destroy the peaceful lakeside community which is established right next door to the proposed operation.

I feel that this Application should be denied, as this proposed operation would too severely impact the surrounding properties and taxpayers.

Thank you for your time and consideration,
Jamie Woodside
19586 W Lakes Blvd

Mark Whisenhunt

From: Scott Moore <skmoore@gci.net>
Sent: Saturday, February 20, 2016 5:40 PM
To: Mark Whisenhunt
Subject: Application for IMD - & Helen Heairet (dba Lakeside Sand And Gravel)

Dear Mr. Whisenhunt,

It is with concern my wife and I would like to forward comments regarding the application for material removal from 19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian

As property owners within a mile of the Heairet's gravel pit we are concerned about:

- The devaluation of our property that is located in a **recreational area**.
- Air pollution
- Noise pollution
- Additional use of truck activity increasing the dangers of meeting a truck hauling 50,000 pounds of gravel traveling down winding West Lake Blvd.
    - School buses running on West Lake Blvd
    - Recreational users : Children playing, bike riders, 4 wheelers, especially during the summer months in the area being put in harm's way by truck activity
    - Trail crossing : 4 wheelers, Dog Teams, snow machines, x-country skiers
    - Unsafe exit on to West Lake Blvd from Belarde Blvd (from the pit)
    - The additional wear and tear that will occur on West Lakes Blvd

Please take in consideration our **No** vote for this application.

Thank you for your time,

Scott and Debra Moore
Lake Shore AC #2 Lot16
20457 West Lakes Blvd

Mark Whisenhunt

From: Barry Thompson <barryt60@gmail.com>
Sent: Saturday, February 20, 2016 4:56 PM
To: Mark Whisenhunt
Subject: IMD Application by Lakeside Sand And Gravel

Owners of property should be able to do whatever they want with the property as long as it is legal AND they do not disturb their neighbors right to peace and quiet- if that still exists in todays world.

Barry Thompson- Big Lake property owner Ivy Cove Big Lake
60 Miretta Lane
Sedona, Arizona 86336

Mark Whisenhunt

From: Roxanne Sinz <roxannemsinz@gmail.com>
Sent: Saturday, February 20, 2016 2:49 PM
To: Mark Whisenhunt
Subject: IMD permit West Lake

Please block the gravel use permit requested by Lakeside Sand and Gravel. Not only will it tear up our roads, but with the amount of gravel trucks being proposed, safety is a huge concern.
Thank you.
Roxanne Sinz
3631 S Horseshoe Lake, Wasilla AK 99652

Sent from my iPhone

Sent from my iPhone

Mark Whisenhunt

From: Maureen ONeill <calio@gci.net>
Sent: Saturday, February 20, 2016 1:59 PM
To: Mark Whisenhunt
Subject: Application for IMD; Heairet, dba Lakeside Sand and Gravel

Dear Mr. Whisenhunt,

I am the owner of two properties on Big Lake (217N04W25A004, 217N04W25A005). I am writing in response to the application of an IMD (MSB 17.28-Interim Materials District) by William & Helen Heairet (dba Lakeside Sand and Gravel) which is located on a 40 acre parcel on the corner of West Lakes Blvd and West Belarde Blvd.

I am opposed to this request. The Matanuska-Susitna Borough Code (17.28.010) under 'intent and purpose' for an IMD states that the Matanuska-Susitna Borough accomplish its purposes by: "(6) recognizing and preserving traditional uses of land within the Matanuska-Sustna Borough and (7) by protecting and enhancing the quality, peace, quiet, and safety of the Matanuska-Susina Borough neighborhoods."

This IMD permit would not help preserve the traditional use of this land which has been recreational. Lakeside Sand and Gravel operating under an IMD definitely will not protect 'the quality, peace, quite and safety" of my property as well as the surrounding area at Big Lake for the following reasons:

1. Increased air pollution (since the application submits that a screener and crusher may be used)
2. Noise pollution from both mining, screening, crushing, loading gravel, and truck activity
3. Unsafe exit on to West Belarde Blvd from the pit
4. Danger of meeting trucks hauling up to 50,000 pounds of gravel on the winding West Lakes Blvd.
5. Causing wear and tear on West Lakes Blvd due to increased truck activity... it is my understanding that the West Lake Blvd road was paved for the intent of dust suppression, not as a heavy use road.
6. Risk to school children standing at bus stops on West Lakes Blvd
7. Devaluation of Big Lake and surrounding property due to a gravel pit operating in the area

I respectfully submit that the above application be rejected.

Thank You,

Maureen A. O'Neill

Mark Whisenhunt

From: Lovely <skhanam@earthlink.net>
Sent: Saturday, February 20, 2016 12:41 PM
To: Mark Whisenhunt
Subject: NO to MSB 17.28-IMD

Dear Sir/Madam:
We are saying "NO", again "NO" to
the application by William and Helen Heairet (dba Lakeside Sand and Gravel) to haul material from their parcel.
Again, we say "NO". No hauling gravel from our neighborhood.
Thanks.
CHOWDHURY NAIMUL HASAN
KHANAM SYEDA SALMA
2421 Trisha Ave

Sent from my iPhone

Mark Whisenhunt

From: Suzanne Whitt <suziewhitt@yahoo.com>
Sent: Saturday, February 20, 2016 11:10 AM
To: Mark Whisenhunt
Subject: Comments on MSB-17.28

FROM: Suzanne Whitt
Linda Ray
P O Box 521593
Big Lake, Ak. 99652
Lot 24, Block C, Davis Subdivision

Our answer is NO!! We do not want up 100 trucks a day speeding in and out of winding and narrow, W Lakes Blvd. The posted limit is 35 and that will be totally exceeded. It is now and no one stops them!! Especially when they are loaded with 50,000 pounds of rocks, gravel or sand.

The noise from the mining equipment will be awful in a quiet neighborhood on the lake. Also, the noise and smell of the diesel trucks and equipment will be horrendous!!

And if there is an accident from a truck hitting a moose, which the moose population has grown, will shut down our ONLY access in or out.

Please don't let this permit be granted, Mark.

Mark Whisenhunt

From: Todd Held <heldtodd@gmail.com>
Sent: Saturday, February 20, 2016 8:50 AM
To: Mark Whisenhunt
Subject: Application for permit Lakeside Sand and Gravel

Hello,
My name is Todd Held and I am the owner of 3951 and 3957 Crozier Lane, Big Lake.
I purchased this property in the fall of 2015 and for some reason the borough has not listed me as the new owner.
I am sending this email to state my strong opposition to allowing William and Helen Heairets dba Lakeside Sand and Gravel to operate their gravel pit on the corner of West Lakes Blvd under an IMD.
I purchased my property so that my family could spend quality time together and enjoy the peaceful setting of our cabin. Allowing this operation is certain to cause noise pollution at an unacceptable level.
If this permit is approved, I do believe that the operation of the gravel pit will affect the quality of life for the surrounding area in a very negative way. Heavy machinery will disturb the tranquility and quite probably reduce air quality. This point, and large trucks traveling our "back roads" are also a safety concern.
One final thought is my property's value. I am a licensed real estate broker, and I know for a fact, that the operation of this gravel pit will have a negative impact on property values.

I ask that this permit be denied.

Todd Held
907-522-7653
2018 E. 36th Ave.
Anchorage, Ak. 99508

Mark Whisenhunt

From: Tyrone Neel <neelclan1@yahoo.com>
Sent: Friday, February 19, 2016 6:18 PM
To: Mark Whisenhunt
Subject: Lakeside Sand and Gravel proposed gravel pit.

To whom it may concern,

I am writing to you to express our concerns over the proposed gravel pit being considered near the intersection of West Belarde Blvd. and West Lakes Blvd. near Big Lake.

My wife Debra and I are the owners of Petersens Acres Lot one, located almost directly behind the proposed site. our property is on the lake with our back property line abutting the proposed site. We access our property by turning off of Belarde road onto Shangra-la (which is a road that I built in 2001). Driving straight off the end of Shangra-la is our driveway and our property.

We have spent many summer weekends, and weekdays, enjoying the serenity of Big Lake. Our kids have many fond memories of the times we have spent together out at the lake. We certainly hope that they too will be able to bring their kids some day to experience the beauty and solitude of the area.

I have looked over the IMD application on the boroughs website. I don't think having an operation of this size, for this long, is in anyone's interest except for the owners of the site itself. For many years I was in the sand and gravel business, so I don't inherently have a dislike for this kind of work. quite the opposite in fact, but having been a gravel hauler for years myself ,I know full well the noise and dust the operation can't help but create. Even more worrisome to me is the toll those trucks will take on an already fragile West Lakes road. When we first bought the property that road was a gravel , wash boarded mess. I remember well when it got paved. No more pounding our vehicles to pieces just to get to our property. It has been steadily declining ever since and running loaded trucks on there will certainly cause a more rapid demise. Another concern we have regarding the trucks on that road is the narrow, shoulder less , un-cantered curves and blind corner design of the road to begin with. It is common for people to be speeding on that road and we really feel like having trucks running up and down it is just asking for a bad accident.

We have no problem with the small, quiet, operation that has been operating at the site for years and are happy to see that continue, But we strongly urge you all to consider how many neighbors will be adversely affected by allowing the proposal to move forward. I, like many of my neighbors, have invested a great deal of time and money into my property in the hopes that the area would remain more like it was when we bought it (a beautiful, quiet place filled with wildlife) and less like an industrial area.

Please do not allow this to move forward.

Thank you Tyrone and Debra Neel

Tyrone Neel 907-223-9414

Mark Whisenhunt

From: dannysautobody@gci.net
Sent: Friday, February 19, 2016 3:09 PM
To: Mark Whisenhunt
Subject: Fwd:
Attachments: Big Lake.bmp.docx

Please find my attached letter with opinions on the Lakeside Sand and Gravel application.

----- Original Message -----
From:
ivm@alaska.net

To:
dannysautobody@gci.net
Sent:
Fri, 19 Feb 2016 14:39:09 -0900
Subject:

Danny's Auto Body
7137 Old Seward Highway
Anchorage, Alaska 99518
(907)522-7888
(907)229-3606 Cell

February 19, 2016

MSB Development Services Division
Mark Whisenhunt
350 E. Dahlia Ave.
Palmer, Alaska 99645
907-861-8527
907-861-7876 Fax
mwhisenhunt@matsugov.us

Dear Mr. Whisenhunt,

I have reviewed Lakeside Sand & Gravel's application and no not oppose this. We, myself and all other surrounding property owners, have received the letter from the Longacres's. I firmly disagree with the opposition to the Heairet's application. I do not find any merit in the concerns that they have brought forth for the community to view.

I own lots 217N04W25B013, 014 & 012. I have had amply opportunity to actually witness the Heairet's hauling the allowable amount of gravel from the property in question and have yet to see any negative impact.

I have personally contracted the Heairet's to perform work on the three lots that I own, with all 3 lots sharing a property line with the 40 acre parcel listed in the application, I have always found them to conduct themselves and their business in a respectful and professional manor. I have complete confidence that the Heairet's will conduct Lakeside Sand & Gravel in a professional, responsible manner that will put the health and welfare of this community first. The Heairet's have been an integral part of this community for many years.

Thank you for your time and consideration in this matter.

Sincerely,
Danny Drum

Mark Whisenhunt

From: Keith Tryck <goldak49@gmail.com>
Sent: Friday, February 19, 2016 1:12 PM
To: Mark Whisenhunt
Cc: Tryck Charles; Tryck Doug; Tryck Kathryn; Tryck James
Subject: Objection to proposed gravel pit location at R4W, Sec. 25 SM (19116 West Belarde Blvd.)

Mr. Mark Whisenhunt,

I am opposed to the proposed Interim Materials District application for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel, ID#17N04W25B019, within Township 17 North, Range 4 West, Section 25, Seward Meridian.

I strongly object to the permitting of an industrial use "gravel pit" in what has always been a recreational and residential use area. Our property was first acquired in the mid 1960's and has served as both recreational and residential uses since that time for three generations of Tryck family members.

It has been my experience working in the engineering and construction fields in Alaska for 50 years that the negative impacts of gravel pits are not taken into account. Dust pollution, noise pollution and heavy truck traffic extend beyond the pit proper. They pose serious issues of public health and safety in the surrounding area.

A warm summer day, billowing dust, a light breeze, kids on bikes on a country road and loaded gravel trucks don't mix.

(signed)

Charles W. Tryck

Tryck Joint Revocable Trust

1801 West 13th Avenue, Anchorage, AK 99501-4219

Lots 22, 23 Davis Subdivision

Cwtryck@gmail.com

Please confirm receipt.

Mark Whisenhunt

From: ivm@alaska.net
Sent: Friday, February 19, 2016 12:45 PM
To: Mark Whisenhunt
Subject: William & Helen Heairet application

This Page Intentionally Left Blank

Mark Whisenhunt

From: Angela R. Bell <ARB@delaneywiles.com>
Sent: Friday, February 19, 2016 8:52 AM
To: Mark Whisenhunt
Cc: Timothy J. Lamb
Subject: Application for Permit by William & Helen Heairet
Attachments: 201602190848.pdf

Attached please find a letter from Mr. Lamb. If you should have any problems accessing this document, please do not hesitate to contact me.

DELANEY WILES

Angela R. Bell
Legal Assistant to Timothy J. Lamb
Delaney Wiles, Inc.
1007 W. 3rd Avenue, Suite 400
Anchorage, Alaska 99501
Direct: (907) 257-0716
Main: (907) 279-3581
Facsimile: (907) 277-1331
Email: arb@delaneywiles.com

HOWARD A. LAZAR
DONALD C. THOMAS
TIMOTHY J. LAMB
CYNTHIA L. DUCEY
DONNA M. MEYERS
SCOTT J. GERLACH
WHITNEY L. TRAEGER
DANIEL E. DOTY

DELANEY WILES, INC.
ATTORNEYS AT LAW
1007 WEST THIRD AVENUE
SUITE 400
ANCHORAGE, ALASKA 99501
TELEPHONE (907) 279-3581
FAX (907) 277-1331

OF COUNSEL
STEPHEN M. ELLIS
CLAY A. YOUNG
WILLIAM E. MOSELEY

February 19, 2016

Sent Via Facsimile (907) 861-7876 and email mwhisenhunt@matsugov.us
Mat Su Borough
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

Re: Objection to Application for Permit by William and Helen Heairet dba Lake Side Sand and Gravel for a 40 acre parcel gravel pit on the corner of West Lakes Boulevard and West Florida Road

Dear Application Person:

I am the attorney in fact for Jane Lamb, the owner of ASLS 83-141 Tract B, a 4.05 acre parcel of land in the area that will be affected if this dangerous gravel pit is allowed. Jane's grandchildren, or my children, intend to build on the property she currently owns. We object to another gravel pit being developed, to go with other blights on the neighborhoods where gravel pits have been created. We also object to the numerous gravel trucks that will be going up and down the road on West Lakes Boulevard, and subjecting children and anyone who rides bikes or walks, etc. to the dangers of being struck. We also object to the pollution from the extraction, crushing, loading, etc.

Please deny the application. This area should be kept somewhat pristine and neighborhood like, not turned into an industrial gravel pit.

Please call with any questions.

Sincerely,
DELANEY WILES, INC.

Tim Lamb

Timothy J. Lamb

TJL/arb

Mark Whisenhunt

From: woodside1969@gmail.com <woodsidesylvia@gmail.com>
Sent: Friday, February 19, 2016 4:00 AM
To: Mark Whisenhunt
Subject: lakeside sand&gravel

NO ! we don't need this operation in our neighborhood it would be a Health and Safety Hazard !

James woodside
20317 lakes blvd Big Lake
907-707-8310

Mark Whisenhunt

From: All Alaskan Girl <allalaskangirl@yahoo.com>
Sent: Thursday, February 18, 2016 6:12 PM
To: Mark Whisenhunt
Cc: allalaskangirl
Subject: Grabbe Response to IMD - Heairet/Lakeside Sand & Gravel
Attachments: 2016 NO IMD for Haeiret_Opposition.pdf

Please see attached response against the MSB 17.28 Interim Materials District for Haeiret/Lakeside Sand and Gravel. This is submitted prior to Feb. 22, 2016 for inclusion in staff report to the Planning Commission. Please contact me if there are questions.

Regards,
Kim

Kim Grabbe allalaskangirl@yahoo.com (907) 301-2369 cell

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

217N03W19C043 198
WOODBURY KIM M GRABBE
PO BOX 111693
ANCHORAGE AK 99511-1693

FIRST CLASS M

99511$1693 B022

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

›lication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application rial may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us nents concerning the proposed action, this form may be used for your convenience by filling in the information below mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received or ' ›fore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review a' ›n. Please be advised that comments received from the public after that date will not be included in the staff · nning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: Kim Grabbe (Woodbury) ***Mailing Address:*** PO Box 111693, Anch AK 99511

Location/Legal Description of your property: Township 17N Range 3W Sect 19 Lot 043

Comments: See Attached.

No Commercial or ANY gravel pit in a residential area.

Kim

Note: Vicinity Map Located on Reverse Side

Kim Grabbe
PO Box 11169.
Anchorage, AK 99511
(907) 301-2369

February 18, 2016

Dear MatSu Borough,

For the current and future Big Lake residents and their families, this gravel pit should not exist. 2009 The Big Lake Comprehensive Plan does not support a gravel pit in a residential area. The Community council did not support it in 2009 and may not in 2016. Attached is my rebuttal from 2009 explicitly quoting the BLCP and why this pit cannot exist. The only change since 2009 is there are more residents, supporting a residential life, not commercialized gravel pit.

By visually gauging the pit it is completely evident he has and continues exceeding his annual 2000cu/yd. limits and has operated illegally and the borough hasn't done anything. This pit will continue to bring Illegal operations and paid under the table employees, plus typical non-DOT certified trucks tearing up, already diminishing, residential roads on the taxpayers dollars.

In addition to everything else, a reclamation plan is not in place which in should reject the application from being accepted and moving forward to the point of wasting the residents time fighting for what is right to preserve community life, in Alaska's year round recreational area. The residents take pride in the tranquility and hustle/bustle of Big Lake. The BLCP doesn't allow a commercial gravel pit to exist in this location, its operations are restricted. Below are quotes and information from the BLCP.

Quick piece from 2009 Submittal:

In 1996, the Comprehensive Plan for Big Lake was created. A comprehensive plan is "a legally recognized document, with the authority to guide decisions on land use, public facilities and services, transportation and other issues. ...then outline general strategies on how to reach these goals." In 2008 the Big Lake Comprehensive Plan (BLCP) was updated by community input and workshops, and printed in 2009.

The 1996 BLCP states on page 71 that "they encourage local light industry that is compatible with the environment...heavy industrial activity with noxious or unpleasant characteristics... (should be) prohibited."

According to the 2009 BLCP, Page3-4, 3-5, and 3-16:

- "Poorly planned land uses can have an increasingly detrimental effect on the environment in general and reduce enjoyment of each individual's home."
- "No plan can control the future, but it can help the community head in a direction that residents desire, for themselves and their children."
- "Protect the Natural environment – As the area grows, actions are needed to avoid detrimental effects on well water, quality of surface water, habitat, wetlands and other natural environmental features."
- "..Responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property."
- "Protect Big Lake for Future Generations – The community supports the concept that we are not only owners of our property for a period of time but that we have certain

obligations as "caretakers" of that property for the benefit of future "owners" and obligations to the overall health of our natural and social environment."

- "to encourage these uses (community-wide development) to occur in a way that minimizes impacts on the quality of life of neighbors and the natural environment." Page 3-16.

A gravel pit will produce noxious and unpleasant characteristics with sight and sound, will have an increasingly detrimental effect on the environment, and directly reduce the enjoyment of each individual's home. It will damage the safety and welfare of the adjacent properties and will not benefit the future owners, overall health of our natural and social environment, and certainly impact the quality of life of neighbors in a negative manner.

Through the BLCP (page 3-5) "the community is establishing a generalized flexible development "roadmap" that respects individual property rights but encourages a pattern of development that protects Big Lake's environment and rural character, encourages clustering of commercial development, and allows for the efficient extension of community infrastructure."

The BLCP guidemap/roadmap on page 7 (Attachment 3) labeled West Lakes Blvd as a dispersed residential area bordered by conservation–residential area. Commercial-development area was favorably designated to occur in the Town Center or along Big Lake Road corridor (BLCP page 3-6).

At the end of West Lakes Blvd. is a priority public access point identified and reserved by the BLCP to serve local and visiting recreational users, and also provide property access, including a number of recreational cabins, and homes, see attachment 4. In the summer, water access serves many types of traffic: motor boats, houseboats, sailboats and sailboards, canoes, jet-skis, float planes, etc. As the residential community develops over the next 14 years (the duration of the proposed gravel pit) increased summertime visitors will be disturbed by thousands of trucks traveling on the same roads and within two-thousand feet of their public boat launch.

Page 5-1 of the BLCP states that "A community's transportation system influences both the way in which it functions and the way in which it is perceived. The combination of land use and transportation affect many elements of a community – most importantly livability, aesthetics, and the efficiency of movement to and from as well as around the place." Because West Lakes Blvd. is a residential area with great potential for growth, the number of residents and visitors will increase; increase motorists, increase pedestrians, and with a gravel pit transporting thousands of trucks will decrease the safety of the roads. We must ensure public safety needs are met.

In summary, the Comp Plan doesn't support a commercial gravel pit to exist in this location, and neither do I.

Regards,

Kim Grabbe 2/18/2016

Kim Grabbe (was Woodbury)

Woodbury
PO Box 520957
Big Lake, AK 99652
Owners of Parcel 217N03W19C014, C034, C043 (40, 49, 50)

February 23, 2009

RE: Response to proposed CUP - Gravel extraction on Belarde Road 17N04W19C025

Table of Contents	Page
Introduction	1
Pit operations	2
Hauling hazards	2
Hazards to pedestrians and children	3
Comprehensive Plan guidelines	3
MSB code	4
Noise pollution	5
Economy	6
Summary	6
Attachments:	
1. Site map	7
2. Area map	8
3. Guidemap	9
4. Big Lake access	10

To the MSB Planning Commission,

Introduction

We strongly oppose the proposed 138,000 cubic yard gravel pit to be located in a resort location; 500 feet from the shoreline of Big Lake, separated by one lot between the lake and the pit. The entire North-West Big Lake area is residential with year round residents and weekend/vacationer owners. The surrounding properties are not only home to people but also to loons, moose, fox, eagles, rabbits, owls, and numerous songbirds. Having a commercial mining operation could eliminate the pristine reasons for ownership of these properties.

Safety and the general welfare of our community is our largest concern. On the site map (attachment 1) fifty-three lakefront properties are within 2000 feet of the pit boundaries, with an additional fifty-five landlocked properties. The pit operations will affect an area far greater than 2000 feet. In one year, the operating window for a pit will be about four to five months during Alaska's prime recreational-relaxation season; *summer*.

The proposed gravel pit location is 1 mile from our home; we are permanent residents of Big Lake since 2000, and owning the land since 1970.

Discussed below are the typical pit operations, hauling hazards, hazards to pedestrians and children, Big Lake Comprehensive Plan guidelines, MSB codes, noise pollution, economy, and a summary.

Pit Operations

Pit operations will include but are not limited to:

- transporting the allowed 10,000 cubic yards per year
- approximately one-thousand trucks traveling to and from the pit annually
- fuel trucks
- service trucks
- equipment delivery (dozers, loaders, scrapers, excavators, screening equipment)
- potential buyers looking at the product
- enforcement agencies (Department of Transportation weights and measures, State Troopers, Alaska Department of Natural Resources, Department of Revenue for mining, Environmental Protection Agency, State of Alaska Fish and Wildlife, Department of Environmental Conservation, Mat-Su Borough).

The area map (attachment 2) shows the communities that will be affected. One-thousand trucks a summer, weighing about 50,000 pounds each, will affect Belarde road, West Lakes Blvd., Beaver Lakes Road, to Big Lake Road. There are thousands of residential owners along these roads who will be directly affected. For starters the dump trucks must stop at the Belarde-West Lakes Blvd intersection (stop sign is present), to the left is a blind hill for oncoming traffic, and to the right is the end of a blind-sweeping corner. There have already been incidents where trucks hauling from this pit haven't stopped and have swung far out into the other lane to make the turn into oncoming traffic. Other negative facets are: Particulate dust, noise pollution, increased traffic, decreased safety, and road debris.

Hauling Hazards

Belarde road is a one lane dirt road, developed and maintained by the residents. With increased damage by one property owner who will pay for the repair the dirt road? Who will repair the paved West Lakes Blvd and other potential routes used for hauling the gravel from this pit?

The volume and weight of the gravel hauling vehicles will destroy the already deteriorated paved roads. These roads do not have a shoulder and leave no room for error, especially the two 90-degree corners and tight turns. The posted speed limit is 35 mph and rarely do cars or trucks abide by this law. With this increase in traffic how safe will it be for pedestrians, children on bicycles, or mother's pushing their baby in a stroller? No alternative path for pedestrians is present.

Other hazards include the number of trucks per season, fast moving trucks typically pushing the envelope of 45-60 mph, uncovered loads resulting in small to large rock projectiles that can fall and bounce off the road or be put into motion from another moving vehicle, or debris damaging vehicles after becoming idle on the road and no shoulder to dodge the obstacle(s). The state of Alaska does not require loads to be covered, thus it cannot be enforced.

Currently, there are established commercial pits within a 10 mile radius; Fisher's Fuel commercial pit, S. Burma Road commercial pit, a gravel cache (up to 2000 cu.yd/yr) available from Martin Buser, a small cache on Beaver Lakes Road, one across from Big Lake Elementary,

and one on Big Lake Road across from the Big Lake Storage. The need for a commercial pit in this location at this time is not necessary when the demand for gravel is for residential use.

Hazards to Pedestrians and Children

During the trucking season, from April to October, school buses carrying children and sight-seeing buses to Martin Buser's will be traveling on West Lakes Blvd. and down the feeder roads. School buses will be making frequent stops to off-load children. The end of the bus route is at the intersection of Belarde Road and West Lakes Blvd; here the bus turns around using the clearing of the intersection of "Our Road". Once the children are off the buses they will walk to their house or a friend's house without parent supervision. How safe will these situations be with numerous trucks?

Once the school buses have stopped running for summer break the children will be riding their bicycles, four wheelers, and taking walks with their friends and family down West Lakes Blvd or Belarde Rd. The side of the road has a path cleared of trees and vegetation by the installation of ENSTAR gas line. This path was not developed or intended to be a "trail" and is not friendly to four wheelers, nor walking through mud laden areas. There are three areas that a four wheeler must travel on the paved West Lakes Blvd due to impassible conditions. Again, there is no shoulder present on West Lakes Blvd, and in some areas the road has a long-steep slope from the native land. If a four wheeler was on the road and two opposing trucks were coming, disaster would be unavoidable. A person pushing a stroller would have to physically lift the stroller and stumble to safety onto the gravel road slopes.

Safety for our community services is a priority too. For ambulance and fire station responders every second counts. The West Lakes Blvd fire station is located about a half mile from the proposed gravel pit site. When responders act upon an emergency their precious time will be spent waiting for the heavy truck to come to a stop in a location where they can safely pass. None of West Lakes Blvd. has a passing lane due to curves and limited sight distance.

Comprehensive Plan

In 1996, the Comprehensive Plan for Big Lake was created. A comprehensive plan is "a legally recognized document, with the authority to guide decisions on land use, public facilities and services, transportation and other issues. …then outline general strategies on how to reach these goals." In 2008 the Big Lake Comprehensive Plan (BLCP) was updated by community input and workshops, and printed in 2009.

The 1996 BLCP states on page 71 that "they encourage local light industry that is compatible with the environment...heavy industrial activity with noxious or unpleasant characteristics…(should be) prohibited."

According to the 2009 BLCP, Page3-4, 3-5, and 3-16:

- "Poorly planned land uses can have an increasingly detrimental effect on the environment in general and reduce enjoyment of each individual's home."
- "No plan can control the future, but it can help the community head in a direction that residents desire, for themselves and their children."
- "Protect the Natural environment – As the area grows, actions are needed to avoid detrimental effects on well water, quality of surface water, habitat, wetlands and other natural environmental features."

- "..Responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property."
- "Protect Big Lake for Future Generations – The community supports the concept that we are not only owners of our property for a period of time but that we have certain obligations as "caretakers" of that property for the benefit of future "owners" and obligations to the overall health of our natural and social environment."
- "to encourage these uses (community-wide development) to occur in a way that minimizes impacts on the quality of life of neighbors and the natural environment." Page 3-16.

A gravel pit will produce noxious and unpleasant characteristics with sight and sound, will have an increasingly detrimental effect on the environment, and directly reduce the enjoyment of each individual's home. It will damage the safety and welfare of the adjacent properties and will not benefit the future owners, overall health of our natural and social environment, and certainly impact the quality of life of neighbors in a negative manner.

Through the BLCP (page 3-5) "the community is establishing a generalized flexible development "roadmap" that respects individual property rights but encourages a pattern of development that protects Big Lake's environment and rural character, encourages clustering of commercial development, and allows for the efficient extension of community infrastructure."

The BLCP guidemap/roadmap on page 7 (Attachment 3) labeled West Lakes Blvd as a dispersed residential area bordered by conservation–residential area. Commercial-development area was favorably designated to occur in the Town Center or along Big Lake Road corridor (BLCP page 3-6).

At the end of West Lakes Blvd. and end of Belarde is a priority public access point identified and reserved by the BLCP to serve local and visiting recreational users, and also provide property access, including a number of recreational cabins, and homes, see attachment 4. Two out of the seven access points will be affected by trucks hauling gravel; vehicles towing boats merging into a one lane dirt road meeting a gravel truck. In the summer, water access serves many types of traffic: motor boats, houseboats, sailboats and sailboards, canoes, jet-skis, float planes, etc. As the residential community develops over the next 14 years (the duration of the proposed gravel pit) increased summertime visitors will be disturbed by thousands of trucks traveling on the same roads and within two-thousand feet of their public boat launch.

Page 5-1 of the BLCP states that "A community's transportation system influences both the way in which it functions and the way in which it is perceived. The combination of land use and transportation affect many elements of a community – most importantly livability, aesthetics, and the efficiency of movement to and from as well as around the place." Because West Lakes Blvd. is a residential area with great potential for growth, the number of residents and visitors will increase; increase motorists, increase pedestrians, and with a gravel pit transporting thousands of trucks will decrease the safety of the roads. We must ensure public safety needs are met.

MSB Code

Matsu Borough Code Title 17.28.010 and 17.30.010 both state "to allow resource extraction activities as an interim use of land while promoting the public health, safety, order, prosperity, and general welfare of the Mat-Su Borough through regulation of land use to reduce the adverse impacts of land uses and development between and among properties. …accomplished by

(operate in) a manner that will not devalue the extraction site or neighboring properties for future beneficial uses upon completion of gravel extraction;…protecting and enhancing the quality, peace, quiet, and safety of the Mat-Su Borough neighborhoods."

For the gravel pit to be approved the director or commission must find that the following General standards were met (Title 17.30.060):

1. the use is not inconsistent with the applicable comprehensive plan
2. the use will preserve the value, spirit, character, and integrity of the surrounding area;
3. the applicant has met all other requirement of this chapter pertaining to the use in question;
4. that granting the permit will not be harmful to the public health, safety and general welfare;
5. the sufficient setbacks…buffers and other safeguards are being provided to meet the conditions listed in MSB 17.30.050.

The Area Map, Attachment 2, shows there is 40 acres of Knik Atnu native land near the proposed pit location. The land north of the Knik Atnu Native land (17N04W24D001) is hundreds of acres of Mental Health land which will depreciate the trust value with the presence of a gravel pit. In 1956, Congress granted the then Territory of Alaska the right to select one million acres of *the best available* land in Alaska for a trust for the mental health program. The state of Alaska does not support activities depreciating their trust fund.

Noise Pollution

Our house is 1.5 miles from Martin Buser's house and we are able to hear his dogs during feeding time. The noise decibel of a dog bark for 15 minutes is nothing compared to a 7am to 10pm heavy equipment gravel pit with a screening plant one-mile away. When a commercial operation has a main thoroughfare that impacts residential and recreation properties that thoroughfare should provide safe pedestrian usage. With an additional 1000 trucks in a five month season for fourteen years, the potential for a catastrophic accident is greatly increased.

The sound level limit for a receiving residential area is 60 decibels (dBA) from 7am to 10pm, and 50 dBA from 10pm to 7am (Title 17.28.060). For example, in a downtown area with construction activity the sound rating was measured at 79 dBA, and a wooded residential area is 52 dBA, cited from www.engineeringtoolbox.com/sound-level-d 719.html .

Below is a table listing construction equipment and the dBA levels produced, cited from http://www.cdc.gov/elcosh/docs/d0500/d000573/d000573.html. Our house is built upon on a hill and we can see the location of the pit and for sure we don't want to hear it.

	DECIBEL - dB(A)	EQUIPMENT
Double protection recommended above 105 dB(A)	112	Pile driver
	110	Air arcing gouging
	108	Impact wrench
	107	Bulldozer - no muffle
	102-104	Air grinder
	102	Crane - uninsulated cab
	101-103	Bulldozer - no cab
	97	Chipping concrete
	96	Circular saw and hammering
	96	Jack hammer
	96	Quick-cut saw
	95	Masonry saw
	94	Compactor - no cab
Hearing protection recommended above 85 dB(A)	90	Crane - insulated cab
	87	Loader/backhoe - insulated cab
	85	Grinder
	85-90	Welding machine
	83	Bulldozer - insulated cab
	60-70	Speaking voice

Table 1: Some typical noise levels found on construction sites

Economy

The gravel pit will not provide new jobs or increase the economy for Big Lake. One family alone will benefit from profits of selling gravel from their 40 acres on Belarde and delivering the gravel with their trucks. Using the lowest price of pit-run gravel at $4.50/yard the income from 138,000 cubic yards of gravel will be $621,000, plus delivery truck time at $100.00 per hour with a 12 yard dump truck will need 11,500 trucks with an estimated 30 minute travel time one way produces another $1,150,000. The lowest estimated profit will be $1,771,000. Almost two million dollars at the expense of our quiet residential community, left with 14 years of noise, road damage, and detrimental effects to our life and our wildlife.

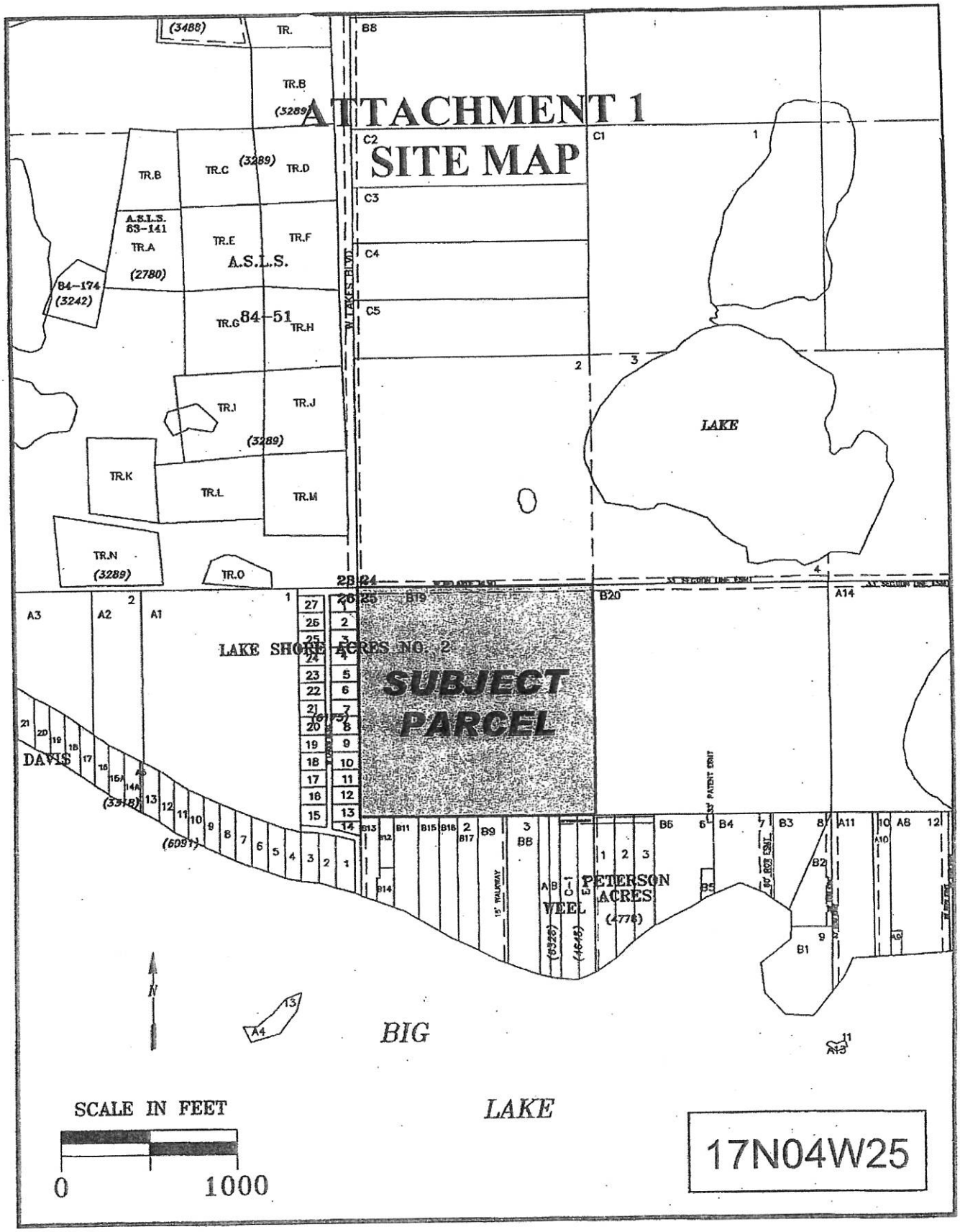
Summary

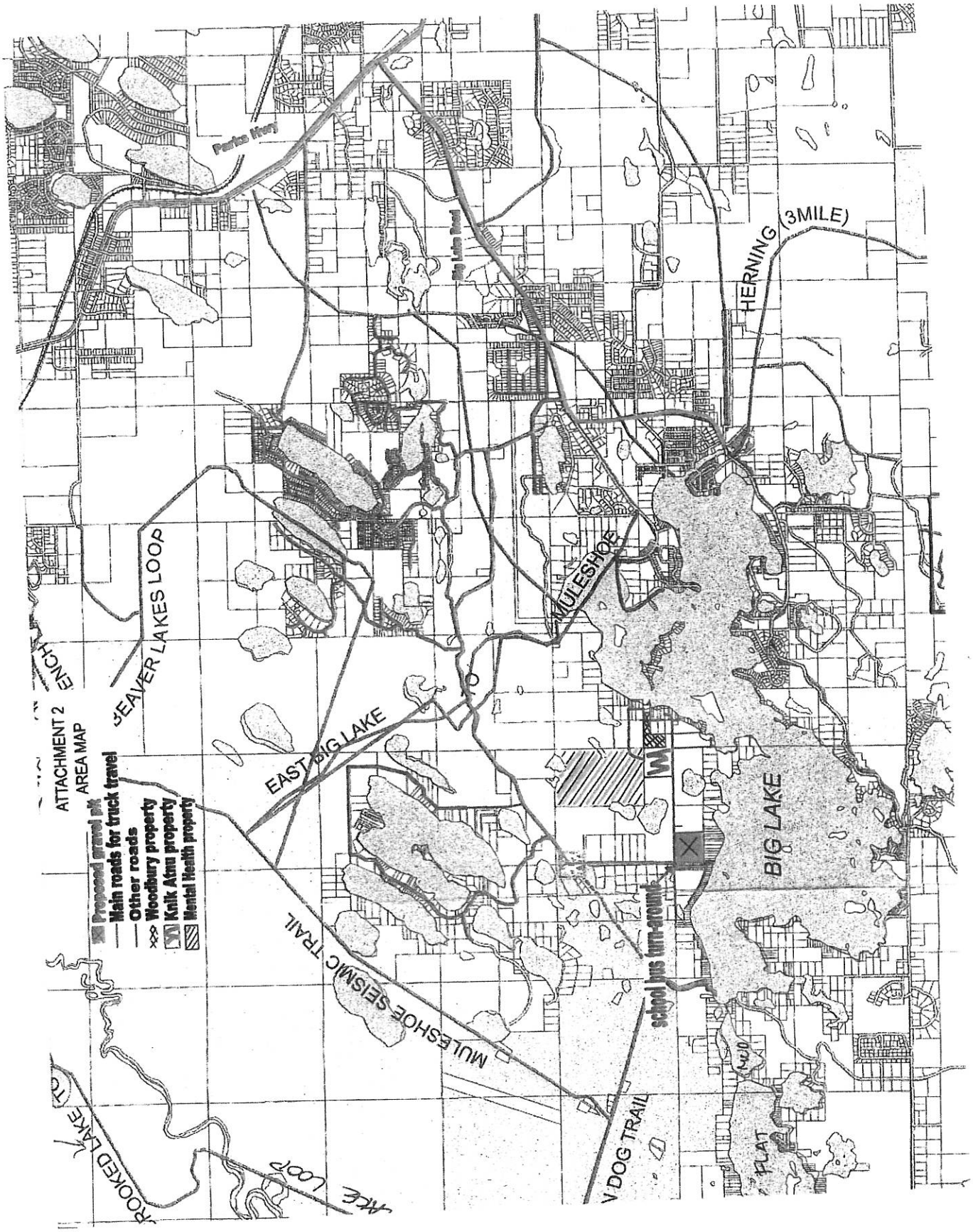
In summary, we do NOT support the gravel pit. We are highly against the traumatic affects it will have on our family, the surrounding families, and the wildlife for the next fourteen years. Knowing we couldn't feel safe allowing our child to ride her bike down a dirt road behind our house due to unsafe, fast-traveling trucks; that is wrong. Fourteen years of our life would be spent listening to noise from a pit and dodging thousands of dump trucks in our quiet community, this cannot happen. To approve a gravel pit at the 17N04W19C025 lot contradicts the 1996 and 2009 BLCP, which is to be closely followed and supported by the Community Council, Mat-Su Planning Commission, and adopted by the Borough Assembly.

Please join together to keep our neighborhood safe.

Thank you,
George (Woody), Kim, and Racynne Woodbury III

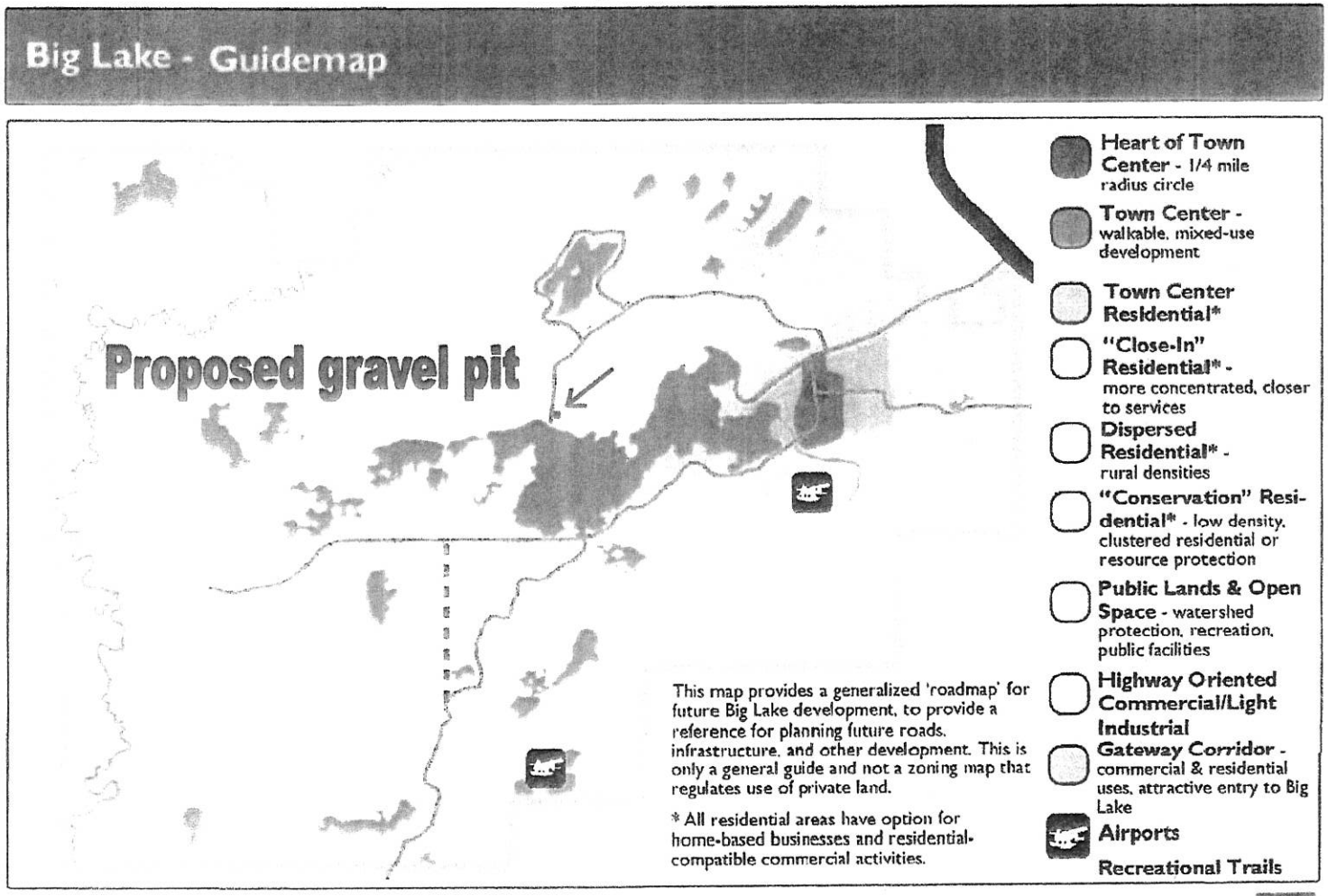
The Woodburys


ATTACHMENT 1
SITE MAP
SUBJECT PARCEL
LAKE SHORE ACRES NO. 2
A.S.L.S.
84-51
LAKE
DAVIS
PETERSON ACRES
VEEL
BIG
LAKE
SCALE IN FEET
0
1000
17N04W25


ATTACHMENT 2
AREA MAP
Proposed gravel pit
Main roads for truck travel
Other roads
Woodbury property
Knik Atnu property
Mental Health property
Parks Hwy
Big Lake Road
HERNING (3MILE)
MULESHOE
BEAVER LAKES LOOP
EAST BIG LAKE
BIG LAKE
MULESHOE SEISMIC TRAIL
school bus turn-around
V DOG TRAIL
PLAT
ROOKED LAKE
AKE LOOP

Map 6. Land Use

Attachment 3
Big Lake Guidemap

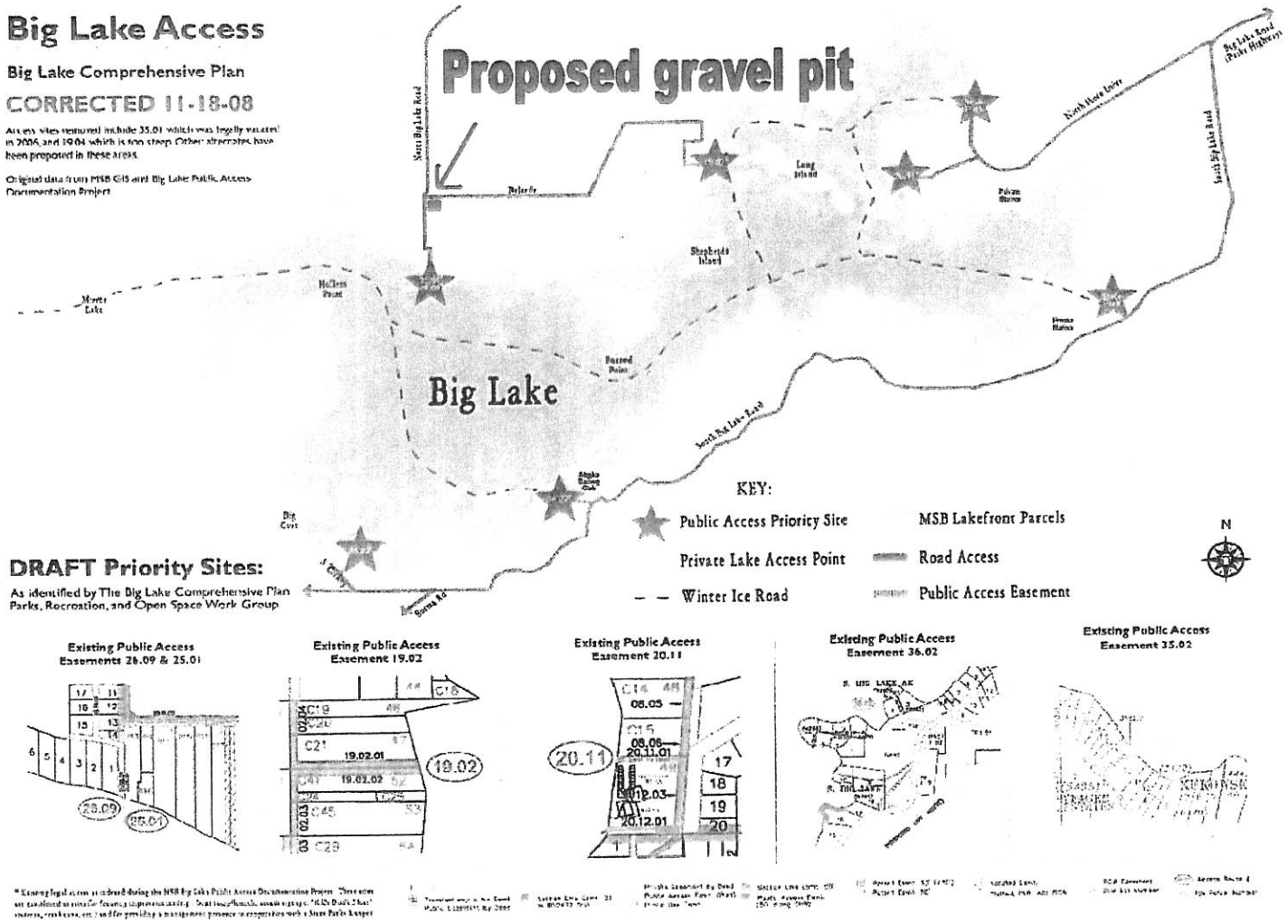


Alaska State Plane, Zone 4, NAD 1983
File: Big_Lake_trails.mxd, 1/07/09

All data courtesy of Matanuska-Susitna Borough.
This map was compiled for the community of Big Lake with assistance from Agnew::Beck.

Figure 7. Big Lake Access

Attachment 4
Big Lake Access



This Page Intentionally Left Blank

Mark Whisenhunt

From: John Donohue <donohue@mtaonline.net>
Sent: Wednesday, February 17, 2016 1:02 PM
To: Mark Whisenhunt
Cc: hsfirewise@gmail.com
Subject: Lakeside Sand and Gravel proposal

Dear Sir:
We are writing concerning the proposal of extraction and hauling of materials from Lakeside Sand and Gravel. Our concern is the safety of traffic on Lakes Blvd. This is a narrow two lane paved road with a high volume of traffic, narrow shoulders and blind curves with rare traffic enforcement. Meeting gravel trucks on this road is dangerous. Lakes Blvd was not intended to be a safe haul road.
Personally we have witnessed gravel trucks being driven both empty and full on Lakes Blvd. and side roads at excessive speed with no consideration for oncoming traffic or pedestrians. Noise and dust of extraction and hauled materials may also become a health issue for current residents.
We did not receive official notice re: this proposal but only received the information from a concerned neighbor. Also did not see the proposal posted at the post office.
Please do not issue this permit.
Thank you for your consideration.

John F. and Susan L. Donohue
3070 S. Horseshoe Lake Road
Big Lake

Mark Whisenhunt

From: Gordon Thompson <gordot@gci.net>
Sent: Wednesday, February 17, 2016 12:03 PM
To: Mark Whisenhunt
Subject: FW: Lakeside Sand and Gravel, Big Lake

Good afternoon.

I am writing in protest of the proposed gravel extraction project at West Lakes and West Belarde Blvd.
We have two acres to the east and adjacent to Hulen Point, our view is towards the subject site less than a mile to the north-east.
Though our view will likely not be disturbed, we are able to clearly hear noise from the area of the site on calm days and on days when the wind is blowing from the north and north/east.
In my opinion, this use is not at all in keeping with the traditional recreational use of the land and will have a very negative impact on local roads and on neighboring properties.
Even the name of the project "Lakeside Sand and Gravel" defines the use as conflicting.

Thank you for your consideration

Gordon Thompson
Cell 360-0795
Office 279-2554
711 M Street
Anchorage, Alaska 99501

This email has been checked for viruses by Avast antivirus software.
www.avast.com

Mark Whisenhunt

From: Mary Brodigan
Sent: Wednesday, February 17, 2016 9:52 AM
To: Mark Whisenhunt
Subject: FW: IMD 19116 W Belarde Blv coments
Attachments: IMD 19116 W Belarde Blv..pdf

From: bill haller [mailto:fishlessbill@yahoo.com]
Sent: Wednesday, February 17, 2016 9:39 AM
To: Mary Brodigan
Subject: IMD 19116 W Belarde Blv coments

Mary its Bill Haller can you forward this to the correct person reviving the comments on the IMD at 19116 W Belarde Blv
Thank You
Bill Haller

February 17 2016

MSB planning commission

My Name is Bill Haller

14143 Sunrise in Big Lake

I am a resident of the Big Lake area for over 15 years and am also vary active in the local RSA board 21 in our area.

Big Lake as a community has a very distinct issue with our roads in the area with over 98% of the local roads being substandard. It has become a major factor in upgrading and rebuilding these roads with no local gravel source in the area that can meet MSB standards for road construction. Having a local source for such material will be instrumental in our ability to bring our local roads back up to a standard that meets MSB specifications. Last year all of our local construction projects and sand and chips for our RSA had to be purchased out of gravel pits in the Palmer area and trucked to Big Lake for the projects. This is a vary absorbent cost to our RSA just the sand and chips for sanding our roads we spent over $100,000 trucking the product to Big Lake from Palmer this money could desperately be used to improve and upgrade the many roads that we can't even drive fire trucks on do the their poor condition.

Screening material year round is a function that everyone can live with and fall below any noise regulations. As far as crushing

material let's consider putting a 30 day limit per year on that with a 14 day posited notice of the activity only during normal business hours. The RSA has on its list of projects to do is re build West Lakes Boulevard without local source material are small RSA will never be able to afford that project with local gravel that job is possible someday.

I strongly suggest we put the best interest of our community & the MSB first and allow this gravel pit to move forward so we can afford to maintain our local RSA road projects.

Bill Haller

This Page Intentionally Left Blank

Mark Whisenhunt

From: Verne Monette <ibsaalaska@gci.net>
Sent: Tuesday, February 16, 2016 8:32 AM
To: Mark Whisenhunt
Subject: RE: Public Notice: Lakeside Sand & Gravel IMD
Attachments: CCF02162016.pdf

From: Mark Whisenhunt [mailto:Mark.Whisenhunt@matsugov.us]
Sent: Wednesday, February 10, 2016 2:05 PM
To: ibsaalaska@gci.net
Subject: Public Notice: Lakeside Sand & Gravel IMD

Good Afternoon Vern,

Here is the public notice you requested. Thank you.

Respectfully,

Mark Whisenhunt, CFM
Planner II
Matanuska-Susitna Borough
Office: (907) 861-8527
Fax: (907) 861-7876
mark.whisenhunt@matsugov.us

350 East Dahlia Avenue
Palmer, Alaska 99645

ZIP 99645 $ 000.48°
02 4W
0001399405 JAN 29 2016

217N04W25B016 129
MONETTE VERNE G & TAMI S
1720 NORTHWESTERN AVE
ANCHORAGE, AK 99508-4427

FIRST CLASS MA.

99508*4427 C012

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

pplication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application aterial may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us mments concerning the proposed action, this form may be used for your convenience by filling in the information below nd mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received before ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review on. Please be advised that comments received from the public after that date will not be included in the staf lanning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

I support the gravel pit

Currently the land is distressed

Noise, dust, traffic has not been a problem thus far

If we have issues we should talk to happy

Gravel is a local commodity it is not carried any further than necessary

The borough bought gravel for West lakes

Woody who was against it picks up gravel from the pit

Martin Buser has a pit near by

Hoppie sells gravel near by

I need gravel to create access to the north shore

Now is the time to fix the Belarde intersection / hill a temporary road could be put on the borough lot /gravel pit during construction

Thanks Verne Monette 907 244 4367

This Page Intentionally Left Blank

Mark Whisenhunt

From: Mary Brodigan
Sent: Thursday, February 11, 2016 3:59 PM
To: Mark Whisenhunt
Subject: FW: Big Lake IMD application letter
Attachments: Letter to Dan Mayfield 2016.pdf; ATT00001.htm

From: Tom Adams [mailto:tomisty@mtaonline.net]
Sent: Wednesday, February 10, 2016 5:08 PM
To: Mary Brodigan
Subject: Fwd: Big Lake IMD application letter

Sent from my iPhone

Begin forwarded message:

From: Jess Kilborn <Jessica.Kilborn@matsugov.us>
Date: February 10, 2016 at 4:53:31 PM AKST
To: Barbara Doty <Barbara.Doty@matsugov.us>, Dan Mayfield <Dan.Mayfield@matsugov.us>, George McKee <George.McKee@matsugov.us>, "Assembly Member Jim Sykes - Dist 1" <jimsykesdistrict1@gmail.com>, Matthew Beck <Matthew.Beck@matsugov.us>, Randall Kowalke <Randall.Kowalke@matsugov.us>, Assembly Member Steve Colligan - Dist 4 <stevecolligan@mtaonline.net>, "Vern Halter" <Vern.Halter@matsugov.us>, BILL KENDIG <billydoc56@hotmail.com>, COLLEEN VAGUE <cjvague@gmail.com>, JOHN KLAPPERICH <mrjnk@hotmail.com>, "MARY ANDERSON" <mpanderson61@gmail.com>, THOMAS HEALY <trhealy@gci.net>, TOM ADAMS <tomisty@mtaonline.net>, VERN RAUCHENTSTEIN <vern@swissalaska.com>
Cc: John Moosey <John.Moosey@matsugov.us>, Nicholas Spiropoulos <Nicholas.Spiropoulos@matsugov.us>
Subject: FW: Big Lake IMD application letter

Good evening,

Assemblymember Mayfield requested that the attached letter be forwarded to you.

Thank you,

JESSICA KILBORN, CMC
Deputy Clerk

Matanuska Susitna Borough
350 E. Dahlia
Palmer, AK 99645
907.861.8675
jkilborn@matsugov.us

"The Community of Choice to Live and Work, Where Every Citizen Counts"
Visit our Website: www.matsugov.us

From: Dan Mayfield <Dan.Mayfield@matsugov.us>
Date: February 10, 2016 at 4:05:53 PM AKST
To: Lonnie McKechnie <Lonnie.McKechnie@matsugov.us>
Subject: Fw: Big Lake IMD application letter

Lonnie,
Please share with the Planning Commission, the Mayor and Assembly Members.

Thank You,

Dan Mayfield

Sent from Surface

From: Doug Longacre
Sent: Wednesday, February 10, 2016 2:46 PM
To: Dan Mayfield

Please let me know that you received this document. Thanks for your time and for your thoughtful consideration.

Suzie Longacre

Doug and Suzette Longacre
12600 Ridgewood Rd.
Anchorage, Alaska 99516

February 10, 2016

Dear Dan Mayfield,

We own a retirement home on the north shore of Big Lake (Lot 24A, Davis Subdivision) which we started working on in 1989. Currently our future enjoyment of that property is being threatened by William and Helen Heairet's application (dba Lakeside Sand and Gravel)for an Interim Materials District (IMD) to haul up to **750,000 cubic yards** of material from their 40 acre parcel at the corner of West Lakes Blvd and West Belarde Blvd. until the year **2040**. This could involve up to **100 trucks per day** hauling gravel Monday through Friday (occasional Saturdays) 8 AM to 6 PM from May 1 to October 1.

Seven years ago Big Lake and Horseshoe Lake residents banded together to oppose the Heairet's application for a Conditional Use Permit (CUP) to haul gravel from this same property for fourteen years. You may remember that battle since I believe you were present at Big Lake Community Council meetings at that time. You seemed like a nice guy who really wanted to help people protect their health, safety, well-being, and property rights. Fortunately, the Heairet's CUP permit was denied but now residents in the area are faced with an even bigger threat- an IMD which could operate for the next 24 years and pose all kinds of dangers.

As residents within a mile of Lakeside Sand and Gravel we are concerned about the air pollution (since the application submits that a screener and a crusher may be used), noise pollution from both mining, screening, loading, and truck activity, the unsafe exit on to West Belarde Blvd. from the pit, the danger of meeting trucks hauling up to 60,000 pounds of gravel on West Lakes Blvd, the wear and tear of said trucks on West Lakes Blvd., the risk to school children standing at bus stops on West Lakes Blvd., the devaluation of property values because of a gravel pit operating in the area, and the fact that this IMD would operate in a prime recreational area less than a block away from Big Lake itself.

In addition, this IMD permit would be contrary to the "Big Lake Community Council Area Comprehensive Plan Update 2009" which lists as one of its specific land use goals in section 3-4: "**Provide for Freedom to Enjoy our Properties-** the plan supports balance of freedom to use property as individuals choose up to that point where one person's use limits the rights of neighbors to enjoy their property." Clearly, the Heariets' freedom to use their property as a commercial gravel pit does limit the freedom of neighbors to enjoy their recreational property, particularly because his business is most active during the summers when people at Big Lake are trying to enjoy the peace and quiet of the lake. The Big Lake Comprehensive Plan also states that "responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property." This IMD would not be responsible land use in harmony

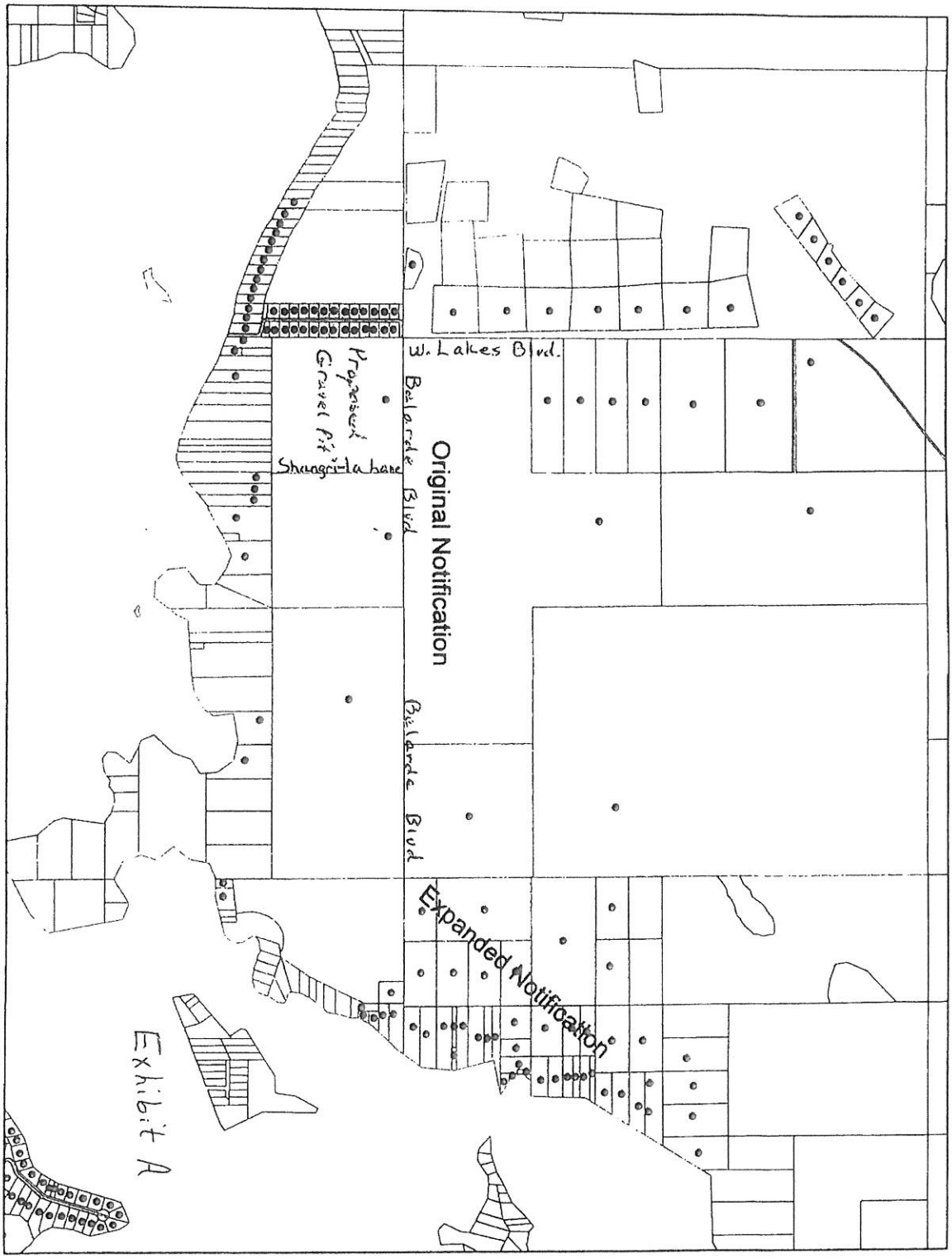
with the surrounding land use. On the attached map (Exhibit A- 2009) each dot represents a single family residence and you can see that the "proposed gravel pit" is not in harmony with the surrounding area. In section 3-16 which discusses commercial uses in predominately residential areas, the plan "encourages these uses to be designed to not impact neighbors' including: "Discourage high-volume or high-traffic activities" and "Minimize the offsite evidence of business operation-noise, smells, litter, odors, etc." This IMD would impact neighbors (also residents using West Lakes Blvd. and West Belarde Blvd. to access their homes) with high-volume truck traffic. Moreover, the noise and odors (dust pollution) from a gravel pit using a screener and crusher would not be minimized by the buffers that Lakeside Sand and Gravel has in place. Just ask the people on West Lakes Blvd. whose homes currently butt up against Heairet's 40 acres.

Furthermore, the wording in the Matanuska-Susitna Borough Code (17.28.010) under "intent and purpose" for an IMD states that the Matanuska-Susitna Borough accomplish its purposes by: '(6) recognizing and preserving traditional uses of land within the Matanuska-Susitna Borough and (7) by protecting and enhancing the quality, peace, quiet, and safety of the Matanuska-Susitna Borough neighborhoods." This IMD permit would not recognize the traditional use of the land on the attached Exhibit A Map which is primarily recreational. Operating an IMD at the corner of West Lakes Blvd. and West Belarde Lake Blvd. definitely will not protect **"the quality, peace, quiet and safety"** of residents in these neighborhoods.

Basically, making this decision comes down to doing what is right. Is it right for one couple to be able to operate a gravel pit until 2040 for monetary gain when such an operation endangers the health, safety, and quality of life for hundreds of residents in the area? Would you want this gravel pit in your back yard? Would you want to meet a truck carrying 60,000 pounds of gravel each time you traveled to your Horseshoe Lake or Big Lake residence? Ultimately, the decision about this IMD impacts hundreds of lives and whether our grandchildren will be able to enjoy the homes we've built in the Matanuska-Susitna Borough. I sincerely hope, Dan Mayfield, that you will choose to stand with the property owners in your district, and do everything in your power to see that this IMD application is denied. Thanks you for sharing with other assembly members, with the Mayor, and with members of the Planning Commission.

Sincerely,

Doug and Suzie Longacre


W. Lakes Blvd.
Proposed Gravel Pit
Shangri-la bare
Bellarde Blvd
Original Notification
Bellarde Blvd
Expanded Notification
Exhibit A

This Page Intentionally Left Blank

Mark Whisenhunt

From: John Brunton <jb1brumag@hotmail.com>
Sent: Thursday, February 11, 2016 8:29 AM
To: Mark Whisenhunt
Subject: MSB 17.28
Attachments: Scan0001.pdf

Attached is our opposition statement concerning this application.

John and Jackie Brunton

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

US POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48
02 1W
0001399405 JAN 29 201

217N04W25A011 21
BRUNTON JOHN RAYMOND& J A
PO BOX 521918
BIG LAKE AK 99652-1918

FIRST CLASS M

99652\$1918 B026

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

plication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application aterial may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us omments concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received [illegible]fore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review [illegible]n. Please be advised that comments received from the public after that date will not be included in the staff [illegible]lanning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: JOHN & JACKIE BRUNTON ***Mailing Address:*** P.O. BOX 521918 BIG LAKE, AK 996

Location/Legal Description of your property: 17N04W25 A10 and A11

Comments: WE ARE in opposition to this proposal. Similar proposal WAS REJECTED by the community and pulled for Final hearing at last minute by applicant. I REJECT his claim Neighbors CANNOT HEAR existing operation. This is our home and we can hear it. Further the NOISE DUST and road degradation will be EXTREME. HAGES BOULEVARD WAS NOT DESIGNED for 70,000# truckloads of gravel. This pit is NOT good for the Neighborhood. PLEASE REJECT it for the 2nd time.

Note: Vicinity Map Located on Reverse Side

Mark Whisenhunt

From: Butch Moore <sushores@gmail.com>
Sent: Wednesday, February 10, 2016 10:24 PM
To: Mark Whisenhunt
Subject: Heairet IMD Application Comment-MOORE 19116 W. Belarde Blvd
Attachments: Heairet IMD Application Comment-MOORE .pdf

Mark,

Please deny the MSB IMD application at 19116 W. Belarde Blvd, as it does not comply with the Big Lake Community Council Comprehensive Plan, (BLCCCP).

Link to the Big Lake Community Council Documents page with the BLCCCP: http://www.biglakecommunitycouncil.com/?page_id=15

I can hear a chainsaw and heavy equipment across the lake, producing 85 dBA. Pit equipment produces up to 111 dBA, so I can only imagine this will be heard all across Big Lake.

Link to mining noise report http://www.cdc.gov/niosh/mining/userfiles/works/pdfs/naosa.pdf

Range Leq, Mine/surface Equipment Location	dB(A)
Mine Blaster's bucket truck adjacent to and around	76-81
Mine Gorman-rupp diesel water pump adjacent to and around	89-98
Mine Gardner Denver MK45H face drill adjacent to and around	86-109
Mine Gradall XL4300 II scaler 6.1-12.2 m (20-40 ft) away	89-94
surface Jaw crusher (upper level) Outside control booth	91-99
surface Jaw crusher (lower level) Below control room	89-93
surface Jaw crusher (control booth) Inside control booth	73
surface small Tyler double shaker screen adjacent to and around	104-111
surface Large Tyler screen adjacent to and around	94-103
surface Hazemag cone crusher adjacent to and around	96-102

https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L_{max} @ 50 feet (dBA, slow)	Actual Measured L_{max} @ 50 feet (dBA, slow) (Samples Averaged)	Number of Actual Data Samples (Count)
Chain Saw	No	20	85	84	46
Dozer	No	40	85	82	55
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Impact Pile Driver	Yes	20	95	101	11

Jackhammer	Yes	20	85	89	133
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212
Vibratory Pile Driver	No	20	95	101	44

Please deny this application. Thank you for your time and consideration.

Thank you,

Butch Moore
Cell 907-242-7883
sushores@gmail.com

2/10/16

Dear Mat-Su Borough Planning Commission,

Please deny the MSB IMD application at 19116 W. Belarde Blvd, as it does not comply with the Big Lake Community Council Comprehensive Plan, (BLCCCP).

In January 2009, a CUP permit of less impact/volume was applied for by the same party and location. The BLCCCP has not changed since application was made. Recommendation for REJECTION of the CUP was made by; RSA 21, Horseshoe Lake Firewise Community, Big Lake Community Council and MSB Staff. The current BLCCCP August 2009 States: LAND USE AND ENVIRONMENT Big Lake-
Page #40- 3-12 Strategy 3: Identify and Protect Key Features of the Natural Environment
• Clean air – keep it clean; discourage air polluting industries
• "Natural quiet" – minimize noise pollution
Page #45- 3-17 Strategy 4: Establish Community-Wide Development Guidelines
• Commercial Uses/Home-based Businesses in Predominately Residential Areas – The plan supports a variety of home based businesses and residential-compatible commercial uses in predominately residential areas, but encourages these uses to be designed to not impact neighbors. Subdivisions can address this to some extent through protective covenants. Guidelines for home-based businesses and other commercial activities in predominately residential areas include:
• Discourage high-volume or high-traffic activities; businesses should not create nuisances of excessive people and vehicle traffic
• Minimize the offsite evidence of business operation - noise, smells, litter, odors, and public safety calls
Page #46- 3-18 Highway–Oriented Commercial and Light Industrial Uses
a. Highway-oriented commercial/light industrial uses are encouraged in two areas: the area around the existing airport and the area southwest of Big Lake that ultimately will be the junction of two major regional roads; the future upgraded Burma Road (at the current fire-break road) and Susitna Parkway.
b. Industrial uses in predominantly residential areas is discouraged. To maintain the quality of residential areas, industrial uses should:
i. Not be harmful to public health, safety and general welfare
ii. Minimize negative impacts on surrounding land uses from excessive traffic, noise, odors or lighting

Gregory Strong's 3/5/2009 letter, with attachments, is to the point and even more relevant today, as the residential density in the area has increased since. West Lakes Blvd, which Borders the proposed pit, is an active school bus route. School busses and gravel trucks on narrow, winding roads are a "dangerous mix". In addition, W. Lakes Blvd. is in need of repair and will not support the traffic proposed by this IMD.

Please deny this application. Thank you for your time and consideration.

Asbury C. "Butch" Moore IV
205 E Dimond Blvd #550 (17N04W25B006, 3810 S. Shangri-La Lane, Big Lake, AK 99652)
Anchorage, AK 99515
Cell 907-242-7883 sushores@gmail.com

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

US POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

217N04W25B006 43
CUMMINGS REV TR
MOORE ASBURY C IV TRE
550
205 E DIMOND BLVD
ANCHORAGE AK 99515-1909

FIRST CLASS MAIL

99515#1909 C032

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***rch 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning mission and you are invited to attend.

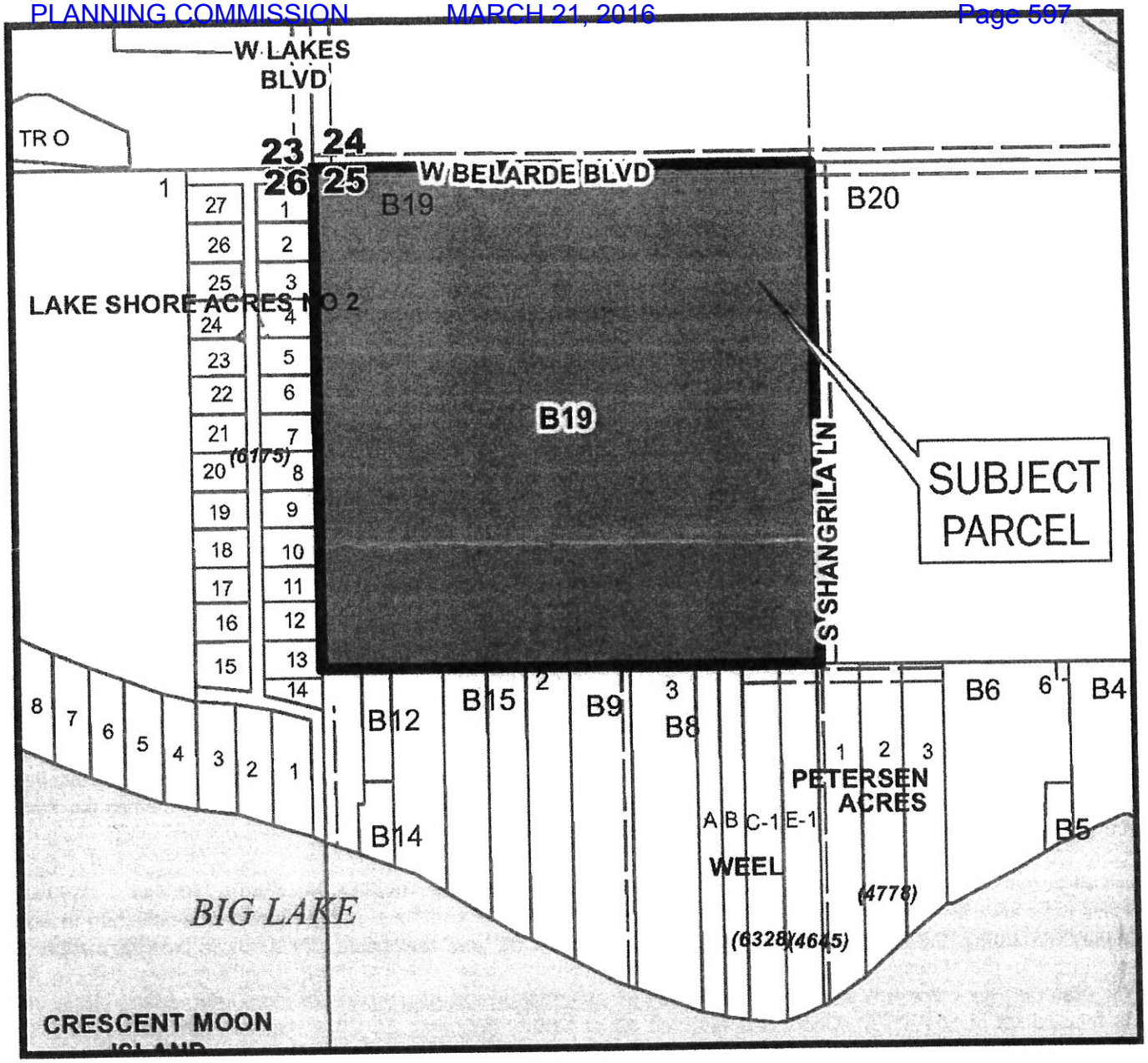
pplication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application material may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us comments concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received ore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review n. Please be advised that comments received from the public after that date will not be included in the staff nning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Mailing Address:*** _____

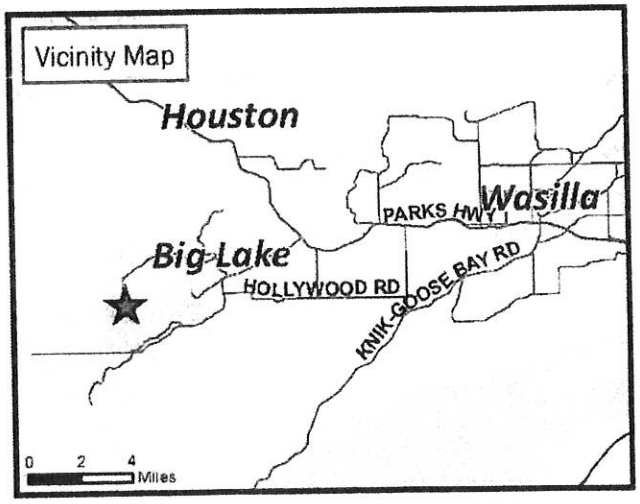
Location/Legal Description of your property: _____

Comments: _____

Note: Vicinity Map Located on Reverse Side



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.

N

0 500 Feet

MSB Information Technology/GIS
July 23, 2015

This Page Intentionally Left Blank

GREGORY E. STRONG

Dear Fellow Community Council Member, March 5, 2009

RE: Mr. Heairet's Conditional Use Permit Request for a Commercial Gravel Pit

Next Wednesday you will be asked to vote on Mr. Heariet's commercial gravel pit proposal for Big Lake at he Community Council meeting. Its disappointing to see how quickly an issue can so quickly become confusing and dividing.

My grandfather once told me to "never argue a fact." To that end let me briefly review the facts as they are found in (A) Mr. Heariet's Borough application, (B) the current Big Lake Comp Plan and (C) Borough code.

(A) Mr. Heariet's CUP application submitted to the Borough is to remove 138,000 cubic yards of gravel from his 40 acre parcel over a 14 year period. He estimated in that application that he'll remove 10,000 yards / year resulting in 1000 gravel trucks leaving and 1000 gravel trucks returning to the pit each year for 14 years.

(B) The current Big Lake Comp Plan states:

a. on page 71…that…"heavy industrial activity with noxious or unpleasant characteristics…(should be)…prohibited.
b. On page 67 and 68 we are "to identify and discourage uses and activities that would be objectionable in residential areas"
and we are
"to control the noise levels within residential areas."

(C) Borough Code 2.76.05 states, "community councils in regard to any comp plan adopted for the area (are to) evaluate compliance with the plan, advising local government officials (as to) any inconsistencies with the plan."

Attached is a Borough map showing the residential make up of the area surrounding Mr. Heairet's proposed pit. Each black dot is a residence, and naturally residential areas have school children. West Lakes Blvd, which borders the proposed pit, is an active school bus route. School buses and gravel trucks on narrow, winding roads are a "dangerous mix".

I ask that you take what appears to be bias out of community council decision making and vote next Wednesday on the facts alone. Doing so should increase the Council's credibility in Big Lake and with the Borough. Thank you for your time and consideration.

Sincerely,

Greg Strong

P.O. BOX 875169, WASILLA, ALASKA 99687
PHONE: (907) 745-9096 • FAX: (907) 746-6440

This Page Intentionally Left Blank

3/9/09

Asbury C. "Butch" Moore IV
(Owner - 17N04W25B006, 3810 S. Shangri-La Lane, Big Lake, AK 99652)
1225 E. Int'l Airport Road #107
Anchorage, AK 99518

Mat-Su Borough Planning Commission

RE: Request for conditional use permit, 19116 W. Belarde Road

Dear Planners-

I object to this permit for reasons as follows:

As a developer myself, I do not object to development of this property. I do object to "An industrial/Commercial operation" that has no different affect on the surrounding property owners than would an industrial salvage/car crusher. The permit that is being applied for is actually one that would be defined under the current Big Lake comp plan page #71 as "heavy industrial activity with noxious and unpleasant characteristics. This clearly goes against the current Big Lake comp Plan which states these activities should be prohibited. The current Big Lake comp Plan also says to discourage uses and activities that would be objectionable in residential areas. This permit is being requested in the center of a residential/recreational neighborhood.

W. Belarde Road is not to MSB code. W. Belarde Road should be brought to Borough standard code as a requirement prior to any gravel extraction permit being issued, for it is also the added traffic that will be "Permitted". W. Belarde would deteriorate quickly into an impassable road if subjected to the constant strain of large trucks and heavy equipment that would accompany the opening of a gravel pit.

West Lakes Blvd., W. Belarde Road and the surrounding road system is regularly utilized by school busses, passenger vehicles, four wheelers, dirt bikes, pedestrians, horse back riders, and other recreational activities. There are not adequate ditches or bike paths to allow any of these recreational users to avoid a possible collision with gravel trucks that are working and trying to "stay on schedule." Also the loose gravel on the roads created by this type of operation creates an additional safety hazard.

This property was purchased by the current owners in 2008 with no gravel permit or gravel operations in progress. If gravel extraction was the current owners intended activity, securing a gravel extraction permit from the MSB prior to the purchase of this property should have been a condition of the sale.

There is a reason that the MSB came up with the requirement for gravel extraction permits and this is a perfect example of why. I suggest that no permit be issued for gravel extraction, gravel screening or crushing for this property. Per MSB code, without a permit, any lot owner may remove up to 2,000 cubic yards annually from their property. This could still be 200- 10 yard gravel trucks per year without any permit.

Thank You,

Butch Moore
Cell: 907.242.7883
Office: 907.562.0224 Fax: 907.563.1993

DISCUSSION POINTS
BIG LAKE COMMERCIAL GRAVEL PIT APPLICATION
(Taken from MSB Staff Report 3/23/09)

I. Violation of Borough Code 17.30.060
   A. The intended request is NOT consistent with the Big Lake Comp Plan:
      1. The use will NOT preserve the value, spirit, character and integrity of the surrounding area
      2. Granting the permit WILL BE harmful to the public health, safety and general welfare
      3. Granting the CUP permit WILL NOT protect and enhance the quality, peace, quiet, and safety of Mat Su Borough neighborhoods

II. Big Lake Comp Plan (existing)
   A. Proposed development in the community WILL NOT be compatible with the maintenance and conservation of the natural environment
   B. Commercial gravel pits with "noxious or unpleasant characteristics" are NOT consistent with the Comp Plan
   C. To identify and discourage uses and activities that would be objectionable in residential areas
   D. That the use will preserve the value, spirit, character and integrity of the surrounding area

III. Violation of A.S. Statute 43.65 and MSB Code 17.30.055 (A) (1)
   A. A required mining license has NOT been provided as required

IV. Big Lake Road Service Area Meeting
   A. 30 members present unanimously REJECTED this proposal
      1. Lack of sight
      2. On school bus route
      3. Access from pit to road at a school bus stop and school bus turn around
      4. West Lakes Blvd. constructed with "dust control" money. Not constructed for commercial loads and volume
      5. 1000 trucks leaving and 1000 trucks returning each year for 14 years will destroy the road
      6. When it comes to RSA taxes for the next 14 years: ONE PERSON benefits at the expense of ALL of the neighbors

V. continued.....

V. Violates MSB Code 17.28.060 (A) (4)

A. NO "BUFFER PLAN" has been submitted as required by code to protect all the homes immediately to the West of the proposed pit. These homes are within 300' of the proposed pit

B. "If mining is planned to be conducted within 300' of the property line, berms or other visual screening shall be a minimum of 10 feet in height"

VI. The Commercial Gravel Pit was REJECTED by the following:

A. RSA 21 Unanimously REJECTED by 30 members present

B. Horseshoe Lake FIREWISE Community (representing 190 private property owners on 4) lakes REJECTED the proposal without objection

C. The proposal was REJECTED by the Big Lake Community Council

D. The Mat Su Borough Staff recommends DENIAL of the proposal

Granting the CUP Violates borough code 17.30.060

- The pit WILL BE harmful to the public health, safety, order, prosperity, and general welfare of the Mat-Su Borough
- The pit WILL devalue the extraction site and neighboring properties now and for the next 14 years
- The pit WILL NOT reduce the adverse impacts of land uses and development between and among properties
- The pit WILL NOT protect and enhance the quality, peace, quiet, and safety of the Mat-Su Borough neighborhoods
- The use will NOT preserve the value, spirit, character and integrity of the surrounding area
- The intended request is NOT consistent with the 1996 Big Lake Comp Plan;

1996 Big Lake Comp Plan states

- Commercial gravel pits with "noxious or unpleasant characteristics" and are NOT consistent (page 71)
- Proposed development in the community WILL NOT be compatible with the maintenance and conservation of the natural environment
- define the residential Goal: "To identify and discourage uses and activities that would be objectionable in residential areas and to control the noise levels within residential areas" (Page 67 and 68)

Conditional Use Permit was REJECTED by the following:

- Horseshoe Lake FIREWISE Community, representing 190 private property owners REJECTED the proposal without any objection
- Big Lake Community Council REJECTED the CUP
- Road Service Area 21, with 30 members present, Unanimously REJECTED the CUP
- The Mat Su Borough Staff report recommends DENIAL of the proposal.

Big Lake Road Service Area Meeting

- 30 members present and unanimously REJECTED this proposal due to
- Lack of sight
- On school bus route
- Access from pit to road at a school bus stop and school bus turn around
- West Lakes Blvd. was constructed with "dust control" money. Not constructed for commercial loads and volume
- 1000 trucks leaving and 1000 trucks returning each year for 14 years will destroy the road
- When it comes to RSA taxes for the next 14 years: ONE PERSON benefits at the expense of ALL the neighbors (expand on this!!!!)

Gravel Pits (Handout)

- At least 26 gravel pits are located within 20 miles of the proposed pit
- 21 commercial and 5 private pits
- Pits are located on better roads/better hwys
- At least 12 other commercial pits are located in the valley beyond the 20 mile radius.
- There are numerous gravel pits already in operation in close proximity with minimal impact to residential areas.
- If the need for gravel in the West Lakes area arises, haul it in.
- Notice on the handout: West Lakes Blvd is a very windy road, many "S" turns and limited visibility

Emergency Services

- The West Lakes Blvd fire station is located about a half mile from the proposed gravel pit site.
- When responders act upon an emergency their precious time will be spent waiting for the heavy truck to come to a stop in a location where they can safely pass.
- NONE of West Lakes Blvd. has a passing lane due to curves and limited sight distance.

Residential/School buses/ 1000's trucks

The borough map handed out by Mr. Strong shows the residential make up of the area surrounding Mr. Heairet's proposed pit. Each black dot is a residence, and naturally residential areas have school children. West Lakes Blvd, which borders the proposed pit is an active school bus route. School buses and gravel trucks on narrow, winding roads are a "dangerous mix". West Lakes Blvd and Rogers Road, Horseshoe Lake Road and Belarde Blvd. and stops in between Belarde Blvd, is also where school buses turn around. This the exact location where 1000 gravel trucks per year for the next 14 years will be entering on to West Lakes Blvd. from Mr. Heairet's proposed gravel pit. Keep in mind that each of these 1000 trucks will be returning to the pit resulting in 2000 trucks per "lane mile" per year.

We are all aware that students are "off" during the summer. Nevertheless they go to school until the middle of May and return the middle of August. In other words, during a 24 week seasonal gravel operation students and bus drivers will only have to confront this "hazard" for two-thirds of the time, or 16 weeks each year for the next 14 years.

This matter has already been addressed by Borough Code; specifically the code states in 17.30.010 that issuance of a Conditional Use Permit for Commercial Gravel Extraction are intended to "protect and enhance the quality, peace, quiet, and SAFETY of Matanuska Susitna neighborhoods:. The proposed commercial gravel operation literally at the "turn around stop" for school buses" is NOT consistent with the borough code.

Hauling hazards:

- Big trucks don't stop at Belarde Blvd Stop sign even though a stop sign is present
- Blind hill to the left for oncoming traffic, blind sweeping corner to the right
- Particulate dust, noise pollution, increased traffic, decreased safety, and road debris
- fast moving trucks typically pushing the envelope of 45-60 mph
- uncovered loads creating projectiles

Hours of Operation

- Big Lake is a resort. There are those who are retired, slope workers, self employed, home schooled, teachers out for the summer, property owners with a home, owners without a home wanting to build within the next 14 years,
- Whatever the hours of operation the pit may have the 8-5 work schedule doesn't apply to this residential area.
- The residents spoke out with a 7 to 1 ratio against the gravel pit. These residents own their property to enjoy the peace and tranquility of the natural area surrounding this resort and residential area; NOT 40 to 80 hours of gravel operations at the peak of outdoor enjoyment, our summers, for the next 14 years.
- Again the pit **Violates borough code 17.30.060:** The pit WILL NOT protect and enhance the quality, peace, quiet, and safety of the Mat-Su Borough neighborhoods

This Page Intentionally Left Blank

Horseshoe Lake FIREWISE Community
Cathi Kramer Coordinator
P.O. Box 521783
Big Lake, AK
99652

Mr. Alex Strawn
Mat Su Borough
Planning and Land Use Dept.
350 E Dahlia Ave.
Palmer, AK 99645
February 28, 2009

RE: Gravel Pit CUP @ Belarde and West Lakes Blvd.

Dear Mr. Strawn,

The Horseshoe Lake Community includes Horseshoe Lake, West Lake, Hourglass Lake and Bottle Lake. This community consists of 126 homes or recreational cabins and / or 193 properties which are privately owned.

This entire community can only be accessed by one road, which is West Lakes Blvd. The gravel pit proposal submitted to the Borough for a CUP indicates that this commercial gravel operation is projected to generate up to 1000 gravel trucks per year leaving the pit and, of course, 1000 empty trucks returning for the next 14 years; all up and down West Lakes Blvd. This road is an active school bus route and the only way in or out of our residential community for "first responders".

We feel that a commercial gravel pit operation is clearly forbidden by the current Big Lake Comp Plan. Specifically the Plan recommends on page 71. "that ...heavy industrial activity with noxious or unpleasant characteristics (should be) prohibited." No one can argue that 1000 gravel trucks going and 1000 gravel trucks returning for the next 14 years would be anything less than "noxious or unpleasant".

The Horseshoe Lake community is a recreational / residential community with no exceptions. This commercial gravel operation would be but "a stones throw" from our homes. The current Comp Plan has a Residential Goal on pages 67 and 68 intended presumably to protect such distinctions. Specifically the Plan's recommendation to accommodate this goal is:

"To identify and discourage uses and activities that would be objectionable in residential areas" and

"To control the noise levels within residential areas".

On Saturday February 28, 2009 the Horseshoe Lake Firewise Community met and voted to ask the Borough through this correspondence to uphold the present Big Lake Comp Plan and deny this CUP for a commercial gravel pit in a RESIDENTIAL AREA.

Sincerely,
Cathi Kramer

Cc:
Cindy Bettine, Assembly
Bill Breu, Planning Commission
Bill Gamble, Fire Chief
Susan Taylor, Mat Su borough Risk Management

Mark Whisenhunt

From: MCALEAVEY, GERALD J GS-11 USAF PACAF 673 FSS/FSR <gerald.mcaleavey.1@us.af.mil>
Sent: Tuesday, February 09, 2016 1:49 PM
To: Mark Whisenhunt
Subject: Interim Materials District (IMD) 750,000 cubic yards
Attachments: McAleavey Response to IMD 750.0K Material Removal.pdf

Sir,

I am writing to you on this subject so you know we do NOT agree with this request. This operation is way too big for the location being proposed. This is an area made up of recreational lots where families come to enjoy the solitude of nature. This operation would eliminate all peace and quiet we currently enjoy with our family. I am also very concerned with the huge commercial vehicles that would be using the existing road system. These huge vehicles would cause great safety concerns and also destroy the roads. I appreciate it if you would ensure our concerns are brought to the attention of the people considering this request.

If you have any questions/concerns please give me a call at the phone number below or respond to this email.

Thanks,
Gerald "Mac" McAleavey
673 FSS Resource Advisor
(907) 552-4025/DSN 317-552-4025

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

217N04W25B002 44
~~CURREY KIRK WILLIAM~~
~~KEIL CAROLYN ANNE~~
~~2934 EMORY ST~~
~~ANCHORAGE AK 99508-4466~~

GERALD + DIANA
McALEANEY
18027 TONSINA CT
EAGLE RIVER, AK 99577

FIRST CLASS MAIL

99508*4466 C012

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

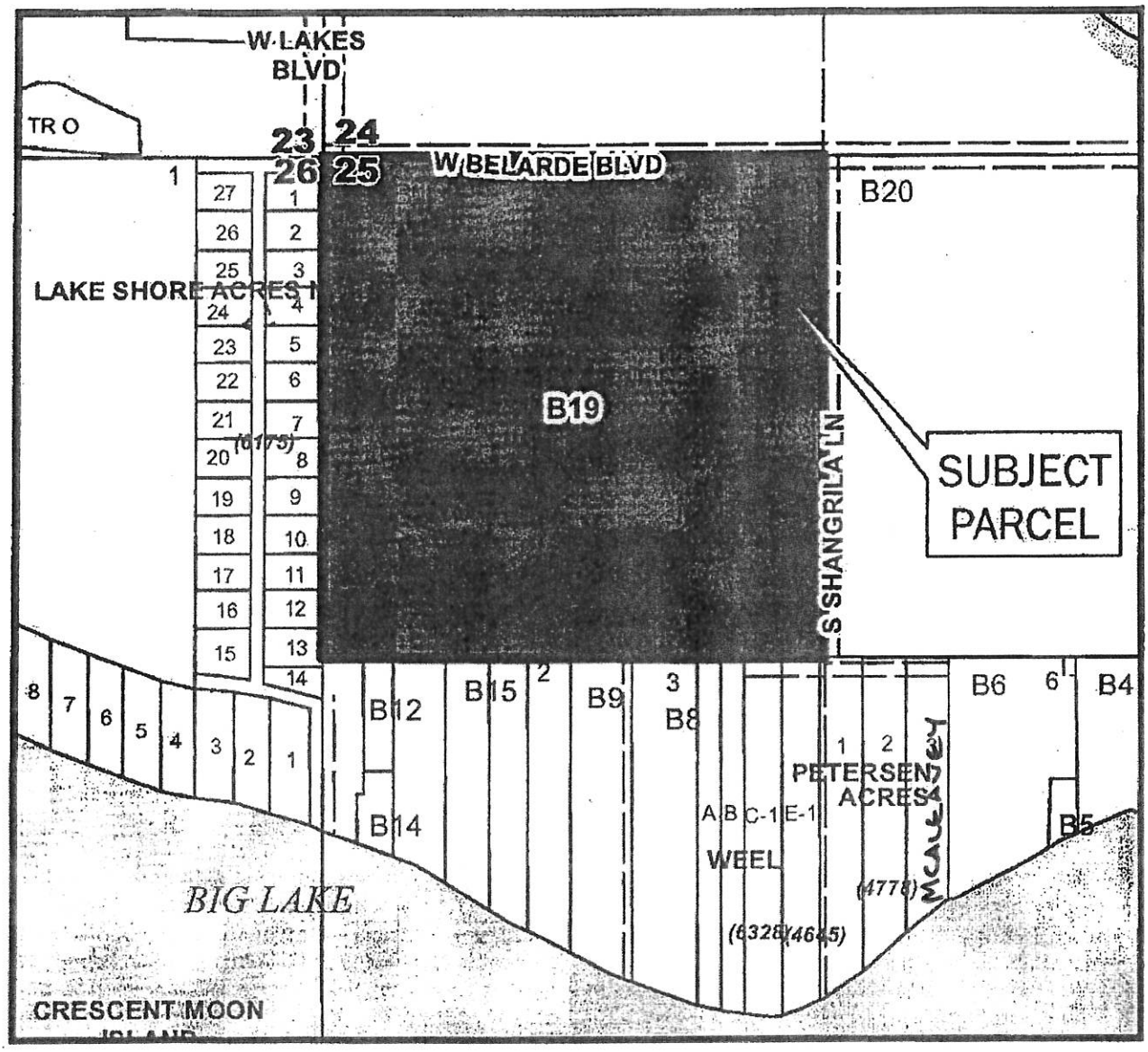
plication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application aterial may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us omments concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received [illegible]fore ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review [illegible]n. Please be advised that comments received from the public after that date will not be included in the staff [illegible]Planning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: GERALD + DIANA McALEANEY ***Mailing Address:*** 18027 TONSINA CT EAGLE RIVER, AK 99577

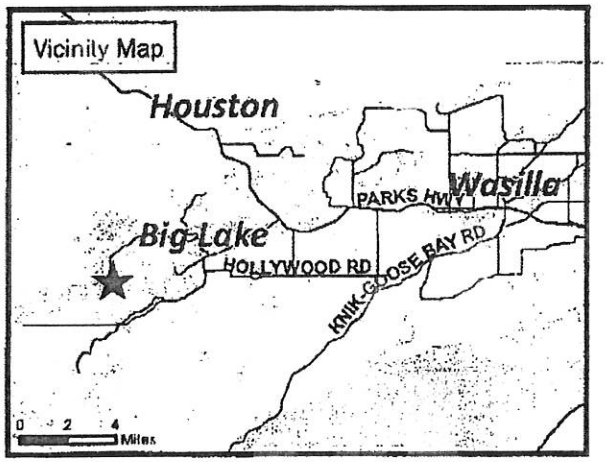
Location/Legal Description of your property: PETERSEN ACRES #3

Comments: I OWN A RECREATIONAL LOT NOT FAR FROM WHERE THIS OPERATION WOULD BE OPERATING. I DID NOT PURCHASE THIS PROPERTY TO HEAR HEAVY EQUIPMENT OPERATING WHILE MY FAMILY TRIES TO ENJOY THE BEAUTY OF ALASKA. I AM ALSO CONCERNED WITH THE SAFETY ASPECT ASSOCIATED WITH LARGE COMMERCIAL VEHICLES OPERATING ON THE ROADS. THESE ROADS ARE NOT WIDE ENOUGH TO ENSURE SAFETY FOR PASSING VEHICLES. I WOULD ASSUME TOO THAT THESE VEHICLES HAULING GRAVEL WOULD DESTROY EXISTING ROADS AND INCREASE COSTS ASSOCIATED WITH MAINTENANCE. THIS REQUEST IS NOT A GOOD FIT FOR THE LOCATION PROPOSED.

Note: Vicinity Map Located on Reverse Side



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.

N

MSB Information Technology/GIS
July 23, 2015

0 500 Feet

This Page Intentionally Left Blank

Mark Whisenhunt

From: Kirk Currey <k.currey@cmiak.com>
Sent: Monday, February 08, 2016 11:08 PM
To: Mark Whisenhunt; hrkane@gmail.com
Cc: dlada@peakneurology.com; sushores@gmail.com; John Brunton; whalenconstruction@gci.net; Finnigan,Theresa (tfinn@acsalaska.net)
Subject: 750,000 cubic yards Interim Materials District
Attachments: Bill heairet bck.PDF; Bill Heairet frt..PDF

Mrs. Carol G. Kane
Big Lake Community Council
Home Phone: (907) 892-7738
Cell: 907 355/2467
Email: hrkane@gmail.com
And
Mr. Mark Whisenhunt
Mat-Su Borough Planning & Land Use Department
Development Services Division
m whisenhunt

Re: Written Comment for Tuesday 2/9/17 at the Big Lake Community Council, 7:00 pm. Agenda item Application for an Interim Materials District (IMD). Public comment and/or written comment.
and
Comments for the Planning Commission Packet for the Commissioner's Review on March 21, 2016 Public Hearing.

Mark and Carol,

Please accept my wife and my comments on the Application for an Interim Materials District (IMD).
My wife and I own a parcel in close proximity to the project. 217N04W25B002

First I will admit it is good to have, and I have used the supply of the Local source of pit run, screened D1, 1.5" minus and Bone Rock which is currently supplied by Bill and Helen Heairet dba Lakeside Sand & Gravel
I will support that this is a positive for the local Lakes Boulevard. In the current size.
But I need to be clear LOCAL.

So then our input: At first look without greater knowledge….And I have not heard the from the Applicant…all one can surmise is:

The permit that is being applied for would by the shear numbers allow a very large commercial operation servicing a much larger area and WOULD be a heavy industrial, commercial operation, with scales, crushing and screening and volumes of trucks on the road.

Using just what little information on the application I received from the attached notice and averaging numbers:
My math is ....
750,000/ 40 years
=18,750 yd3/year mined in a 5 month summer
= 3,750 yd3/ mon/ 12 yd3 truck load
= 312 trucks per month...
Likely the End Dump Trucks would become much larger tractor trailer rigs not compatible in numbers on Belarde, Lakes, Beaver roads.

This could be accelerated to 20 years life which would obviously double the stress on the local area roads and residences.

The Mining/ Quarrying operation to build and pay back something to support this could run 6 - 12's per week.
High yield $ products made from crushing and Screening <u>will be</u> a part of this large of an operation.
Noise Noise Noise Crushing is <u>very loud</u>.
It is NOT what the local residences bought, own, pay taxes and occupy their single family dwelling in the area for.
I submit why they own here is to enjoy Peace and Quiet at their own pace.

I understand trying to get your highest commercial yield off of a piece of property.
Likely Bill and Helen will want to sell this property with a larger mining permit for a much increased price.
And if there is a sale do the current reclamation requirements transfer?
I do not believe Bill and Helen are planning on mining here for the next **40** years.

Belarde Road from their pit to Lakes Boulevard is currently not maintained by Lakeside Sand Gravel...the only business on the road. (only in the area).
On this note regards the current status of the subject property... One comment from another neighbor who hit the definition on the head " it is a distressed property now."
All around this subject property from Lakes Boulevard to Shangri-La there has been no effort to maintain, clean as you go or to reclaim, just to extract.
Nothing to beautify and make better.
Good Neighbor(s) lend a hand to neighbors to make the area a better place to live. What will happen in the future on a much larger permit?

Things that I hope are spoken and considered:
What is the current mining permit parameters?

Current mining permit Reclamation Requirements? Is this work monthly, yearly or at the end of the permit?
Current Hours of operation?
Current Noise ordinance?
What is the current mining permit volume per year?
What is the duration of the current mining permit?
Current Commitment to the community for betterment?
Current required Buffer zone?

Under the new permit applied for.. please make it known:
Yards per year allowed?
Mining Plan and Business Plan?
Products to be offered?
Reclamation plan? Is this work monthly, yearly or at the end of the permit. (40 years later)
Hours of operation
Noise ordinance.
Commitment to the community for betterment
Required Buffer zone. And what will it consist of?

I would appreciate information on and/or links to get directly to the info, or a packet assembled and sent via E-mail or mail by the borough to send out to the community.

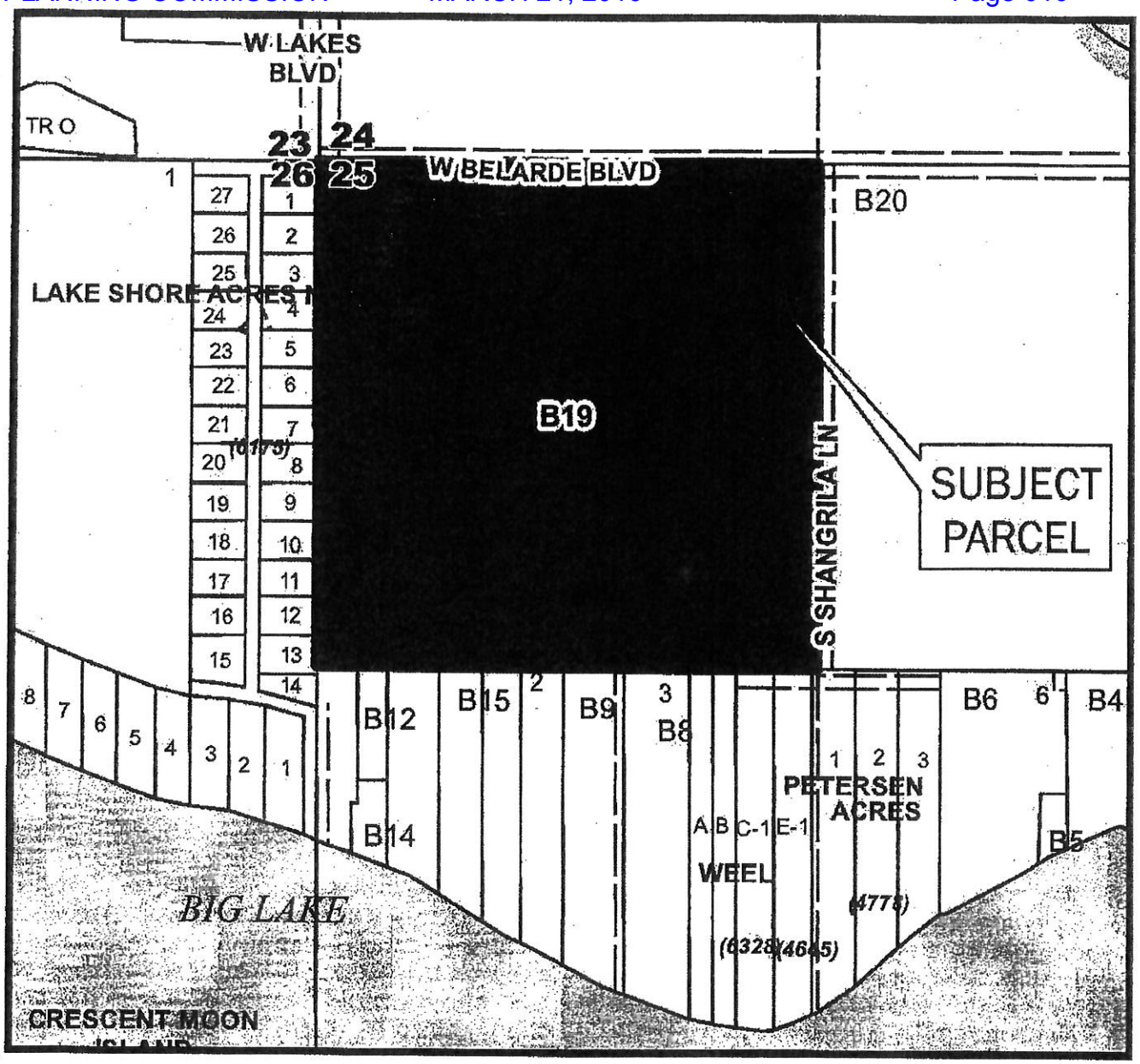
Sometimes a planned approach is to apply for a large permit, in hopes to settle for a much larger permit from what they have now.
This is only a caution that has happened before.

Unless the applicant can tell we as a community, how the outcome/result of this much, much, expanded permit will bring about improvements to our single family residence community, I will submit I cannot see how it can be for the greater good of the community.

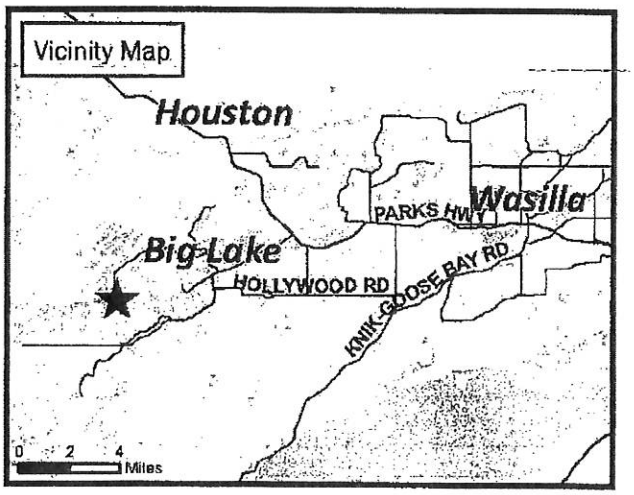
Foot Note: On another borough issue The Borough does not maintain Belarde Road either. There are many taxpayers on Belarde that get nothing for the taxes they pay. But that is another issue hopefully for a day soon.

Thank-you for allowing this input.

Thank-you,
Kirk Currey



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.

N

MSB Information Technology/GIS
July 23, 2015

0 500 Feet

Matanuska-Susitna Borough
Planning & Land Use Department
Development Services Division
350 East Dahlia Avenue
Palmer, Alaska 99645

U.S. POSTAGE PITNEY BOWES
ZIP 99645 $ 000.48[5]
02 1W
0001399405 JAN 29 2016

217N04W25B002 44
CURREY KIRK WILLIAM
KEIL CAROLYN ANNE
2934 EMORY ST
ANCHORAGE AK 99508-4466

FIRST CLASS MAIL

99508#4466 C012

The Planning Director of the Matanuska-Susitna Borough will consider the following:

Application:	*Application for an Interim Materials District (IMD)*
MSB Code Section:	MSB 17.28 – Interim Materials District
Applicant/Property Owner:	William & Helen Heairet (dba Lakeside Sand and Gravel)
Location:	19116 W. Belarde BLVD; MSB Tax ID# 17N04W25B019; within Township 17 North, Range 4 West, Section 25, Seward Meridian
Request:	An application for an Interim Materials District (IMD) has been submitted for the extraction of up to 750,000 cubic yards of material until the year 2040 within a 40 acre parcel.

The Planning Commission will conduct a public hearing in the Borough Assembly chambers, Palmer, Alaska, on this item on ***March 21, 2016.*** The meeting begins at 6:00 p.m. This may be the only presentation of this item before the Planning Commission and you are invited to attend.

plication material may be viewed online at www.matsugov.us and clicking on 'Public Notices'. Application aterial may also be reviewed in the Borough Permit Center. If you have any questions or would like to send us omments concerning the proposed action, this form may be used for your convenience by filling in the information below and mailing it to the Matanuska-Susitna Borough, Development Services Division, 350 E. Dahlia Avenue, Palmer, Alaska 99645. You may fax comments to 861-7876 or e-mail to mwhisenhunt@matsugov.us. For more information, please contact Mark Whisenhunt at 861-8527. Comments received ***February 22, 2016*** will be included in the Planning Commission packet for the Commissioner's review n. Please be advised that comments received from the public after that date will not be included in the staff lanning Commission. If there is not enough room below, please attach this sheet to another piece of paper.

Name: _____ ***Mailing Address:*** _____

Location/Legal Description of your property: _____

Comments: _____

Note: Vicinity Map Located on Reverse Side

This Page Intentionally Left Blank

Mark Whisenhunt

From: John Brunton <jb1brumag@hotmail.com>
Sent: Wednesday, February 03, 2016 7:53 AM
To: Mark Whisenhunt
Subject: Lakeside Sand and Gravel app for IMD

My wife and I own two parcels in close proximity to the project. It seems to us this is a do over by Bill and Helen. A similar request was made a few years ago and the local community rallied against it.
Bill withdrew his application minutes before the final hearing as a large group of neighbors who were opposed was planning on attending the hearing. We will be filing a comment in opposition to this project.

John Brunton
Lots 17N04W25A10 and 11.

Mark Whisenhunt

From: bobnpat <bobnpat@mtaonline.net>
Sent: Tuesday, February 02, 2016 2:41 PM
To: Mark Whisenhunt
Subject: Concerning MSB 17.28- Interim Materials District

Yes, this is Robert M. Jones Po Box 521016 Big Lake, Ak., Legal address is 19077 w Lakes Blvd. Mile 4.3. I wish to go on record supporting William & Helen in this endeavor. He has proven to be honest and reliable Business Man, and very helpful to Our Community. In my mind he is only trying to make an honest living and should not be restricted or hindered in any way on an operation this small. He has countless times donated materials and equipment to people starting "Their " Alaska Dream. Driveways, roads, drain fields etc. with very little compensation.. He is also a very considerate neighbor!! Bob & Pat Jones

Mark Whisenhunt

From: Helen Heairet <hlh@mtaonline.net>
Sent: Thursday, February 18, 2016 11:48 AM
To: Mark Whisenhunt
Subject: Copy of letter to B/Lake Residents

Bill and Helen Heairet
P. O. Box 521403
Big Lake, Alaska 99652
907-232-0398

February 11th, 2016

Dear Neighbor,

I am writing this letter to explain our intentions on the "Belarde Extraction Project" due to the "WILD" rumors of misinformed locals.

First of all, this site has been a gravel extraction site prior to our purchase of the land. At that time the MSB asked the previous owner if, in fact, he would like to "grandfather" his pit at which time he declined, of course that was several years ago, now regulations have gotten considerably more astringent at the local, state & federal level.

We would like to expand and improve our operation and product lines for the customers and residents of Big Lake.

At this time we, and all property owners, are allowed 2,000 yards of product per year by the MSB, as a result of this action we have seven extraction sites on W. Lakes Blvd. in operation which equals an allowance sites can extract of 14,000 cubic yards per year. With zero regulations these allowances can be extracted on their property any where along their property lines, down to ground water level, leaving a possible eye sore & truck traffic at random in all areas.

With approval of our permit we will be regulated by local, state, and federal jurisdiction for gravel extraction for the reclamation of the site in designated phases.

Addressing screening/crushing at the site: we have purchased a three product screening plant to accommodate septic rock sizes and driveway/road material. Noise created from this plant is minimal i.e. a rock rolling down a bank. The extraction site is encompassed by 25 foot high gravel walls and 10 foot berms along roadways which reduces noise. In regards to crushing we will not be investing in a crushing plant. We are looking at a minimum of $50,000.00 a week for the rental of the crushing plant. If demand warranted crushed material we would do this for one or two weeks in the Spring. The closest residence is approximately 800 feet from the Phase I proposed crushing site and the MSB code is a minimum of 300 feet. We will be well within the decimal allowance.

Being heavily invested in our Big Lake area our intention is to cut down costs for roadways and property owners by making the availability of product close.

We will be at the next meeting March 8th to hopefully answer any more questions from concerned residents.

Sincerely and Thank You, Bill & Helen Heairet

This Page Intentionally Left Blank

MATANUSKA-SUSITNA BOROUGH
Planning Department
Development Services Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7822 • Fax (907) 861-8158
www.matsugov.us

Date: 2/11/2016

RE: IMD Review – Belarde Blvd (sec esmts) - dba Lakeside Sand & Gravel

Reviewed By: Andy Dean ROW Coordinator A. D

Comments:

1. **The proposed driveway for access to the north side of the property seems to not have a driveway permit application on file. Please provide for an application for the driveway. The driveway permit will need to be signed off by a professional engineer for widths greater than 25 feet at the edge of the easement. We do have on file an approved for construction driveway application to the west of Sangri-La (private) that has expired, and was physically closed off with an earthen berm, and is shown as not used on the site maps provided.**

2. **<u>Continue</u> to maintain this section of Belarde Boulevard from the proposed driveway entrance back to Lakes Boulevard especially when heavy usage is expected. I.e. Watering for dust control, re-grading, filling of potholes, restoration of road bed when needed.**

3. **Make sure roadway is of sufficient design capacity for side-dump large truck usage before used in such a manner.(in the past it is understood that 18 wheeled vehicles have not been used) If Belarde Boulevard is used in such fashion, a construction permit to make upgrades is required before making any needed improvements for use by 18 wheel large truck side dumpers. Grade, stopping distance to intersection because of grade, and turn radius may be at issue for these larger vehicles at the intersection of Belarde and Lakes Boulevards. A stamped letter from a registered P.E. addressing these issues and recommending any needed design changes to the existing roadway for this type of traffic needs to be provided before this roadway is used by 18 wheel large truck side dumpers. The radius and width of the driveway needs to be stamped off by a registered P.E. with submission of the driveway permit for safety of the two way traffic on Belarde Boulevard and designed for the type of trucks making access.**

4. **The surface of the roadway of Belarde Boulevard between the driveway access and Lakes Boulevard needs to be <u>at minimum 20 feet</u> wide at all locations. This will accommodate two way traffic safely along this section of Belarde Boulevard and reduce lane conflicts because of the use by large vehicles, that includes end dumps.**

Matanuska Susitna Borough
Planning Department
Row Coordinator

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

RECEIVED
FEB 18 2016
PERMIT CENTER

MEMORANDUM

DATE: February 17, 2016

FROM: Mark Whisenhunt, Planner II

SUBJECT: REQUEST FOR REVIEW AND COMMENTS

PROJECT: **Conditional Use Permit for Earth Materials Extraction**

TAX ID: 18N02E03B002 TAX MAP: PA 03

LOCATION: 8870 N. Buffalo Mine Moose Creek Road; within Township 18 North, Range 2 East, Section 3, Seward-Meridian

APPLICANT: Gary Robles (dba Moose Pit)

An application for a conditional use permit under MSB 17.30 – Conditional Use Permit for Earth Materials Extraction Activities has been submitted for the removal of 1,300,000 cubic yards of material, with extraction activities concluding in 2035. The Planning Commission will conduct a public hearing on this request on April 4, 2016. If we do not receive comments from you we will assume you have no objections to the proposed project.

Distribution:

		____	Pre-Design Division
____	Borough Manager (info only)	____	Community Development
____	Collections	____	Public Works Director
____	Assessment	X	Right-of-Way Coordinator
____	Planning Division	____	Emergency Services Director
____	Environmental Planning	____	Code Compliance
____	Platting Division	____	Cultural Resources

Comments: Return written comments by **March 14, 2016**. Thank you for your review.

No Comments A.R. 2/18/16

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: 18 February 2016
TO: Mark Whisenhunt, Planner II
FROM: Sandra Cook, Architectural Historian
SUBJECT: Central Landfill, Interim Materials District
LEGAL: Section 1 and 12, T17N, R1E, SM
TAX MAP: WA09

NO OBJECTION

Cultural Resources Division staff has reviewed the above application and finds there is are no known *recorded* sites on 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.

While we have no objection to the proposed Platting action on the said property, and our records are not complete, we recommend caution during construction or related 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 would appreciate the chance to document them to augment our knowledge of local history. Cultural remains may 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.

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

Sandra Cook
Architectural Historian

NOTE§A.S.11.46.482 (a) of the Alaska Statutes states that
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.

ENSTAR Natural Gas Company
A DIVISION OF SEMCO ENERGY
Engineering Department
Right of Way Section
401 E. International Airport Road
P. O. Box 190288
Anchorage, Alaska 99519-0288
(907) 277-5551
FAX (907) 334-7798

February 2, 2016

Mark Whisenhunt, Planner II
Matanuska-Susitna Borough
Planning and Land Use Department
350 East Dahlia Avenue
Palmer, AK 99645-6488

Subject: Request for an Interim Materials District – T17N R04W, Section 25, S.M.

Dear Mr. Whisenhunt:

ENSTAR Natural Gas Company has reviewed Request for an Interim Materials District in Township 17 North, Range 4 West, Section 25, Seward Meridian. ENSTAR Natural Gas Company has no comments or objections.

Please feel free to contact me at 907-334-7944 if you have any questions.

Sincerely,

Cassie Wohlgemuth

Cassie Wohlgemuth
Right-of-Way and Compliance Technician
ENSTAR Natural Gas Company

PLANNING COMMISSION RESOLUTION

By: Mark Whisenhunt
Introduced: March 7, 2016
Public Hearing: March 21, 2016
Action:

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-08

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING ASSEMBLY APPROVAL OF AN INTERIM MATERIALS DISTRICT, KNOWN AS LAKESIDE SAND & GRAVEL; IN TOWNSHIP 17 NORTH, RANGE 4 WEST, SECTION 25, PARCEL# B19 (TAX ID# 17N04W25B019), SEWARD MERIDIAN.

WHEREAS, an application for an Interim Materials District (IMD) was submitted by William and Helen Heairet (dba Lakeside Sand & Gravel) to remove earth materials from 19116 West Belarde Boulevard, located within the northwest one-quarter of the northwest one-quarter of Section 25, Township 17 North, Range 04 West, 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 21, 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 Big Lake Comprehensive Plan; and

WHEREAS, The Big Lake Community Council submitted comments on March 9, 2016, indicating the Council has no objection to the Interim Materials District request; and

WHEREAS, the applicant has met all of the requirements of MSB 17.28.050 and 17.28.060, and is in compliance with all local, State, and Federal laws; and

WHEREAS, the Planning Commission finds that the proposed Interim Materials District, when in compliance with local, State, and Federal laws does not negatively affect public health, safety or general welfare.

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 B&E Construction with the following conditions:

1. The operation 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 Interim Materials District 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 applicant's site plan with the Matanuska-Susitna Borough "Received" date stamp of October 28, 2015.
4. Prior to operating, the IMD boundary shown in the applicant's site plan with the Matanuska-Susitna Borough "Received" date stamp of October 28, 2015, shall be located and marked on the property by a surveyor licensed to operate in the State of Alaska. Said markers shall be maintained in a visible condition to ensure extraction activities stay within the extraction area boundary.

5. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected for leaks daily.
6. 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.
7. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
8. Visual screening shall be achieved and maintained by using a combination of earthen berms 10-feet in height to north and south, and maintaining the topographical buffer as described in the application material.
9. A Matanuska-Susitna Borough Driveway Permit shall be obtained for access onto Belarde Boulevard prior to operating.
10. Large "side dump" vehicles or tandem end dumps shall not be used in conjunction with this use unless certification from a professional engineer has deemed access to and from the subject parcel and use of the intersection of Belarde Boulevard and West Lake Boulevard is safe for said vehicles and other motorists to use. If upgrading the intersection and/or Belarde Boulevard is necessary, a construction permit

shall be obtained from the Matanuska-Susitna Borough prior to beginning any work in a public right-of-way.

11. 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.

12. 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.

13. All extraction activities, including all activities that cause noise, dust, or traffic, shall be limited to 8am to 6pm, Monday through Saturday, except rock crushing and screening activities are limited to 8am to 5pm, Monday through Friday.

14. If cultural remains are found during material extraction activities, the MSB Cultural Resources Division shall be contacted immediately so the remains can be documented.

15. A four-foot vertical separation shall be maintained between all excavation and the seasonal high water table.

16. 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.
17. The operation shall comply with the reclamation standards of MSB 17.28.067.
18. If reclamation information is updated annually with the State of Alaska, Department of Natural Resources, the applicant shall provide a copy of the updated information to the MSB Planning Department.
19. An asphalt plant (aka hot mix or batch plant) shall not be operated at this site.
20. Dust control shall be achieved at the gravel pit, rock screener, crusher, and roads as necessary.
21. 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.

22. 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).

23. Authorization for earth material extraction activities approved by this legislation shall expire on December 31, 2040.

24. 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 Assembly approval of the designation of Interim Materials District for the 40 acres within the property located at 19116 W. Belarde Boulevard.

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

_____
JOHN KLAPPERICH, Chair

ATTEST

_____
MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

This Page Intentionally Left Blank

By: Mark Whisenhunt
Introduced: March 7, 2016
Public Hearing: March 21, 2016
Action:

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

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION MAKING A RECOMMENDATION AND PROVIDING FINDINGS OF FACT TO SUPPORT DENIAL OF RESOLUTION 16-08.

WHEREAS, Resolution 16-08 was for recommending Assembly approval of an Interim Materials District, known as Lakeside Sand & Gravel, located within the northwest one-quarter of the northwest one-quarter of Section 25, Township 17 North, Range 04 West, Seward Meridian; and

Whereas, the planning commission conducted a public hearing on March 21, 2016 on this matter; and

Whereas, the Planning Commission's vote on the motion to approve the Interim Materials District failed to garner a majority vote on March 21, 2016; and

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission reports to the Assembly per MSB 17.28.080(c) and recommends denial of the request for Interim Materials District, known as Lakeside Sand & Gravel, based on the following findings of fact and conclusions of law:

1. While the applicant has met the standards applicable in MSB 17.28.050 and MSB 17.28.060, as proposed the

Interim Materials District would conflict with the Big Lake Comprehensive Plan.

2. The subject property is located within the boundary of the Big Lake Comprehensive Plan, updated and adopted in August, 2009.

3. The subject parcel is located within the *Dispersed Residential* land use district as identified in the Big Lake Comprehensive Plan.

4. According to the Big Lake Comprehensive Plan, *Dispersed Residential* is described as "*rural residential areas, where lots sizes are larger and the natural setting is more dominant. This is currently the most predominant land use density in the Big Lake area.*"

5. The intent of the Comprehensive Plan is to identify and encourage a general pattern of development that best meets the community goals and to "*accommodate growth while holding onto characteristics that make Big Lake a good place to live and visit.*"

6. Establishing an Interim Materials District at this location would conflict with the Land Use and Environment Goals section of the Big Lake Comprehensive Plan it states: "*The overarching goal of this plan is protect Big Lake's special character as a*

place to live and visit while accepting and even encouraging growth. Without guidance, as the area grows, the community risks losing these qualities that makes Big Lake a distinctive place – its undeveloped open spaces, good views, wildlife, and out-the-door access to recreation. At the same time, growth in the community can bring many benefits, providing new places for people to live, creating new opportunities for local employment, and generally leading to a more vital community."

7. Establishing an Interim Materials District at this location would conflict with the Land Use and Environment Goals section of the Big Lake Comprehensive Plan: "*Provide for Freedom to Enjoy our Properties – The plan supports a balance of freedom to use property as individuals chose up to that point where one person's use limits the rights of neighbors to enjoy their property. Responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property*", as an Interim Materials District is not in harmony with the surrounding existing residential and recreational uses.

8. Establishing an Interim Materials District at this location would conflict with the Strategies to Achieve Land Use Goals section, under the Development Guidelines of Strategy 4: *"Natural Vegetation/Site Disturbance - Encourage retention of existing natural vegetation and replant disturbed areas. Grading and clear cutting the entire parcel prior to selling or developing land is strongly discouraged."*

9. Establishing an Interim Materials District at this location would conflict with Strategies to Achieve Land Use Goals section, under the Development Guidelines of Strategy 4: *"Commercial Uses/Home-based Businesses in Predominately Residential Areas - The plan supports a variety of home based businesses and residential-compatible commercial uses in predominately residential areas, but encourages these uses to be designed to not impact neighbors. Subdivisions can address this to some extent through protective covenants. Guidelines for home-based businesses and other commercial activities in predominately residential areas include: Discourage high-volume or high-traffic activities; businesses should not create nuisances of excessive people and vehicle traffic; Minimize the offsite evidence of*

business operation - noise, smells, litter, odors, and public safety calls; Use special screening and wider setbacks to reduce visual impacts of business operations on surrounding residences.; Screen dumpsters, service entries; Avoid using bright lights that wash onto adjoining properties; Use unobtrusive signage", as an Interim Materials District produce high-traffic activities in an existing residential area.

10. The proposed Interim Materials District known as Lakeside Sand & Gravel is not consistent with the Big Lake Comprehensive Plan, updated and adopted in August, 2009.

/

/

/

/

/

/

/

/

/

/

/

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

_____
JOHN KLAPPERICH, Chair

ATTEST

_____
MARY BRODIGAN, Planning Clerk

(SEAL)

DRAFT

YES:

NO:

PUBLIC HEARING

LEGISLATIVE

Resolution No. 16-13

MSB 8.41
Marijuana Related Facility License Referrals

(Page 643 - 654)

PUBLIC HEARING

OR 16-021
IM 16-027

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

This Page Intentionally Left Blank

MATANUSKA-SUSITNA BOROUGH INFORMATION MEMORANDUM **IM No. 16-027**

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		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.

This Page Intentionally Left Blank

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)

This Page Intentionally Left Blank

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:

DRAFT

CORRESPONDENCE & INFORMATION

Email and attachment from Patty Rosnel re: PC Reso 16-07, Alsop East IMD
AKDOT Director's Quarterly Report – Winter Edition

(Page 655 - 662)

CORRESPONDENCE & INFORMATION

Mary Brodigan

From: Patty Rosnel <pattyrosnel@gmail.com>
Sent: Tuesday, March 08, 2016 9:40 AM
To: Mary Brodigan
Subject: convey to PC?
Attachments: pc alsop gravel 7mar16.pdf

Mary:

Would you please forward the attached to the MSB Planning Commission - my comments for last night too late finished to be delivered in person. Please do so with my apologies to the new members saddled with an even more stressful task considering the state's fiscal implosion the valley surely cannot escape.

I submit these comments, assuming last night's positive vote on PC RS 16-07, with the hope that particularly in light of the latest ISER predictions, someone might wish to reconsider finally putting residents and land before development.

Thanks,
P.

This Page Intentionally Left Blank

To the Planning Commission
Re PC Resolution 16-07

Patricia Rosnel. Palmer, Alaska. 7 March 2016

Recommendation 1:
Continue the public hearing on PC Resolution 16-07 to a date no earlier than completion of a program update and overhaul, and in line with reconfirmed borough and local community vision, purpose, and goals.

Justification:
The planning staff report (p. 12/package, p. 252) states that the Point MacKenzie comprehensive plan identifies gravel as an option for resource development, but gravel is only one of a list including timber, natural gas, and agriculture. The community vision is to provide for conscientious environmentally sound development, but the staff report does not address how the proposed project will accomplish this, either in the short term or in the long term through 2030. And the community's single economic development goal is identified as to benefit the Point MacKenzie community (not community economy, borough economy, or private sector), yet the staff report neglects to address how this IMD contributes to that goal without imposing human or environmental costs.

Recommendation 2:
Immediate moratorium on accepting, reviewing, or approving administrative, CUP, and IMD applications in any form, to allow time to overhaul the program to correct substantive lapses in policy, procedure, implementation, compliance, and enforcement, and to begin to realign borough development with unfolding state and local economic long term reality.

Justification:
A local government like ours that cannot label its residential areas and refuses to enforce ordinances has system problems more critical than approving more gravel pits to make those unidentified residential areas even more unfit to reside in.

1. At last Tuesday's regular assembly meeting, the development services manager stated the borough does not identify the residential areas variously addressed in borough code and comprehensive plan. As a result, the borough cannot effectively restrict commercial or industrial activities, such as gravel pits, from residential areas where property value is negatively affected by these incompatible activities. This can be corrected.
2. The development services manager states in an email addressing another IMD that he will not attempt to enforce conditions referred to in that IMD's governing ordinance. How is this not a veneer of propriety over a reality of anarchy? This also can be corrected.
3. No borough entity appears to consider cumulative effects of commercial and/or industrial activities in residential areas it also refuses to or cannot identify, witness the seven pits, asphalt plant, and racetracks in Butte, close to the EPA stamp and resulting consequences of poor air quality. Considering the number and potential negative impact of cell towers, gravel pits, and other unregulated commercial and industrial activities, this must be corrected.
4. Serious consideration of this IMD application highlights the apparent bedazzlement of elected representatives and staff with economic development over critical local government services, highly questionable considering the failures and mounting unplanned costs of ferry, port, and solid waste enterprise endeavors not to mention state and local economic conditions and unaddressed social problems. Public funds can and must be turned to solve resident issues.

Action: The Planning Commission's response to the public on these matters within 15 calendar days.

This Page Intentionally Left Blank

Central Region

Director's Quarterly

Alaska Department of Transportation and Public Facilities

Winter Edition

January 2016

DIRECTOR'S MESSAGE

Rob Campbell, P.E.

Central Region Director, is a lifelong Alaskan. He has a Bachelor's degree in Civil Engineering from Oregon State University, and a Master's degree in Engineering Management from the University of Alaska, Anchorage. He has worked at DOT&PF for more than 30 years.

For comments or questions about the newsletter:
DOT.CR.Director@alaska.gov

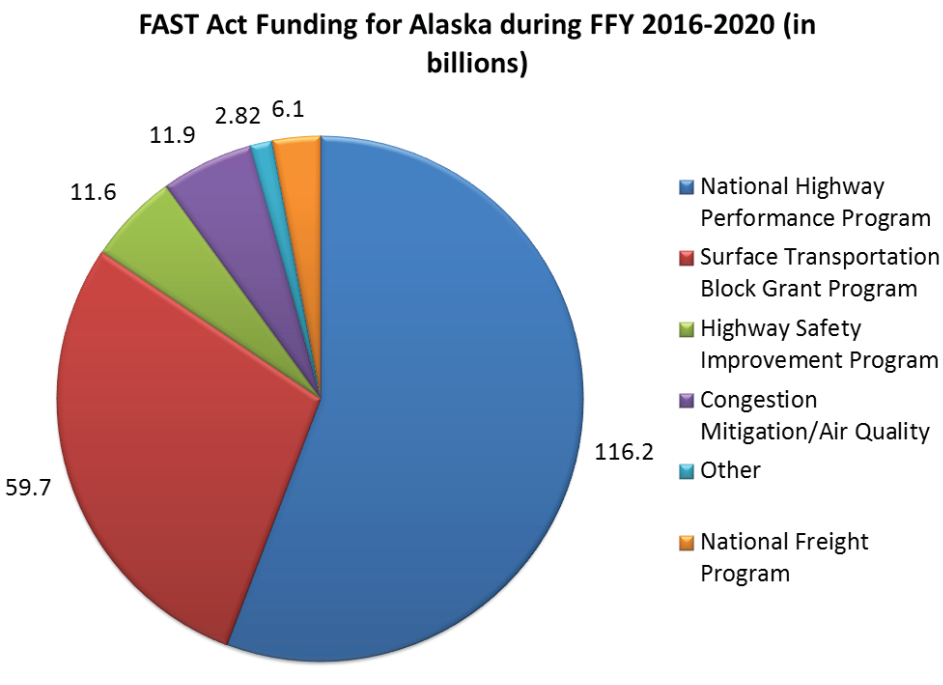
Our newsletter this quarter reemphasizes the State Transportation Improvement Program (STIP) for 2016 through 2019, showing the state still has a bright future where federal funding is involved in capital improvements. This coming year will be another banner season for construction projects around the state, although federal priorities are changing the course of where future projects happen and for what purpose. We touch on this with our article on the FAST Act.

We also touch on our streamlined winter maintenance plan by expanding on the reader's understanding of our maintenance priority system and the meaning of terms used in weather event notices distributed via 511 or GovDelivery. We also introduce a new face in our maintenance crew and give a brief overview of a winter maintenance program of which many people may not even be aware—avalanche mitigation.

On a personal note, this will be my last newsletter. After more than 34 years working for the Department, I am leaving public service December 31st. I do leave a great team of co-workers and will miss their can-do attitudes. I know they will carry on in providing the best possible transportation system for our state, no matter what constraints or challenges are placed before them.

My intent in starting this letter was to provide insight into the complexities of our Department and to explain some of our constraints (Federal Funds can only be used for capital projects; state monies must fund maintenance and operations). I hope these newsletters were informative and met that goal. I trust you enjoyed the recent holidays, and wish you a productive new year.

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST)



The Fixing America's Surface Transportation (FAST) Act, signed into law December 4, authorizes Federal highway, highway safety, transit, and rail programs for five years. Federal funding is up 5.1% from FFY 2015 levels, and increases about 2% per year thereafter by supplementing the Highway Trust Fund's gas tax revenue with federal funds from a variety of sources. Alaska's FFY 2016 apportionment is $508.6 million, an increase of $24.7 million over FFY 2015. The State will be eligible to receive over $2.6 billion through 2020.

The FAST Act focuses on the importance of goods movement to the U.S. economy by establishing a new program for highway freight projects. It continues the focus of the previous transportation bill, MAP-21 (Moving Ahead for Progress in the 21st Century) on the National Highway System, safety, performance measures and asset management.

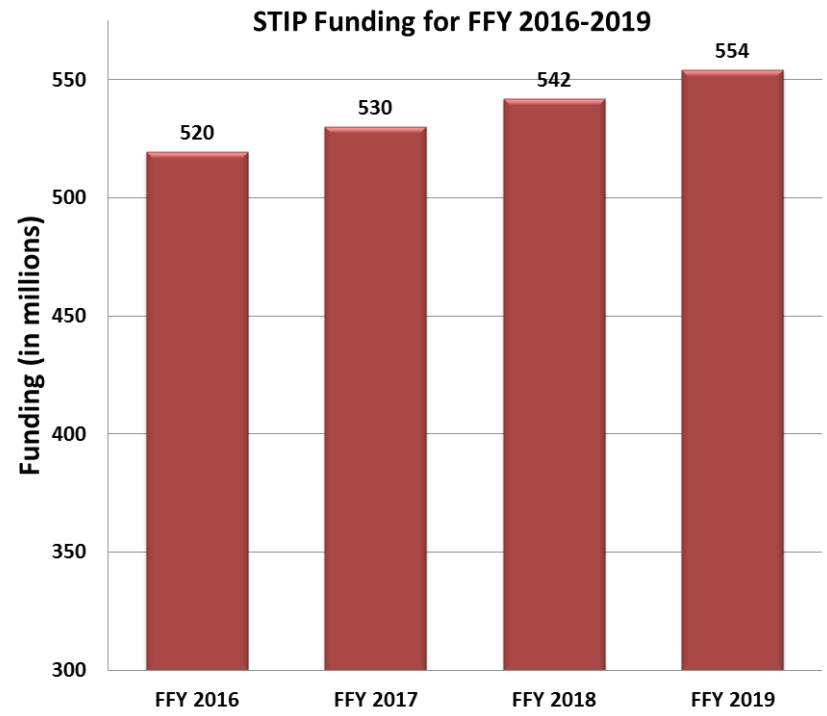
The FAST Act is good news for Alaska, providing a stable source of funding for transportation infrastructure for the next five years. For more information, visit the "FAST Act Portal" on the website of the American Association of State Highway and Transportation Officials (AASHTO) at http://fast.transportation.org/Pages/default.aspx.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The State has recently adopted a Statewide Transportation Improvement Program (STIP) that defines the State's investment decisions for the next four years' worth of federal highway funding. The STIP is a fiscally constrained plan for reasonably expected funding and is closely aligned with the FAST Act. In accordance with federal guidelines, a majority of the STIP is directed at the major highway corridors that are part of the National Highway Performance Program (NHPP). In Central Region, many of these highways are also Highway Safety Corridors, which will likely reduce the number of fatal and major injury crashes along the NHPP.

While the STIP is our best estimate of future spending, it is subject to continual modifications. Projects often run into unexpected delays; it seems more and more people are traffic engineers. These changes in schedule must be balanced within the year – to utilize our annual federal allocation. So, while this document is our best plan, it is prudent to recognize it is constantly changing to reflect updated project information on scope, schedule, or budget.

For more information visit: http://dot.alaska.gov/stwdplng/cip/stip/index.shtml



IMPORTANT LINKS

Where can I go to...

- Find information about road construction projects and road closures? http://alaskanavigator.org/
- Find information about road conditions? http://511.alaska.gov/
- Locate the Central Region Public Involvement Calendar? http://dot.alaska.gov/creg/calendar.shtml
- Find websites for Central Region Projects? http://dot.alaska.gov/creg/project_info/

AVALANCHE SAFETY

Daisy Bell

The Alaska Department of Transportation & Public Facilities (DOT&PF) maintenance division has a snow avalanche program to reduce the hazard and minimize impacts to the public. It is staffed with professional avalanche specialists to analyze and mitigate avalanche risk, assess current slides, and help maintenance and operations remove debris safely. Our avalanche specialists regularly monitor weather, terrain, and snowpack conditions. When conditions are appropriate, specially trained maintenance crews use military artillery, the "Daisy Bell", and other methods to artificially trigger avalanches on the: Seward Highway, Richardson Highway and Dalton Highway, as well as Thane Road in Juneau.

Jim Kennedy

Central Region is pleased to announce that Jim Kennedy joined the DOT&PF team as our new avalanche specialist in Girdwood. Jim comes to us with over 27 years of avalanche mitigation work at one of Alaska's largest ski resorts.

Jim was only on board for two weeks before we had a significant slide across Hatcher Pass Road. Jim and his coworker Tim Glassett worked closely with the State Division of Parks in analyzing the Hatcher Pass slide and their expertise was crucial to park rangers and maintenance operators to work safely in the area. The potential for avalanches changes constantly. Jim Kennedy and the rest of the snow avalanche program staff work to minimize risks to Anchorage travelers and keep our roads clear for travel .

WEST DOWLING ROAD EXTENSION

DOT&PF opened the West Dowling Extension to traffic on November 7th. The new section of road extends Dowling from C Street to Minnesota Drive and is the final piece of a complex, multi-phased, multimodal project to improve east-west connectivity across Anchorage. The project is a four-lane facility with on-street bike lanes, a separated multi-use path, and improvements on connecting streets. The project also constructed a new bridge over the Alaska Railroad tracks at Arctic Boulevard, new signalized intersections and extensive stormwater management for Tina Lake.

West Dowling Road Extension

DOT&PF worked with HDR and Granite Construction to nominate the project as a pilot project for Greenroads, an independent third party sustainability rating system for transportation design and construction, which often results in cost savings—both for the initial buildout and maintenance of the asset. The baseline score showed that DOT&PF rated well among other national projects on best practices for economic and environmental sustainability.

PUBLIC OUTREACH

Planning's public outreach efforts since the fall:

- *Unalaska*, September 22 & October 21 for the Southwest Area Transportation Plan (SWATP) Update
- *Dillingham*, October 15 for the SWATP Update
- *Kodiak*, October 21 for the SWATP Update Update
- *Matanuska-Susitna Borough*, October 22 for the Mat-Su Borough Transportation Fair

ROAD MAINTENANCE PRIORITIZATION

Although we have touched on the road system prioritization schedule for maintenance in the previous newsletter, we want to reemphasize the effect of the current budget cycle. This prioritization system has been in place for several years, but the reduction in state funding may make it seem like a new system as priority of higher level roads become more evident.

Priority Level 1 roads, major high-volume, high-speed highways, expressways, minor highways, including all safety corridors and other major urban and community routes continue to be our major focus during a storm event. Lesser priority roads 2 – 4 receive attention after the priority 1 routes are finished. Depending on the severity of the storm, these routes may require extra driver patience, planning and caution when traversing.

It is more important than ever for drivers to be aware of winter driving conditions.

For more information on daily operations or the priority level of the roads in your community, visit: dot.alaska.gov/wintermap. For more information on road conditions and to sign up for 511 alerts, visit: 511.alaska.gov. To view weather cameras, visit: http://www.dot.state.ak.us/iways/roadweather/forms/IndexForm.html.

WINTER DRIVING CONDITIONS RATING SYSTEM

Example of a "Conditions A" driving conditions

Apart from the road prioritization system, DOT&PF has a way of rating winter driving conditions in order to help the public know what to expect when driving in the winter.

Condition A: Good
Bare pavement is the primary goal. Snow and ice have been removed from the driving lanes, shoulders, and centerline (though short sections of ice and packed snow can be expected between the wheel paths and centerline). Bare pavement may not be possible in extreme cold weather. Generally, traction is good for most vehicles properly equipped for winter driving.

Condition B: Fair to Good
Drivers may encounter some standing water, packed snow, and icy patches covering the surface. Loose snow is cleared from the vehicle path and traction is adequate for most vehicles properly equipped for winter driving. Sand may be applied to hills, curves, intersections, and bridge decks.

Condition C: Poor to Fair
The roadway may be snow-covered with up to 2" of snow and drivers may expect some slowdowns or delays.

Condition D: Poor
Drivers may expect substantial traffic delays.

Condition E: Travel Not Advised
Considerable snow accumulation on roads may be 4" or more. Drivers may encounter snow drifts, berms, freezing rain, and glare ice. Traction is extremely poor, even for winter driving equipped vehicles.

Example of a "Conditions D" driving conditions

COMMISSION BUSINESS

Upcoming PC Agenda Items

(Page 663 - 670)

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: March 11, 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

---

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*)

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. (*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) at the MSB Land Fill 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*)
- **Resolution 16-17**, a resolution recommending Assembly adoption of the Louise Susitna Tyone Lakes Comprehensive Plan Update previously known as the Lake Louis Comprehensive Plan. (*Staff: Sara Jansen*)

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*)

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. (*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: Susan Lee*)
- Knik Super Store Package Store Expansion CUP. (*Staff: Susan Lee*)

Legislative

- 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*)
- Tew's Earth Materials Extraction Administrative Permit; 17N02W09C004. (*Staff: Susan Lee*)
- Trapper Creek Bluegrass Festival Special Events Permit. (*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. BOAA Appeal Hearing scheduled for April 25, 2016. (*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 16-01, A resolution recommending the Assembly approval of Ordinance Serial Number 16-003 Amending MSB 17.60 to include Permit Requirements and Standards for Marijuana Related Facilities, and Repealing Inapplicable Definitions. Referred to the Planning Commission on December 15, 2015, for 45 days. (*Staff: Alex Strawn*)		ORD # 16-018	IM # 16-029
Actions:	01/04/16 – PC Introduction 01/18/16 – PC Public Hearing – Amended/Approved 02/02/16 – Assembly New Business 03/01/16 – Assembly Public Hearing – Postponed until 3/15/16		

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		

Planning Commission		Assembly	
Reso		**ORD/Reso #**	**IM**
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*)		ORD # 16-__	IM # 16-__
Actions:	02/01/16 – PC Introduction 03/07/16 – PC Public Hearing – Amended/Approved		

Planning Commission		Assembly	
Reso		**ORD/Reso #**	**IM**
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*)		ORD # 16-__	IM # 16-__
Actions:	03/07/16 – PC Land Classification – Approved		

Updates on PC items going to the Assembly (Complete)

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 - Adopted		

This Page Intentionally Left Blank