

**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*

**April 4, 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. March 21, 2016, regular meeting minutes
  - B. INTRODUCTION FOR PUBLIC HEARING: QUASI-JUDICIAL MATTERS
    - 1. **Resolution 16-15**, A resolution approving a variance to allow handicap access to a ramp/deck at the Trapper Creek Inn to remain set back 15.9 feet from the Parks Highway right-of-way; 23471 S. Parks Highway; within Township 26 North, Range 5 West, Section 29, Seward Meridian. Public Hearing: April 18, 2016. (*Staff: Susan Lee, Applicant: Dooley Enterprises, LLC*)
  - C. INTRODUCTION FOR PUBLIC HEARING: LEGISLATIVE MATTERS
- 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.*

A. **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)*

## X. PUBLIC HEARING: LEGISLATIVE MATTERS

A. **Resolution 16-17**, a resolution recommending Assembly adoption of the Louise Susitna Tyone Lakes Comprehensive Plan Update previously known as the Lake Louise Comprehensive Plan. *(Staff: Sara Jansen)*

B. **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. *(Staff: Jessica Smith)*

C. **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. *(Staff: Mark Whisenhunt, Applicant: MSB Land Management)*

## XI. CORRESPONDENCE &amp; INFORMATION

## XII. UNFINISHED BUSINESS

## XIII. NEW BUSINESS

## XIV. COMMISSION BUSINESS

- A. School Site Selection Committee - PC Representative 2 (*Postponed from March 7, and March 21, 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.*

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**INTRODUCTION FOR PUBLIC HEARING  
QUASI-JUDICIAL**

**Resolution No. 16-15**

**Trapper Creek Inn Variance Request  
23471 S. Parks Highway**

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**INTRODUCTION FOR PUBLIC HEARING**



**Setback Variance Request – Trapper Creek Inn**

A variance application has been submitted to allow the handicap access ramp/deck at the Trapper Creek Inn to remain set back 15.9 feet from the Parks Highway right-of-way.

**Location:**

MSB Waiver 93-14PWm, recorded at 93-55W, August 12, 1993 (MSB Tax Account# 26N05W29D007); 23471 S. Parks Highway; within Township 26 North, Range 5 West, Section 29, Seward Meridian.

**Applicant:** Dooley Enterprises LLC

**Agent:** Enterprises Engineering, Inc.

**Public Hearing:**

The Planning Commission will conduct a public hearing concerning this application on Monday, April 18, 2016 in the Borough Assembly Chambers, 350 E. Dahlia Avenue, Palmer.

The application material may be reviewed in the Borough Permit Center. Application material may also be reviewed online at [www.matsugov.us](http://www.matsugov.us) and clicking on 'Public Notices'. If you have questions or want to submit comments please contact Susan Lee, Planner II, at 861-7862 or e-mail: [slee@matsugov.us](mailto:slee@matsugov.us). Comments may also be faxed to 861-7876 or mailed to the MSB Development Services Division, 350 E. Dahlia Avenue, Palmer, AK 99645. Comments received prior to March 25, 2016 will be included in the Planning Commission packet for the Commissioner's review and information. Comments received after that date will not be included in the staff report to the Planning Commission.

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# 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  
Email: [PermitCenter@matsugov.us](mailto:PermitCenter@matsugov.us)

## MEMORANDUM

DATE: February 22, 2016  
FROM: Susan Lee, Planner II *S. Lee*  
SUBJECT: REQUEST FOR REVIEW AND COMMENTS  
PROJECT: **Setback Variance**

TAX ACCOUNT# 26N05W29D007 TAX MAP: TA05

LOCATION: Township 26 North, Range 5 West, Section 29, Seward Meridian

APPLICANT: Dooley Enterprises LLC

A variance application under MSB 17.65 - Variances, has been submitted to allow the handicap access ramp/deck at the Trapper Creek Inn, to remain set back 15.9 feet from the Parks Highway right-of-way. The Planning Commission will conduct a public hearing on this request on April 18, 2016. If we do not receive comments from you we will assume you have no objections to this request.

- Distribution:
- |  |  |
|--|--|
| <input type="checkbox"/> Borough Manager (info only) | <input type="checkbox"/> Pre-Design Division         |
| <input type="checkbox"/> Collections                 | <input type="checkbox"/> Community Development       |
| <input type="checkbox"/> Assessment                  | <input type="checkbox"/> Public Works Director       |
| <input type="checkbox"/> Planning Division           | <input type="checkbox"/> Right-of-Way Coordinator    |
| <input type="checkbox"/> Environmental Planning      | <input type="checkbox"/> Emergency Services Director |
| <input type="checkbox"/> Platting Division           | <input type="checkbox"/> Code Compliance             |
|  | <input type="checkbox"/> Cultural Resources          |

Comments: Return written comments by **March 25, 2016**. Thank you for your review.

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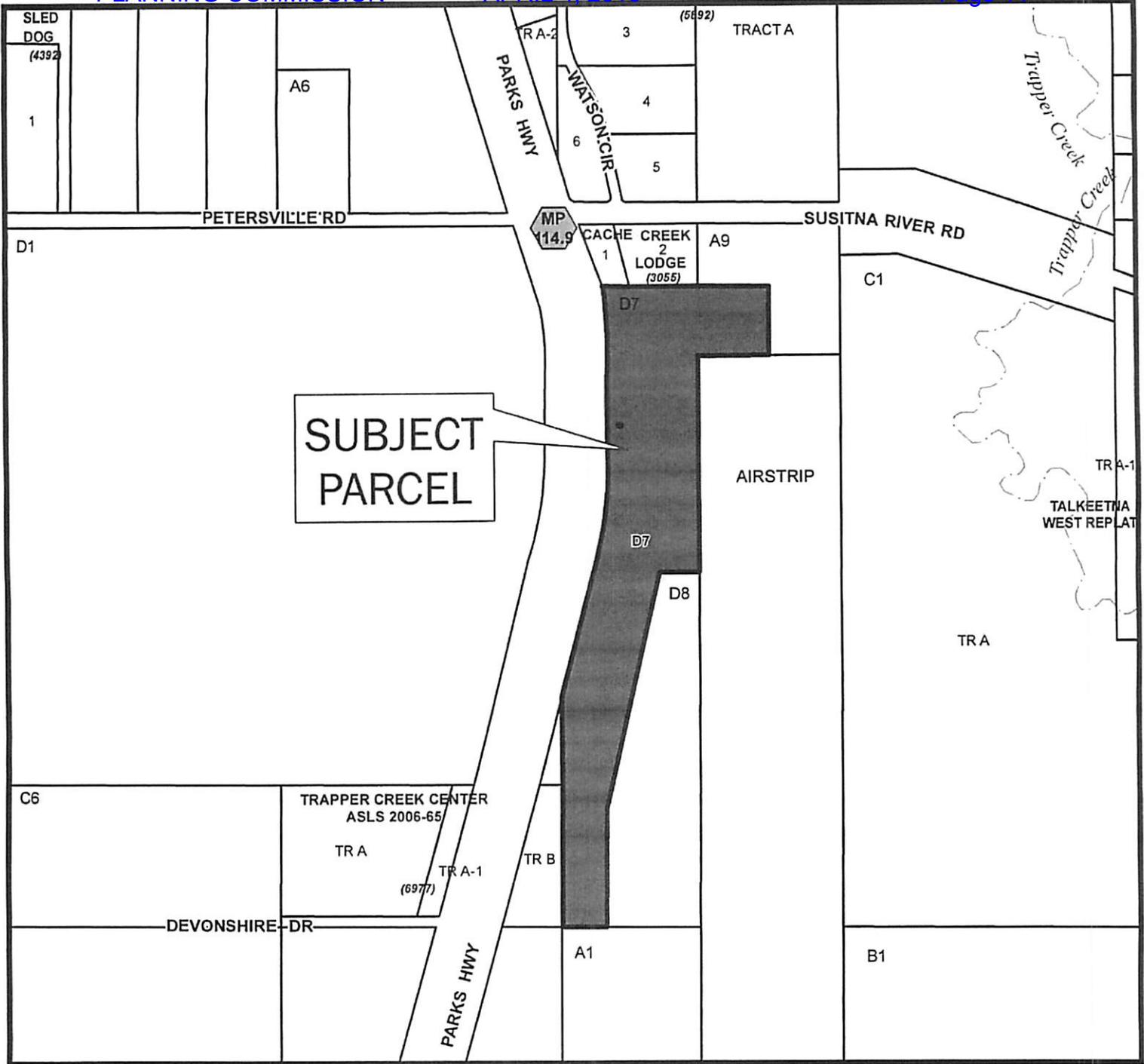
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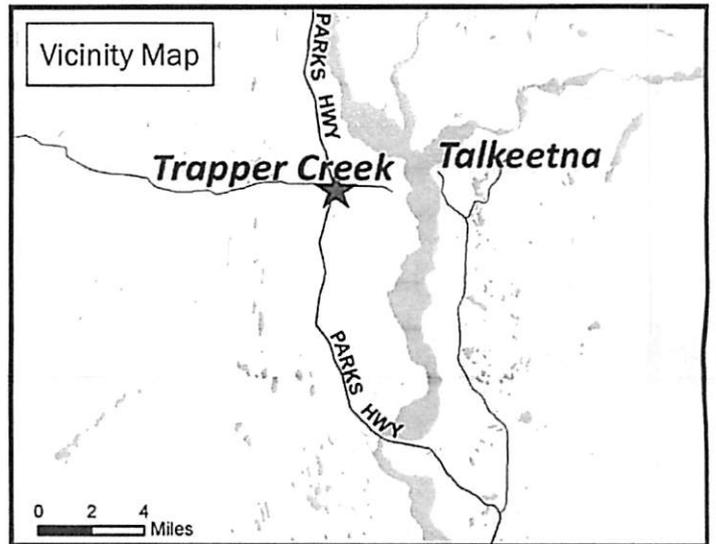
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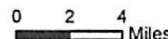
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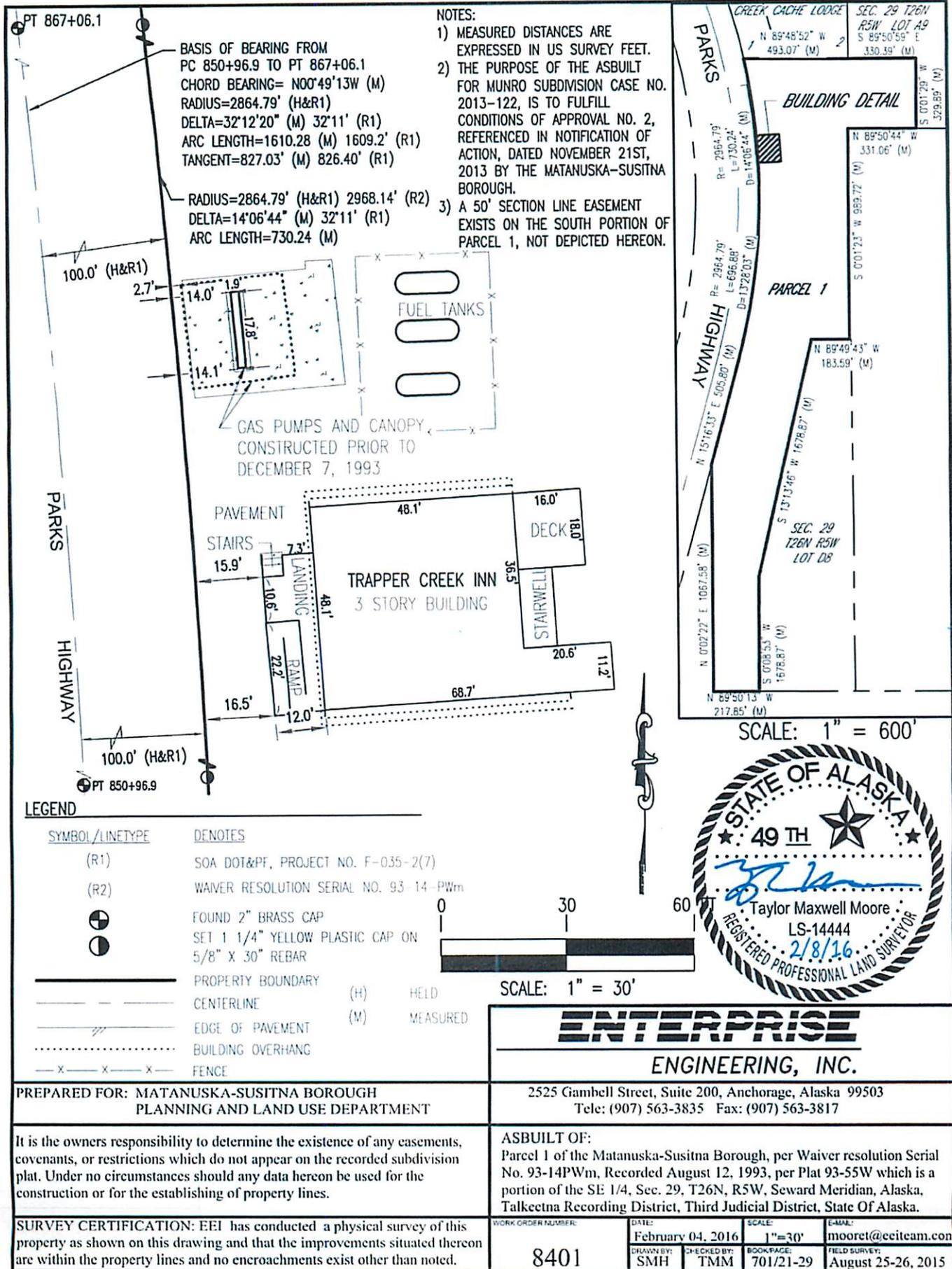


26N05W29D007



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.







**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

Email: [PermitCenter@matsugov.us](mailto:PermitCenter@matsugov.us)

Matanuska - Susitna Borough  
Development Services

APR 21 2016

Received

**APPLICATION FOR A VARIANCE – MSB 17.65**

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

Application fee must be attached:

       \$1,000 for Variance

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made prior to the application presentation before the Borough Planning Commission.

**Subject Property** Township: 26N, Range: 5W, Section: 29, Meridian SM

MSB Tax Acct # 26N05W29D007

SUBDIVISION: N/A BLOCK(S): \_\_\_\_\_, LOT(S): \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

(US Survey, Aliquot Part, Lat. /Long. etc) Parcel 1, Waiver Resolution No 93-14-PWm, Plat No. 93-55W

**Ownership** A written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application. Is authorization attached?  Yes  No  N/A

**Name of Property Owner**

Dooley Enterprises, Inc. LLC (Signature)

Address: PO Box 13389

Trapper Creek, AK 99683-3389

Phone: Hm \_\_\_\_\_ Fax \_\_\_\_\_

Wk \_\_\_\_\_ Cell 907-733-1444

E-mail connie@trappercreekinn.com

**Name of Agent/ Contact for application**

Taylor Moore, PLS

Address: Enterprise Engineering, Inc

2525 Gambell St. Suite 200 Anchorage, AK

Phone: Hm \_\_\_\_\_ Fax \_\_\_\_\_

Wk 563-3835 Cell \_\_\_\_\_

E-mail mooret@eeiteam.com

Description	Attached
A variance from MSB 17. 65 is being applied for and is specifically described.	✓
Provide a detailed written description as to why the variance is required.	✓

Drawings	Attached
A boundary survey and site plan of the proposed and/or existing development, of the particular parcel or parcels affected. (See attached survey standards checklist). The survey must be submitted under the seal of an Alaska registered professional land surveyor.	✓
Structural elevation drawing(s) for the purpose of indicating the proposed height and bulk, view and other dimensions of the subject structure.	N/A

<b>In order to grant a variance from MSB Title 17, the Planning Commission must find that each of the following requirements has been met (17.65.020). Explain how the request meets each requirement. Include information such as physical surroundings, shape or topographical conditions of the property which would support the granting of a variance.</b>	<b>Attached</b>
1. What unusual conditions or circumstances apply to the property for which the variance is sought?	✓
2. How the strict application of the provisions of this title will deprive you of the rights commonly enjoyed by other properties under the terms of this title.	✓
3. Why the granting of the variance will not be injurious to nearby property, nor harmful to the public welfare.	✓
4. How will the granting of the variance be in harmony with the objectives of this title and any applicable comprehensive plans?	✓
5. How the deviation from the requirements of this title as permitted by the variance will be no more than is necessary to permit a reasonable use of the property.	✓

<b>A variance may <u>not</u> be granted if any of the conditions listed below are true. Explain why each condition is <u>not</u> applicable to this application.</b>	<b>Attached</b>
1. The special conditions that require the variance are caused by the person seeking the variance.	✓
2. The variance will permit a land use in a district in which that use is prohibited.	✓
3. The variance is sought solely to relieve pecuniary hardship or inconvenience.	✓

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

MSB Tax parcel ID #(s) 26N05W29D007 and, I hereby apply for approval a setback variance on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.55 and MSB 17.65 and with all other applicable borough, state or federal laws.

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 the buyer when I sell the land.

I understand that changes from the approved variance may require further authorization by the Borough Planning Commission. 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 grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

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

<u>Jerry G. Dady / Cecelia Dady</u> Signature: Property Owner	<u>OWNER</u> Printed Name	<u>12-21-15</u> Date
<u>Taylor Moore</u> Signature: Agent	<u>Taylor Moore, PLS</u> Printed Name	<u>12-14-15</u> Date

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## **Trapper Creek Inn, Variance from MSB 17.65- Narrative**

### **Description**

Trapper Creek Inn, located at Mile 114.6 South Parks Highway, is a convenient check point that provides local residents and travelers with fuel, groceries, and many other amenities.

### **Variance Specifically Described**

We are seeking a variance for the handicap access ramp/deck located on the front entrance of the Trapper Creek Inn's primary facility. The handicap access ramp/deck was constructed to provide wheelchair access and bring the decades-old facility into compliance with the requirements of the Americans with Disability Act (ADA). The ramp is 15.9' from the property/right-of-way line, at its closest point, violating the MatSu Borough's building setback which requires all structures to be at least 25' back from any public right-of-way.

A variance for this handicap access ramp/ deck should be granted as the building which it serves was built outside the building setback, prior to the Americans with Disability Act (1990) the ramp has been added to satisfy the mandatory ADA compliance and better serve all people. The entrance that the ramp provides access to is the customer entrance for the facility. Due to the building's floorplan and surrounding topography it is the only feasible access point for the public.

### **Explanation of Requirements**

1. *What unusual conditions or circumstances apply to the property for which the variance is sought?*
  - a. Condition/ Circumstance - Topographical and Safety. The ADA compliant handicap access ramp cannot be relocated to the north or south side of the property. A gas station and fuel pumps exist along the north side. The ground slopes downward along the south side of the building, creating a much higher climb to achieve access (See Attached Photo). The only access to the business is on the west side of the property.
2. *How the strict application of the provisions of this title will deprive you of the rights commonly enjoyed by other properties under the terms of this title.*
  - a. In order to provide accessibility to all customers and meet mandatory ADA requirements, Trapper Creek Inn, built an ADA compliant handicap access ramp/deck.
3. *Why the granting of the variance will not be injurious to nearby property, nor harmful to the public welfare.*
  - a. The ADA handicap access ramp/deck is not adjacent to neighboring property.
  - b. The ADA handicap access ramp/deck provides a service to the public.
4. *How will the granting of the variance be in harmony with the objectives of this title and any applicable comprehensive plans?*
  - a. The variance will provide safe access to the Trapper Creek Inn which is located in an undeveloped area of the MatSu Borough.
5. *How the deviation from the requirements of this title as permitted by the variance will be no more than is necessary to permit a reasonable use of the property.*
  - a. The existing ADA handicap access ramp/deck is constructed within compliance of ADA specifications. A ramp/deck of smaller size would not be within ADA compliance.

Conditions Not Applicable

1. *In no way does the variance grant "Special conditions that have been caused by the person seeking the variance."*
  - a. ADA handicap access ramp/deck provides safe accessibility for ingress and egress to Trapper Creek Inn and was mandated by ADA.
2. *It does not permit a special land use within this zoning district.*
  - a. The use of the lot which the Trapper Creek Inn is located complies with current MatSu zoning regulations.
3. *This variance is not being sought to relieve pecuniary hardship or inconvenience.*
  - a. The variance being sought is for a mandatory "structure," that fulfills the requirements of the ADA.

**Current Photos- 9/2015**

**View of the ADA Handicap access/ramp**

**South Side of Building**



**North and West Side of Building**

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**PUBLIC HEARING  
LEGISLATIVE**

**Resolution No. 16-12**

Moose Pit (Gary Robles)  
8870 North Buffalo Mine Moose Creek Road

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**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](http://www.matsugov.us)

## DEVELOPMENT SERVICES DIVISION STAFF REPORT

**File Number:** 173020150006

**Applicant & Property Owner:** Gary Robles (dba Moose Pit)

**Request:** Planning Commission Resolution 16-12

Request for an Earth Materials Extraction Conditional Use Permit in accordance with MSB Chapter 17.30 – Conditional Use Permit (CUP) for the extraction of 1,300,000 cubic yards for earth material from a 20 acre mining site within an 80 acre parcel

**Location:** 8870 North Buffalo Mine Moose Creek Road (MSB Tax ID# 18N02E03B002); within Township 18N, Range 2 East, Section 3, Seward Meridian

**Public Hearing:** April 4, 2016

**Reviewed By:** Eileen Probasco, Planning & Land Use Director *E. Probasco*  
Alex Strawn, Development Services Manager *AS*

**Staff:** Mark Whisenhunt, Planner II *MW*

**Staff Recommendation:** Approval with conditions

## EXECUTIVE SUMMARY

The Conditional Use Permit will allow for the removal of 1,300,000 cubic yards of earth material through 2035. The total area of earth material extraction activity will occur on 20 acres within an 80 acre parcel. A Conditional Use Permit for material extraction is required under MSB 17.30 – Conditional Use Permit (CUP) for Earth Materials Extraction Activities. The applicant is requesting a permit to provide material for the community at large. The site is located in Greater Palmer Consolidated fire service area and is not within a road service area. The subject parcel is located in Assembly District 1.

## LAND USE

### **Existing Land Use:**

The subject parcel is currently undeveloped. Access has been permitted through Alaska Department of Transportation and construction of the access has begun. Access to the parcel is onto North Buffalo Mine Moose Creek Road, approximately 1.25 miles from the Glenn Highway. The terrain of the parcel varies from low lying wetlands, to heavily forested hills and ridges. A map showing both topography and aerial photography from 2011 has been included.

Staff conducted a site visit on March 10, 2016 and observed the following:

- Construction of the access to North Buffalo Mine Moose Creek Road has begun.
- Access is being constructed in a manner that will allow truck traffic from the use to enter the road way without crossing into the oncoming lane.
- The subject parcel is undeveloped otherwise and is heavily forested.

### **Surrounding Land Uses:**

The northeast quarter of the parcel is split from the remainder by North Buffalo Mine Moose Creek Road. Large undeveloped parcels containing the Moose Creek Valley lie to the north and east. Large undeveloped parcels lie to the south and southwest. To the east are two 40 acre parcels. The northern 40 acres has a newly constructed residential structure and is divided by the access to the lower 40 which has an existing earth material extraction operation.

## COMPREHENSIVE PLAN

This property is located within the Buffalo-Soapstone Community Council planning area. A Community Council Comprehensive Plan was never adopted for this area. The MSB Comprehensive Plan (2005 Update) is used for general guidance of planning activities.

## REVIEW OF APPLICABLE CRITERIA AND FINDINGS

### **MSB 17.03 – Public Notification**

A notice was mailed to Buffalo-Soapstone Community Council and to all property owners within a half-mile radius of the property. A total of 48 notices were mailed on February 19, 2016. The permit application notification was published in the February 19, 2016 issue of the Frontiersman. The application material was posted on the Borough web site for public review. Staff did not receive any comments from the Buffalo-Soapstone Community Council. Staff did receive 5 comments from the public. One conveyed “no objection”, but requested the applicant operate in a manner to minimize impact to the community. The others expressed the concerns listed below:

- Truck traffic on Buffalo Mine Road
- Noise caused by operation
- General opposition
- Reduced property values
- Bad history with a different gravel pit in area

**Section 17.30.050 Criteria to Qualify for a Conditional Use Permit**

*(A) To qualify for a Conditional Use Permit, all of the following must be met:*

- (1) The cumulative continuous mining activity is 20 acres or less in size; and*
- (2) Extraction activities may be ongoing*

**Finding:** The total footprint for earth material extraction activity is 20 acres.

**Finding:** Earth material extraction activity is expected to begin in April and end in November annually, with the expected final year of extraction occurring in 2035.

**Conclusion of Law:** Based on the above findings, the application meets the criteria to qualify for a Conditional Use Permit for Earth Material Extraction Activities (MSB 17.30.050(A)).

*(B) The Commission may set conditions of approval for issuance of the conditional use permit, as appropriate for the area in which the development is sited, for the following:*

- (1) Setbacks (no less than minimum setback requirements as established in MSB 17.55; however, may be increased as appropriate for existing surrounding development);*
- (2) Visual screening, noise mitigation, lighting restrictions and roads/access restrictions as appropriate for surrounding development and in accordance with development standards referenced in MSB 17.28.060, site development standards;*
- (3) Road maintenance may be required of the permittee; and*
- (4) Length of time of operation and location of batch plants.*

**17.30.055 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 National Pollutant Discharge Elimination System (NPDES) 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:** An Alaska State 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:** An Alaska State 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, and a financial assurance was not required by ADNR for this project site.

**Finding:** Multi-Sector General Permit (MSGP)(AKR060000) has been issued by Alaska Department of Environmental Conservation for this site as it is fully self-contained and does not discharge into waters of the United States.

**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 any identified wetlands, lakes, streams, or other waterbodies.

**Conclusion of Law:** All of the requirements to demonstrate compliance with state and federal law have been met (17.30.055(A)).

**Section 17.30.060 General Standards for Approval**

*(A) In granting an administrative permit, the director must make the following findings:*

*(1) that the use is not inconsistent with the applicable comprehensive plan;*

**Finding:** The proposed site is located within the Buffalo-Soapstone Community Council planning area. A Community Council Comprehensive Plan has not been adopted for this area.

**Finding:** The Buffalo-Soapstone Community Council did not submit comments.

**Finding:** The property reverts to the guidelines established in the MSB Comprehensive Plan (2005 Update). The Plan does not specifically address earth material extraction activities.

**Finding:** The use is consistent with Goal (E-3): *Create an attractive environment for business investment*; Policy E3-3: Enhance the transportation infrastructure to reduce travel times and improve transport efficiencies and safety.

**Finding:** The Matanuska-Susitna Borough Economic Development Strategic Plan, Strategy 1G in part states: *“Promote the sustainable development of Mat-Su’s natural resources for economic development. The MSB should support sustainable natural resource development and the natural resource industries with an emphasis on meeting local needs and local value-added product manufacturing, as well as ensuring compatibility with other parts of the local economy. Indeed, natural resource development is a high priority for the Borough Assembly. The main natural resources in Mat-Su, in addition to agricultural land, include coal, gravel, timber, some gold mining and some metallic mineral potential.”*

**Finding:** The use is consistent with Goal (CQ1-2): *“Manage activities affecting air, vegetation, water, and the land to maintain or improve environmental quality, to preserve fish and wildlife habitat, to prevent degradation or loss of natural features and functions, and to minimize risks to life and property.”*

**Finding:** The applicant's reclamation plan shows the mining will be generally flat with 2H:1V slopes from adjacent terrain, preparing it for residential use upon completion of the mining operation.

**Finding:** According to the application material, earthen berms 10-feet in height will be constructed in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels.

**Conclusion of Law:** Based on the above findings, the conditional use is not inconsistent with the applicable comprehensive plan (MSB 17.30.60(A)(1)).

*(2) that the use will preserve the value, spirit, character, and integrity of the surrounding area;*

**Finding:** Land uses within one-half mile of the site contain a mixture of undeveloped, industrial, and residential uses.

**Finding:** Lands abutting the site contain undeveloped, industrial and one residential use.

**Finding:** According to the application material, the proposed project will mine down an existing hill to a usable flat surface with 2H:1V slopes to adjacent terrain.

**Finding:** According to the application material, earthen berms 10-feet in height will be constructed in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels.

**Conclusion of Law:** Based on the above findings, the proposed use with conditions, will not detract from the value, character and integrity of the surrounding area (MSB 17.30.060(A)(2)).

*(3) that the applicant has met all other requirements of this chapter pertaining to the use in question;*

**Finding:** All of the site plan and site development requirements have been provided.

**Conclusion of Law:** The applicant has met all of the requirements of this chapter. (MSB 17.30.060(A)(3)).

*(4) that granting the permit will not be harmful to the public health, safety and general welfare;*

**Finding:** According to the application material, slopes will be left at 2H:1V as required by MSB code 17.28.067(D).

**Finding:** According to the applicant, the operation will be watered as needed during operations as a dust control measure.

**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 in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels.

**Finding:** Multi-Sector General Permit (MSGP)(AKR060000) has been issued by Alaska Department of Environmental Conservation for this site as it is fully self-contained and does not discharge into waters of the United States.

**Conclusion of Law:** Based on the information provided, the proposed use with conditions, will not be harmful to the public health, safety, convenience and welfare (MSB 17.30.060(A)(4)).

*(5) that the sufficient setbacks, lot area, buffers or other safeguards are being provided to meet the conditions listed in MSB 17.30.050(B).*

**Finding:** According to the site plan submitted with the application, the proposed mining site is setback 45 feet from North Buffalo Mine Moose Creek Road, 50 feet from the eastern property line, approximately 575 feet from the southern property line, and approximately 200 feet from the western property line.

**Finding:** The Alaska Department of Transportation has issue driveway permit #25375 for approval to construct access from the site to North Buffalo Mine Moose Creek Road.

**Finding:** According to the applicant, accessing is being constructed in a manner that will allow truck traffic from the use to enter the road way without crossing into the oncoming lane.

**Finding:** According to the site plan, earth material extraction activities will not take place within 100-feet of any identified wetlands or waterbodies.

**Finding:** Multi-Sector General Permit (MSGP)(AKR060000) has been issued by Alaska Department of Environmental Conservation for this site as it is fully self-contained and does not discharge into waters of the United States.

**Finding:** According to the application material, earthen berms 10-feet in height will be constructed in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels.

**Conclusion of Law:** Based on the findings above, setbacks, lot area, buffers or other safeguards are being provided (MSB 17.30.60(A)(5)).

**Section 17.28.060 Site Development Standards**

*(A) Standards for 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 ½ mile of the proposed site.

**Finding:** According to the site plan, earth material extraction activities will not take place within 100-feet of any identified wetlands or waterbodies.

**Conclusion of Law:** The surrounding property ownership, existing land uses, and wetlands and water bodies within the notification area 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:** According to the application material, earthen berms 10-feet in height will be constructed in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels.

**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, adjacent properties, and the generally anticipated location of the semi-permanent equipment.

**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 related to the conditional use 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 Alaska Department of Transportation has issued driveway permit #25375 for approval to construct access from the site to North Buffalo Mine Moose Creek Road.

**Finding:** According to the application material, the proposed operation will not generate traffic in excess of 100 vehicles during the morning or afternoon peak hours or more than 750 vehicles per day.

**Finding:** The earth material will be available to the public at large. Therefore, trucks will enter North Buffalo Mine Moose Creek Road and may proceed north or south, depending on the customer location.

**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 in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels.

**Conclusion of Law:** Earthen berms and natural topography will be used to meet the visual screening measures (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**

<b>Receiving Land Use Category</b>	<b>Time</b>	<b>Sound Level Limit (dB(A))</b>
------------------------------------	-------------	----------------------------------

*Table 1. Sound Levels by Receiving Land Use*

<i>Receiving Land Use Category</i>	<i>Time</i>	<i>Sound Level Limit (dB(A))</i>
<i>Residential Use</i>	<i>7 a.m. – 10 p.m.</i>	<i>60</i>
	<i>10 p.m. – 7 a.m.</i>	<i>50</i>
<i>Commercial Use</i>	<i>7 a.m. – 10 p.m.</i>	<i>70</i>
	<i>10 p.m. – 7 a.m.</i>	<i>60</i>
<i>Industrial Use or Undeveloped Land</i>	<i>At all times</i>	<i>80</i>

- (b) [Repealed by Ord. 08-150, § 2, 2008]*
- (c) for any sound that is of short duration, between the hours of 7 a.m. and 7 p.m. the levels established in Table 1 may be increased by:*
  - (i) five dB(A) for a total of 15 minutes in any one hour; or*
  - (ii) ten dB(A) for a total of five minutes in any hour; or*
  - (iii) fifteen dB(A) for a total of one and one-half minutes in any one-hour period.*
- (d) an interim materials district or a conditional use permit for earth materials extraction activities shall not be required to provide noise mitigation measures to mitigate or lessen noise impacts if a land use requiring lesser noise levels than for an industrial area arises on properties adjacent to earth materials extraction sites after the designation of the interim materials district or the effective date of the conditional use permit.*

**Finding:** According to the application material, earthen berms 10-feet in height will be constructed in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels.

**Finding:** According to the applicant, the proposed business hours are 7am to 8pm, Monday through Saturday, and when necessary on Sundays.

**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.

**Discussion:** The community has expressed concerns of potential noise impacts from the proposed operation among other things. According to comments from a community member, noise from a crushing and screening operation directly adjacent to the proposed site is a nuisance and interrupts the quiet evening setting. While noise levels exceeding the levels in MSB 17.28.060(A)(5)(a) are prohibited, staff recommends limiting the operation hours to: 7am to 7pm, Monday through Saturday, except asphalt, rock crushing, and screening activities are

limited to 8am to 5pm Monday through Friday. Staff encourages the Planning Commission to discuss this recommended condition.

**Conclusion of Law:** The proposed use with conditions, meets the noise standards in accordance with 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:** According to the site plan, earth materials extraction activities will not take place within 100-feet of any identified wetlands or waterbodies.

**Conclusion of Law:** Earth materials extraction activities will not take place within 100-feet of any identified wetlands or waterbodies in accordance with MSB 17.28.060(A)(7).

## STAFF RECOMMENDATIONS

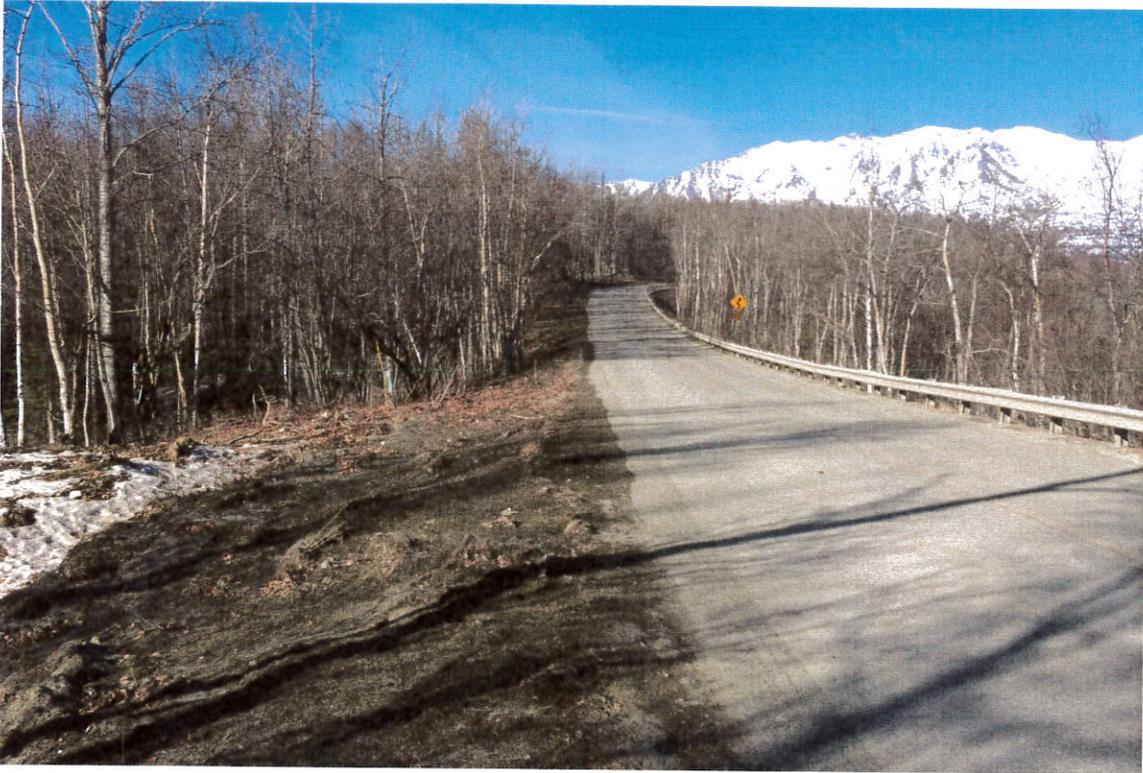
Staff recommends approval of a Conditional Use Permit for Earth Materials Extraction Activity to commercially extract up to 1,300,000 cubic yards through 2035, from parcel 18N02E03B002. The applicant meets all the standards of MSB 17.30 and 17.28 and staff recommends approval of this permit with the 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 Conditional Use Permit 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 revision date of January 18, 2016.

4. Visual screening shall be achieved and maintained by using a combination of earthen berms 10-feet in height and maintaining the topographical buffer as described in the application material.
5. Prior to operating, the earth material extraction boundary shown in the applicant's site plan with the revision date of January 18, 2016, 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.
6. A qualified wetlands delineator shall identify the edge of all wetlands at the site. The 100-foot undisturbed vegetative buffer surrounding the identified wetlands adjacent to the extraction site shall be identified and marked by a professional land surveyor, licensed to operate in the State of Alaska, prior to beginning extraction activities. Said markers shall be maintained in a visible condition through the life of this permit.
7. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected for leaks daily.
8. 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.
9. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
10. 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.
11. Access shall be constructed in a manner that will allow truck traffic making a right-turn from the subject parcel onto Buffalo Mine Moose Creek Road without crossing into the oncoming lane.
12. Prior to beginning any mining operations, the ADOT driveway permit for access to the site shall be finalized and a copy shall be provided to the Matanuska-Susitna Borough Planning Department.
13. Dust control shall be achieved at the gravel pit, rock screener, crusher, and roads as necessary.
14. 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.
15. All extraction activities, including all activities that cause noise, dust, or traffic, shall be limited to 8am to 7pm, Monday through Saturday, except asphalt, rock crushing, and screening activities are limited to 8am to 5pm, Monday through Friday.
16. If cultural remains are found during material extraction activities, the MSB Cultural Resources Division shall be contacted immediately so the remains can be documented.
17. A four-foot vertical separation shall be maintained between all excavation and the seasonal high water table.

18. Borough staff shall be permitted to enter onto any portion of the property to monitor compliance with permit requirements. Such access will at 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 this Conditional Use Permit.
19. The operation shall comply with the reclamation standards of MSB 17.28.067.
20. If reclamation information is updated with the State of Alaska, Department of Natural Resources, the applicant shall provide a copy of the updated information to the MSB Planning Department.
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. Authorization for earth material extraction activities approved by this Conditional Use Permit shall expire on December 31, 2035.

If the Planning Commission chooses to deny this permit, findings for denial must be prepared by the Commission.









# VICINITY MAP



MIKES

Proposed Mining Area

Moose Creek

BUFFALO MINE MOOSE CRK

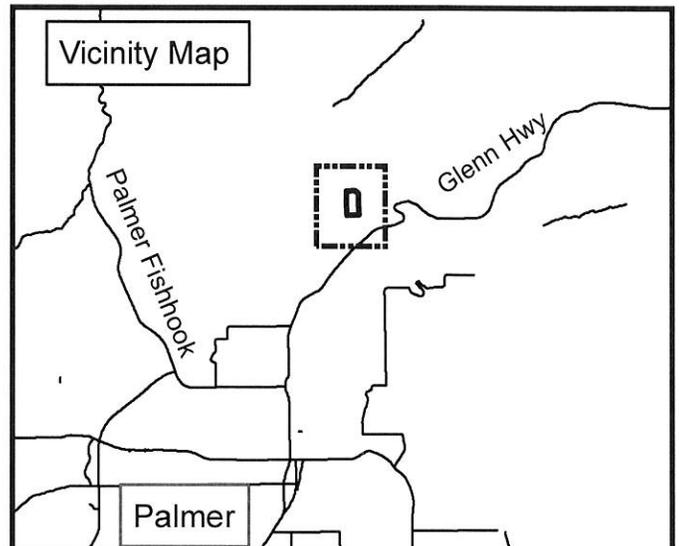
Subject Parcel

18N02E03B002

# 18N02E03B002



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0 500 1,000 Feet

-  1/2 Mile Notice Area
-  18N02E03B002
-  Building Footprints
-  Roads

WILDERNESS

MIKES

Moose Creek

MOOSE CREEK

BUFFALO MINE MOOSE CRK

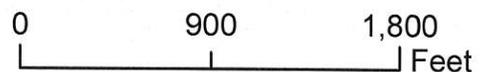
GLENN

NORMAN



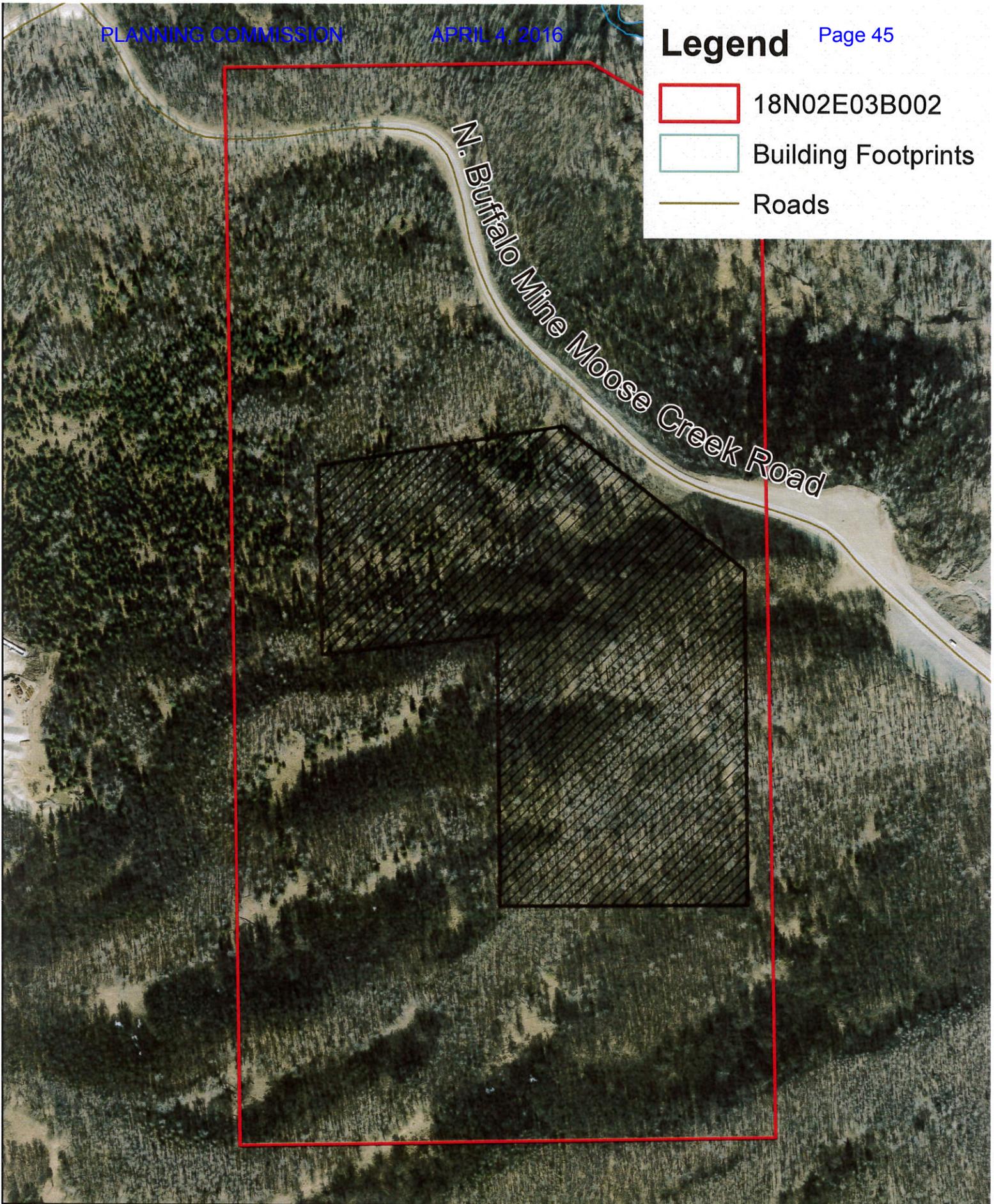
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1 inch = 900 feet



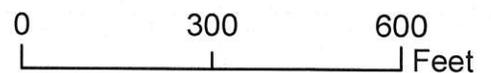
# Legend

-  18N02E03B002
-  Building Footprints
-  Roads



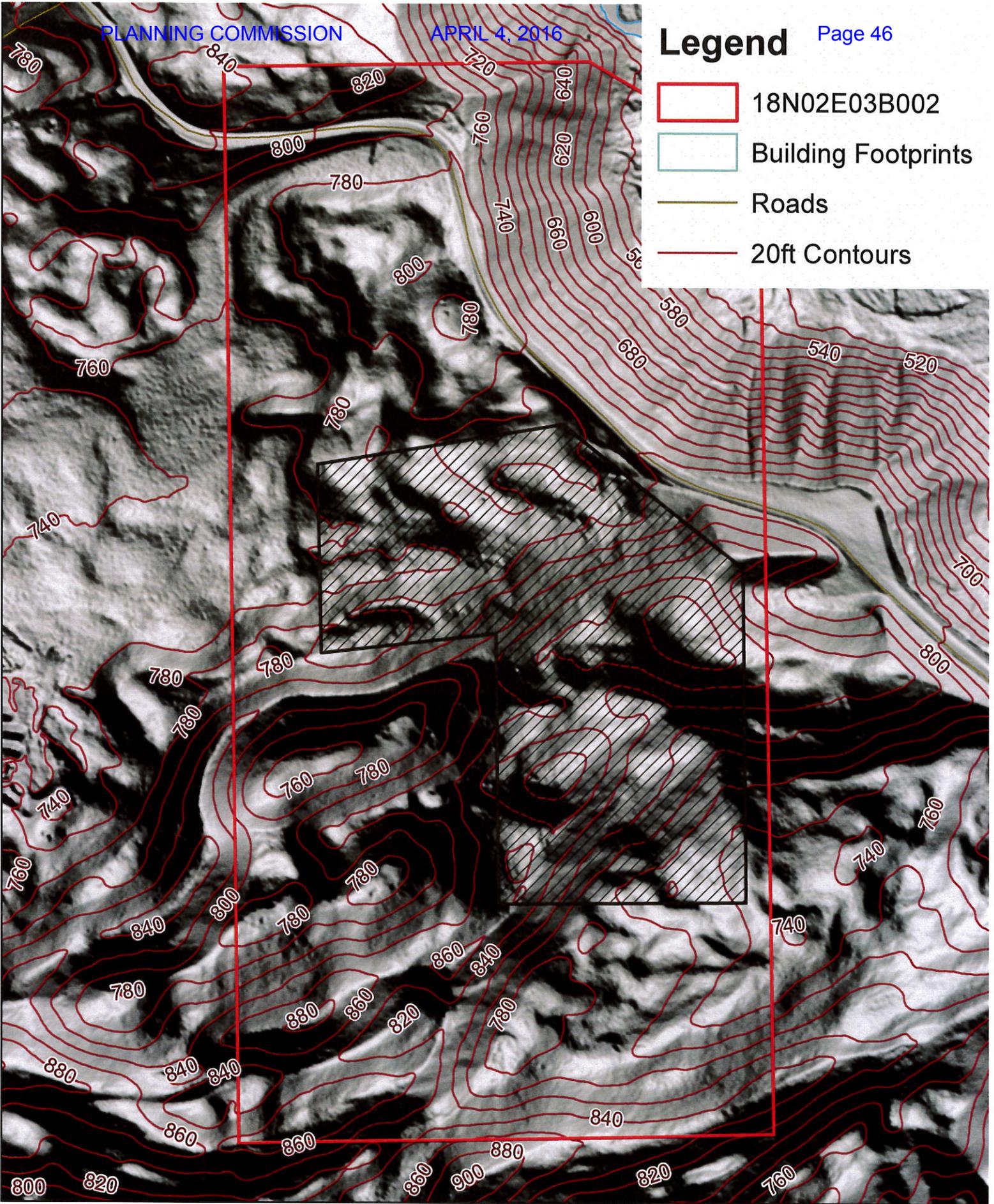
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1 inch = 300 feet



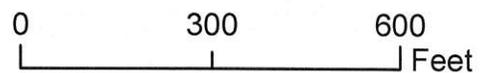
# Legend

-  18N02E03B002
-  Building Footprints
-  Roads
-  20ft Contours



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1 inch = 300 feet



# **SITE PLAN**



SOURDOUGH  
DRAFTING  
CONTRACT DRAFTING SERVICES  
1785 So. HEIRLOOM CIR # B  
PALMER, ALASKA  
(907) 354-0882  
sourdough@taonline.net

**GARY ROBLES**  
**PO BOX 2652**  
**PALMER, ALASKA 99645**

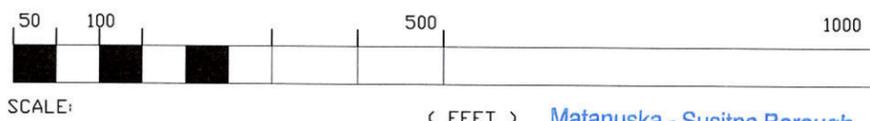
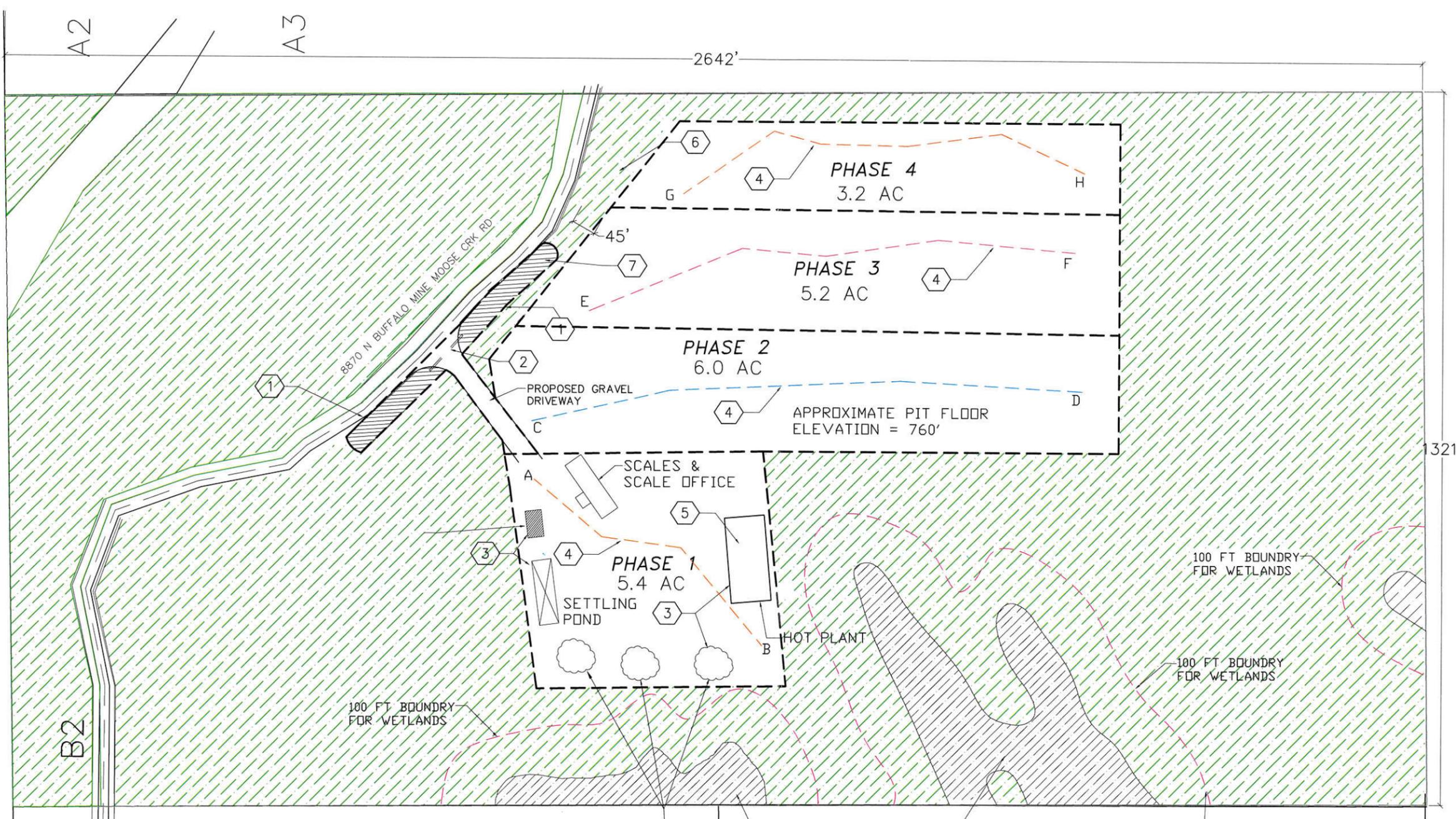
Project:  
**GARY ROBLES  
LAND PROJECT  
SITE PLAN**

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**

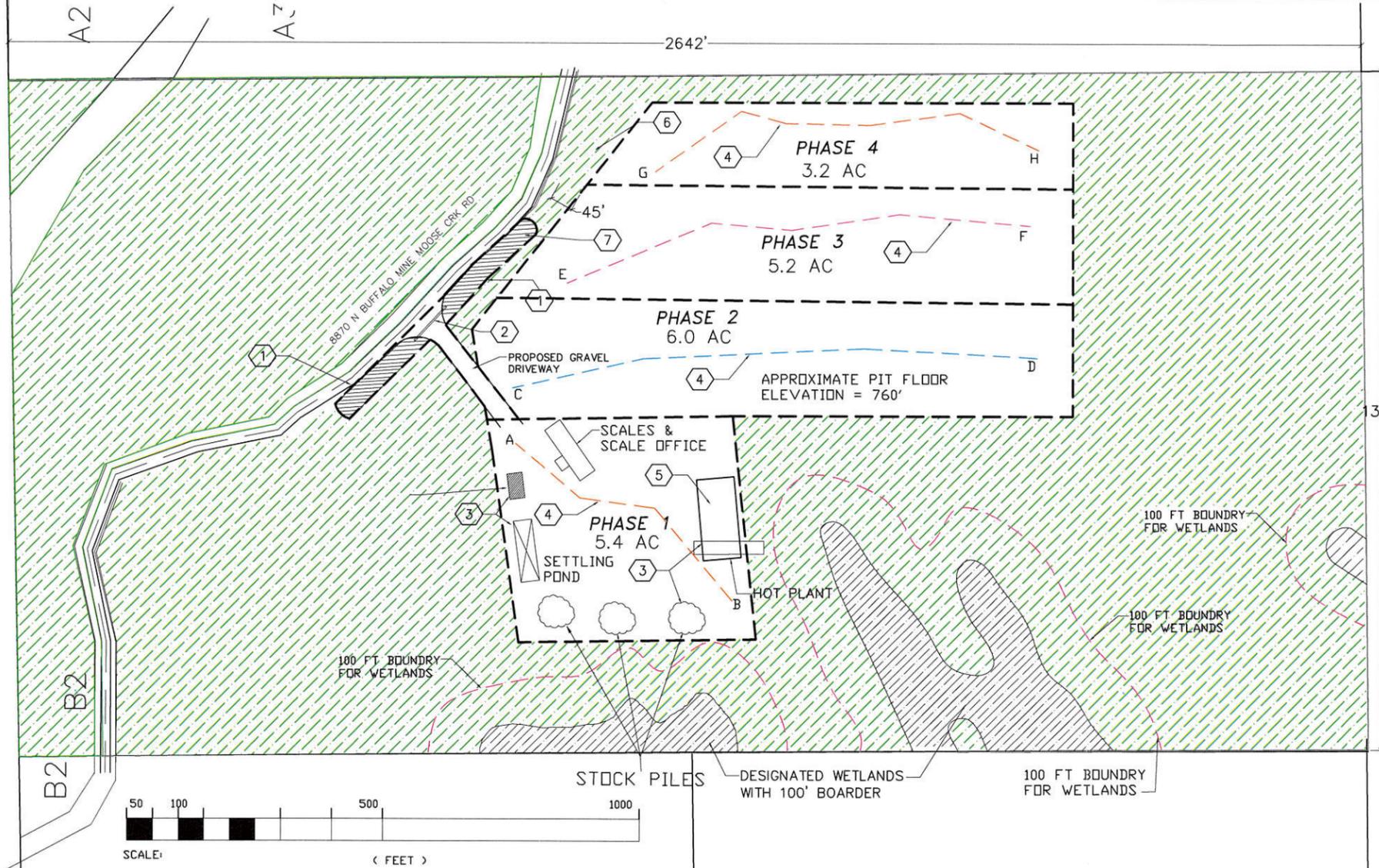


FEB 08 2016

Received

NOTE: SEE DWG C-005 FOR SHEET NOTES.

**1 GRAVEL PIT - MATERIALS EXTRACTION PROJECT- PHASE VIEW**  
REFERENCE DWG SCALE WITHIN



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.

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

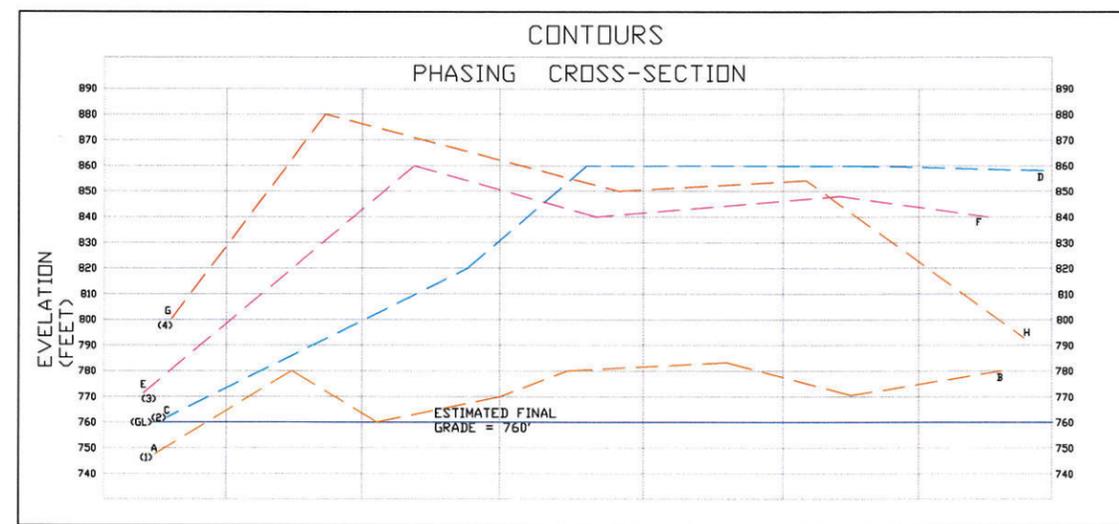
Sheet Contents  
GRAVEL EXTRACTION  
AND PHASE PLAN  
SITE VIEW

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

Sheet No.  
C-005

1 GRAVEL PIT - MATERIALS EXTRACTION PROJECT- PHASE VIEW  
REFERENCE SCALE WITHIN DWG

Matanuska - Susitna Borough  
Development Services  
FEB 08 2016  
Received



# **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](mailto:PermitCenter@matsugov.us)

DEC 02 2015

Received

PAID  
12/2/15

### 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:

- \$ 500 for Administrative Permit
  - \$1,000 for Conditional Use Permit > earth materials extraction on sites of 20 acres or less
  - \$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: 18N, Range: 2E, Section: 3, Meridian \_\_\_\_\_

MSB Tax Account # 118 N02E03B002

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?  Yes  No  N/A

**Name of Property Owner**

**Name of Agent/ Contact for application**

GARY A Robles

Same

Address: PO Box 2652

Address: \_\_\_\_\_

Palmer, AK 99645

Phone: Hm 907-360-9523 Fax 907-360-9525

Phone: Hm \_\_\_\_\_ Fax \_\_\_\_\_

Wk 907-360-6781 Cell 907-360-6781

Wk \_\_\_\_\_ Cell \_\_\_\_\_

E-mail KASSI2561@hotmail.com

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: ~~4300000~~ 20 Acres

Total cubic yards extraction per year: 65,000

Total projected cubic yards to be extracted: 4,300,000 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.

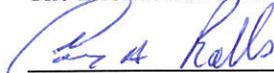
I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to operators on this property, and to the buyer when I sell the land.

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.

	<i>GARY A Robles</i>	<i>11-23-15</i>
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 owner of the subject property in Palmer, Alaska.

The gravel pit will be located west of Buffalo Mine Moose Creek Road and approximately 1.0 mile north of Glenn Highway. A site survey, showing the property boundaries 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 access 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 April 1, 2016. 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), beginning on approximately April 1, 2016. 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 maintained around the area in question (Identify on site plan) awaiting a written determination by a qualified firm or person that will be provided 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 depth 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 start and end dates:** Extraction activities are expected to begin in April and continue through November, annually.

**Days of the week operations will take place:** Monday through Saturday and when necessary on Sundays.

**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 adjacent properties, 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 property located at 8870 Moose Creeck Buffalo mine Road .

The property will be brought to an existing 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 properties. No drainage is expected off of the site, all water will be contained within the site. The site is also surrounded 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 Creek 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, slopes and estimated final grade;**

The site plan provides estimates, quantities 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 property 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 property. 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 property 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 property.

**Identify existing surroundings land uses within one mile;**

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

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

Adjacent 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 phases 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 phases 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 property. This phases will be continuously mined to the south of the property. 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 property 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 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.);**

This material site will be accessed by a driveway on the East side of the property 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 vehicles 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 provided. Along the south boundary a natural vegetative 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 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.**

### **Noise Sources:**

This site has been reviewed with regard to potential 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 follow:

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.

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# Plan of Operations



## 1. PLAN OF OPERATIONS

**Seasonal start and end dates:** Extraction activities are expected to begin in April and continue through November, annually.

**Days of the week operations will take place:** Monday through Saturday and when necessary on Sundays.

**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 adjacent properties, 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 property located at 8870 Moose Creeck Buffalo mine Road .

The property will be brought to an existing 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 properties. No drainage is expected off of the site, all water will be contained within the site. The site is also surrounded 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 Creek 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, slopes and estimated final grade;**

The site plan provides estimates, quantities 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 property 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 property. 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 property 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 property.

**Identify existing surroundings land uses within one mile**

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

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

Adjacent 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 phases 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 phases of proposed mining activities including a map showing the area to be mine, a description 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 property. This phases will be continuously mined to the south of the property. 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 property 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 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.);**

This material site will be accessed by a driveway on the East side of the property 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 vehicles 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 provided.

Along the south boundary a natural vegetative 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 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.**

#### **Noise Sources:**

This site has been reviewed with regard to potential 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 by Receiving Land Use), are as follows:

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.

#### **Conclusion:**

Using the mitigation methods, as listed above, it is anticipated that the noise level will not exceed the limits set forth for the existing receiving 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.

## 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.**

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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](http://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](mailto:michael.r.gala@usace.army.mil), by mail at the address above, by phone at (907) 753-2821, or toll free from within Alaska at (800) 478-2712, if you have questions. For more information about the Regulatory Program, please visit our website at <http://www.poa.usace.army.mil/Missions/Regulatory.aspx>.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael R. Gala", with a long horizontal flourish extending to the right.

Michael R. Gala  
Regulatory Specialist

Enclosures

**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	
<b>X</b>	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](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.

<p>_____</p> <p>Signature of appellant or agent.</p>	<p>Date:</p>	<p>Telephone number:</p>
--	--------------	--------------------------

**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):

- 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:**

- 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:

**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 v. 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
- the presence of litter and debris
- changes in the character of soil
- destruction of terrestrial vegetation
- shelving
- the presence of wrack line
- vegetation matted down, bent, or absent
- sediment sorting
- leaf litter disturbed or washed away
- scour
- sediment deposition
- multiple observed or predicted flow events
- water staining
- abrupt change in plant community
- other (list):

- 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.

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 jurisdictional. 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:

- 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:
- USDA Natural Resources Conservation Service Soil Survey. Citation: Sections: 120, 153, 148, 166
- National wetlands inventory map(s). Cite name: USFWS
- State/Local wetland inventory map(s):
- FEMA/FIRM maps:
- 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date):
  - or  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:



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Michael R. Gala  
Regulatory Specialist

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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,

A handwritten signature in black ink, appearing to read "Shaquetta Boan".

Shaquetta Boan  
Right of Way Assistant

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

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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.

The Owner will obtain all necessary Federal, State, and Municipal permits and licenses required by law. Note: for relocation or adjustment of any utility within State rights of way a Department of Transportation Utility Permit (or amendment as appropriate) is required.

The Owner will pay all taxes and special assessments lawfully imposed upon the permitted area and pay other fees and charges assessed under applicable law.

Placement of fill material in waters of the U.S., including wetlands and streams, requires prior authorization from the U.S. Army Corps of Engineers (USACE). It is the responsibility of the Owner to contact the USACE before filling activities take place.

The Owner will construct and maintain the driveway in such a manner that the highway, and all of the highway's appurtenances or facilities, are not impaired or endangered in any way. These include drainage facilities, pipes, culverts, ditches, traffic control devices, street lights, pathways, and sidewalks.

If, as a result of this project, any improvements within the State owned rights of way are damaged, the Owner will be responsible for returning them to their previous condition.

No person will place, leave, or deposit upon any street, avenue, alley, sidewalk, or other public rights of way any snow or ice which has been removed from a private driveway, private parking area, or the adjacent property. The Owner is responsible for their snow removal contractor's actions concerning placement of snow from Owner's property.

The Owner will indemnify, defend and hold harmless the State, and its officers, employees, and contractors, from any and all claims or actions resulting from injury, death, loss, or damage sustained by any person or personal property resulting directly or indirectly from Owner's use of or activities in the area.

No equipment or materials are permitted on the shoulder during non-working hours.

All litter and debris generated as a result of this project must be removed and properly disposed of by the contractor. The Owner will be responsible for any and all costs incurred by the State associated with clean up or restoration of the State rights of way.

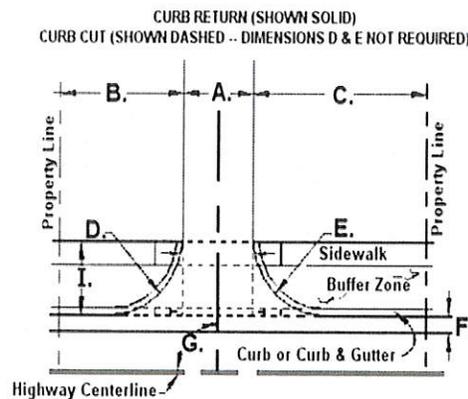
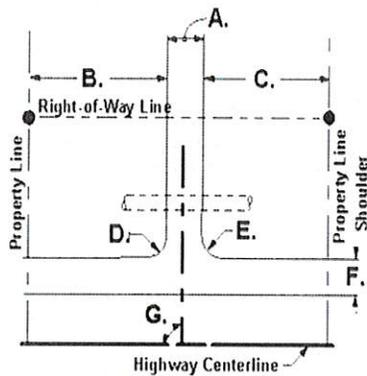
The Owner will pave from the edge of pavement to the end of the Landing, a distance as required by the Design Criteria of this document.

If a culvert is required by this ATC, Culvert Ends must be installed at time of installation/construction of the driveway.

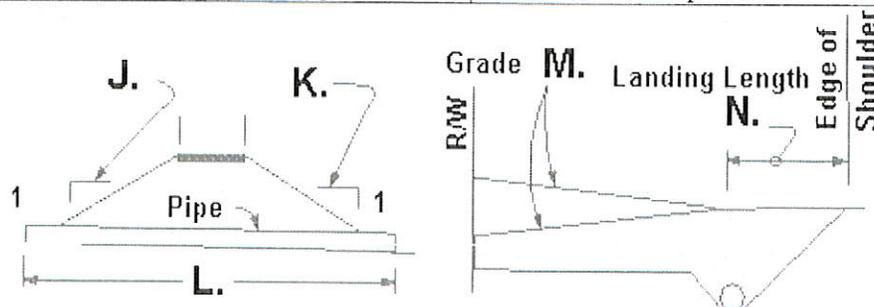
A permit for this driveway will be issued only after construction is complete and accepted by the Department of Transportation.

Design Criteria:

A.	Driveway width	30	Feet
B.	Left edge clearance	400	Feet
C.	Right edge clearance	900	Feet
D.	Left return radius	50	Feet
E.	Right return radius	50	Feet
F.	Shoulder width	2	Feet
G.	Approach angle	90	Degrees
H.	Curb type	N/A	
I.	Curb to sidewalk distance	N/A	



J.	Left driveway foreslope	3	:1
K.	Right driveway foreslope	3	:1
L.	Culvert length	48	Feet
M.	Landing grade	2	Percent
N.	Landing length	30	Feet
O.	Culvert size	24	Inches
P.	Culvert type	Corrugated Metal Pipe	
Q.	Ditch depth	4	Feet
R.	Shoulder type	Gravel	
S.	Road surface type	Paved	
T.	Driveway surface type	Asphalt	



**Traffic Control for Driveway Construction:**

The Owner or their contractor shall obtain a Lane Closure Permit for any work that closes traffic lanes, roadway shoulder, or pathway/sidewalk.

Short term or short duration work within the right of way does not typically require a Lane Closure Permit provided it conforms to the table below:

	WORK ON THE SHOULDER	WORK BEYOND SHOULDER (ROADSIDE)
DURATION	Less than 1 hour	Less than one day
TIME OF DAY	Daylight conditions only	
BASIC TRAFFIC SAFETY REQUIREMENTS	Use high intensity rotating, flashing, oscillating or strobe light on top of all vehicles, visible for 700 feet or more in all directions.  Wear orange work vests labeled as meeting ANSI/ISEA 107-2004 Class 2, with Level 2 retroreflective material.	
WORK EXAMPLES	Offloading equipment to the roadside. Matching paved driveway to edge of roadway pavement. Sweeping the roadway shoulder.	

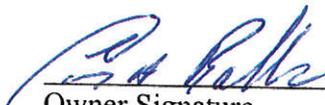
Do not park equipment within 30 feet of the edge of traveled way or within 10 feet of a curb when not working.

Special Conditions:  
None Noted

Incorporated as part of this ATC:

- Site Plan

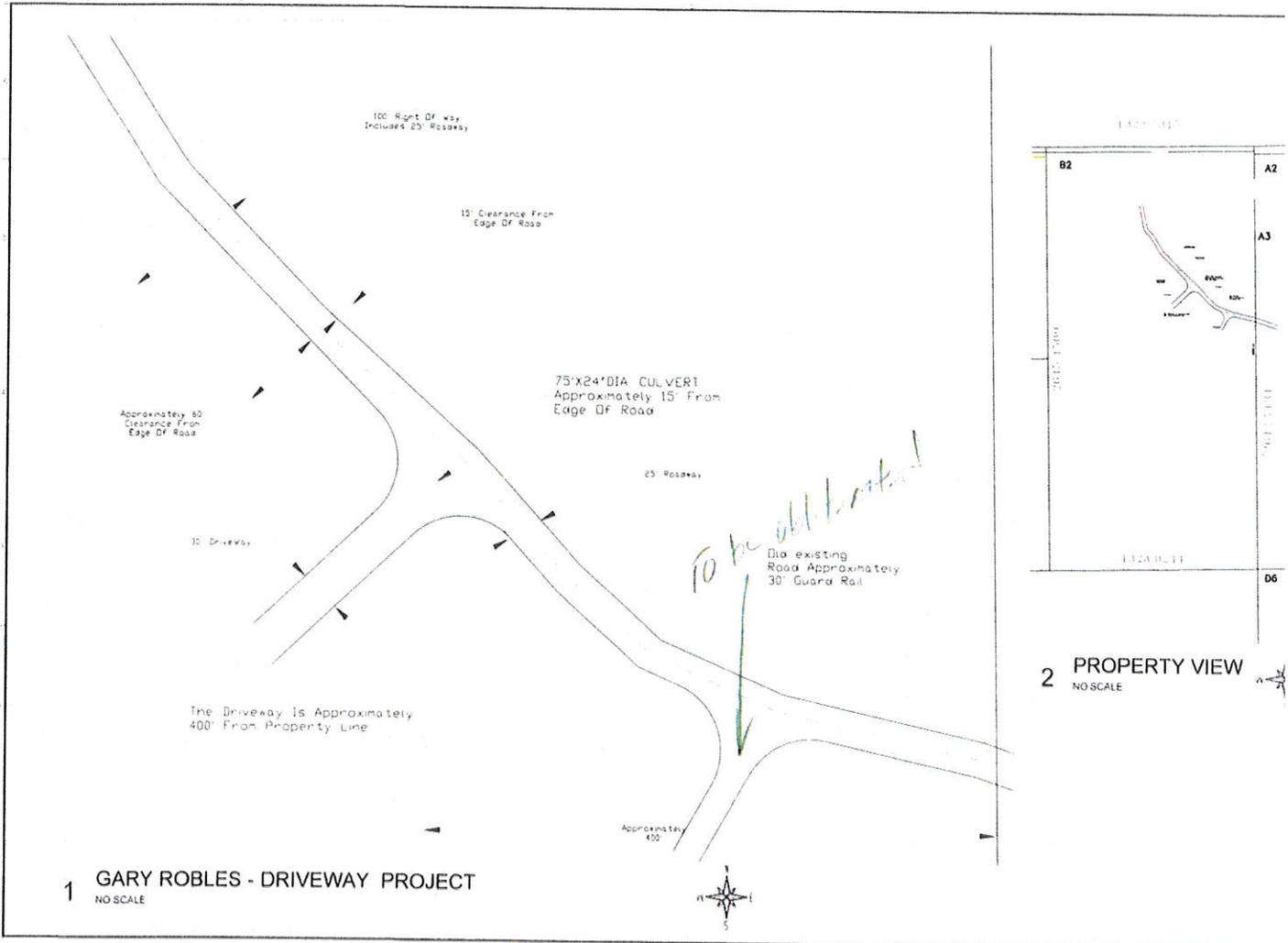
I, Gary Robles, the Owner, acknowledge and accept that I will comply with all the provisions and conditions of this ATC.

  
\_\_\_\_\_  
Owner Signature

2-26-15  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
DOT&PF Signature

3-5-2015  
\_\_\_\_\_  
Date



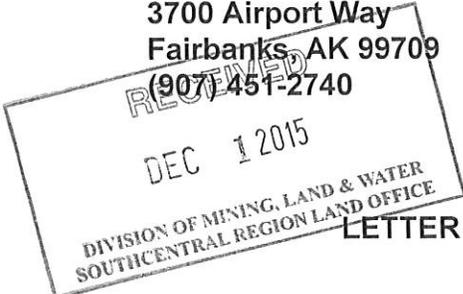


STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF MINING, LAND AND WATER

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

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

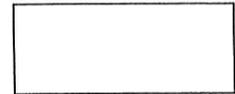
Southeast Region
400 Willoughby, #400
P.O. Box 111020
Juneau, AK 99801
(907) 465-3400



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

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

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



Check applicable box:

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

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

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

THIS RECLAMATION PLAN/LETTER OF INTENT IS FOR CALENDAR YEAR 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
CITY

Alaska
STATE

99645
ZIP CODE

(907) 360-6781
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. UP TO 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

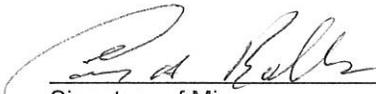
AS 27.19.030 and AS 27.19.050 require a miner either to file a reclamation plan for approval or to file a letter of intent followed by an annual reclamation statement. AS 38.05.035(a) authorizes the director to decide what information is needed to process an application for the sale or use of state land 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<sup>+</sup> 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.

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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](http://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.

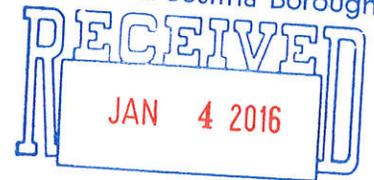
An electronic copy of the MSGP and additional storm water guidance material can be viewed and downloaded on the Alaska DEC's storm water website at [www.dec.alaska.gov/water/wnpspc/stormwater/Index.htm](http://www.dec.alaska.gov/water/wnpspc/stormwater/Index.htm).

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.



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

Borough Application # Matanuska-Susitna Borough



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 [checked]
Partnership [ ]
Corporation [ ]
Non-Profit [ ]
Other [ ]

Business Location:

- City of Palmer [checked]
City of Wasilla [ ]
City of Houston [ ]
Outside City Limits [ ]

Application is:

- Renewal [ ]
New [checked]

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 [Signature]
Printed GARY A ROBLES

Date 01/04/2016

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

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# COMMENTS





APRIL 4, 2016



U.S. POSTAGE PITNEY BOWES  
**Page 107**  
 ZIP 99645 \$ 000.48<sup>5</sup>  
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Matanuska - Susitna Borough  
 Development Services

27

MAR 03 2016

Received

56427B01L003  
 PLOTNIK JULIA NICOLE  
 9430 N HILLSIDE DR  
 PALMER, AK 99645

FIRST CLASS MAIL



The Planning Director of the Matanuska-Susitna Borough will consider the following:

- Application:** Conditional Use Permit for earth materials extraction.
- MSB Code Section:** MSB 17.30-Conditional Use Permit for Earth Materials Extraction Activities
- Applicant:** Gary Robles (dba Moose Pit)
- Location:** 8870 N. Buffalo Mine Moose Creek Road (MSB Tax ID# 18N02E03B002); within Township 18 North, Range 2 East, Section 3, Seward-Meridian
- Request:** An application for a conditional use permit for the extraction of earth materials has been submitted for the removal of 1,300,000 cubic yards of material from a 20 acre mining site within an 80-acre parcel, through 2035.

The Planning Commission will conduct a public hearing concerning the following application for a conditional use permit on Monday, **April 4, 2016 at 6:00 p.m.** in the Borough Assembly Chambers, 350 E. Dahlia Avenue, in Palmer. This may be the only presentation of this item before the Planning Commission and you are invited to attend. The Planning Commission members may submit questions to the Planning Commission Clerk concerning the matter or request for more information from the applicant at the time of 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. Commission members may not receive or engage in ex-parte contact with the applicant, other interested parties in the application, or members of the public concerning the application or issues presented in the application.

Application materials may be viewed online at [www.matsugov.us](http://www.matsugov.us) by clicking on 'Public Notices'. Application material may also be reviewed at the Borough Permit Center. For additional information, you may contact Mark Whisenhunt, Planner II, at 861-8527. Written comments can be mailed to: MSB Development Services Division, 350 East Dahlia Avenue, Palmer, AK 99645. You may fax comments to 861-7876 or e-mail to [mwhisenhunt@matsugov.us](mailto:mwhisenhunt@matsugov.us). Comments received prior to **April 4, 2016** will be included in the Planning Commission packet for the Commission's review and information. In order to be included in the appeal from a decision of the Planning Commission, a person must be designated an "interested party". See MSB 15.39.010 for the definition of "interested party". The procedures governing appeals to the Board of Adjustment and Appeals are contained in MSB 15.39.010-250, which is available on the borough home page: [www.matsugov.us](http://www.matsugov.us), in the Borough Clerk's office, and at various libraries within the borough.

**Name:** Julia Plotnik **Mailing Address:** 9430 N Hillside Drive, Palmer, AK 99645

**Location/Legal Description of your property:** ~~SEPA~~ Northern Lights Estates Block 1, Lot 3.

**Comments:** As long as Gary Robles follows all local rules + laws for mining I can't really object to the project but I would hope that his business would consider the impact on the community and be respectful in terms of limiting noisy activity to normal work hours, respecting other drivers on the road when transporting gravel and consider safety in all aspects. Also, please minimize impacts on air quality given the extremely strong winds in the area.  
Thank you. *Note: Vicinity Map Located on Reverse Side*

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**Mark Whisenhunt**

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**From:** Vickie Lee Fenster on behalf of Permit Center  
**Sent:** Monday, March 14, 2016 9:39 AM  
**To:** Mark Whisenhunt  
**Subject:** FW: Gravel CPU Letter

Vickielee Fenster, CFM  
Permit Center  
907-861-8507  
[vfenster@matsugov.us](mailto:vfenster@matsugov.us)

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**From:** Gary Benedetti [<mailto:garybenedetti@me.com>]  
**Sent:** Sunday, March 13, 2016 10:44 AM  
**To:** Permit Center  
**Subject:** Fwd: Gravel CPU Letter

Gary E. Benedetti

13631 E. Mikes Lane, Palmer, Alaska 99645

Mark Whisenhunt

MSB Developmental Services Division

350 E. Dahlia Avenue

Palmer, AK 99645

Subject: Objection to Conditional Use Permit for the "Moose Pit" Application #173020150006, 8870 N. Buffalo Mine – Moose Creek Road (MSB 118N02E03B002) by Mr. Gary Robles.

1. As a homeowner nearby this proposed Gravel Pit I am objecting to the granting of this CUP for this gravel pit at this location next to a residential neighborhood.

a) The neighborhood already suffers the degradation of its quality of life (noise, dust, truck traffic) and property values due to the presence of a gravel pit next to this proposed site.

b) The cumulative effects of multiple gravel pits on the community should be considered.

2. If this gravel pit is approved, as is the MSB history, I ask that the CUP include further measures to:

a) Mitigate Noise:

i) We have significant experience with the private nuisance of the endless noise from the rock crusher at the Northern Gravel and trucking site despite the use of “sound berms.” This noise from the processing equipment (as well as from the trucks, loading, back up alarms, etc.) travels very far in the area, and is a violation one's use of quiet enjoyment of one's own land. It is so loud that one can hear it indoors a mile away. The gravel processing is loud enough that it prevents me from sleeping inside my own home.

ii) The current residents should be able to live comfortably within a community in terms of the sounds that they hear; peace and quiet is one of the reasons people move to the area. Certainly a community's residents should be comfortable in their own homes.

b) Truck Safety on Buffalo Mine – Moose Creek Road:

i) As you may know, this road is narrow, twisty, and not designed for the level of truck traffic proposed in the current permit.

ii) The neighborhood has vast experience with near misses as the current gravel trucks cross over the midline on the curves and have to pull out into the oncoming traffic lane to gain access to the roadway.

3. I therefore ask that if the permit is granted that the Conditional Use Permit require Mr. Robles to:

a) Limit the hours of operation of the rock crushing/processing equipment and other activities in which the noise leaves the boundary of his property to 9 A.M-5 P.M. Monday to Friday so that residents can exercise their right to the quiet enjoyment of their property and homes.

b) Require Mr. Robles to build his driveway such that the gravel trucks are able to stop prior to pulling out onto the public roadway, and can access the roadway without having to pull out into the oncoming lane of traffic.

4. Please contact me if I can be of any further assistance in this matter.

Gary E. Benedetti

Gary E. Benedetti M.D.

Orthopedic Surgery

Aspirus Langlade Hospital

E: [gary.benedetti@aspirus.org](mailto:gary.benedetti@aspirus.org)

P: 715-623-9346

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**Mark Whisenhunt**

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**From:** Michele Prevost <micheleskiak@me.com>  
**Sent:** Thursday, March 10, 2016 6:29 PM  
**To:** Mark Whisenhunt  
**Subject:** CUP application comments for "Moose Pit" #173020150006  
**Attachments:** Moose\_Pit\_CUP\_comments\_Mar2016.pdf

Mark,

Please confirm receipt and that you are able to open my letter. I understand the deadline is March 14th for comments?

thanks  
Michele

FROM THE DESK OF  
MICHELE PREVOST, MD  
13631 E MIKES LN  
PALMER, AK 99645

---

March 10, 2016

Mark Whisenhunt  
MSB Development Services Division  
350 E Dahlia Ave  
Palmer AK 99645

Mr. Whisenunt,

I wish to make a few comments related to the "Moose Pit" Conditional Use Permit Application #173020150006, located at 8870 N Buffalo Mine Moose Creek Road (MSB 118N02E03B002) by Gary Robles.

As a property owner and currently part-time resident of the Buffalo Mine area, I have a vested interest in my community.

I fully support an individual's desire to earn a living, including using one's property for resource extraction. I also understand Alaska and the Mat-Su Borough's need for gravel. However, I do not understand the Borough allowing propagation of one gravel pit adjacent to another, resulting in cumulative gravel mining area that exceeds the limits that would otherwise require the area to be designated as a Gravel extraction district. Having the "pits" be on separate parcels, when adjacent, should then be treated as one continuous gravel pit as the impact on the community is the same. The Mat-Su Borough has recognized the conflict between industrial resource extraction and private homeowner/residential areas in several areas of the MSB comprehensive plan and code. With the Borough population growing, the Borough really should be looking at separating these conflicting land uses - private homes and heavy resource extraction. Gravel pits and residential areas should be separated by a reasonable distance - miles, not yards. This would allow them to co-exist in the MSB with significantly less conflict that the MSB has experienced to date. The Mat-Su Borough is the size of the state of Ohio. It seems we should be able to find a way to keep disruptive industrial activities separated from residential areas, especially in the year 2016.

All I ask for this permit and of Mr. Robles (and his employees) is that the residential neighbors and community be treated with respect. We have the unfortunate recent experience of an adjacent gravel pit operator (Northern Gravel) willfully disregarding permit conditions, traffic laws, and our safety, as well as threatening neighbors, MSB

FROM THE DESK OF  
MICHELE PREVOST, MD

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staff and even Alaska State Troopers. I am certain you are well aware of the harassment and fear they brought to our community. All I ask is to not experience more of the same.

Mr Robles seems to have submitted a thorough application. Upon review, I noticed one major discrepancy. On his application to the State of Alaska Department of Natural Resources he has filed his project as a "C: Letter of Intent" of less than 5 acres. However, project encompasses 20 acres and should actually be "A: Reclamation Plan (Required... if the operation has a cumulative disturbed area of five or more acres)". Beyond this issue, I am happy to see that he has pursued appropriate clearance for his driveway and does not have any wetland risks.

My largest concern for this permit is the volume of large gravel trucks traveling Buffalo Mine Moose Creek Road and the safety of the other users (drivers, cyclists, pedestrians) per his statement: "will not generate traffic in excess of 100 vehicles during the morning or afternoon peak hours or more that 750 vehicles per day". Buffalo Mine Moose Creek Road is a narrow, windy road with almost no shoulders. Gravel trucks, especially those with pups, are unable to maneuver the curves without crossing the yellow lines -- 750 of these per day will create a major hazard for all the private vehicles traveling to and from their homes. Families live in the area, and with no other ingress/egress road and very few side roads, there are pedestrians and bicyclists sharing this narrow road. I actually had the unfortunate experience of a very near miss with a series of Northern Gravel trucks that ran wide at the sharp corner just east of the proposed pit and almost suffered a head-on collision. It was by inches that I am alive to write this today. Is there anything in Mr. Robles plan to ensure the trucks are able to travel safely within their lanes or to have a spotter /flagger at that very tight corner that is just east of his property?

Having experienced Northern Gravel trucks blowing through the stop-sign at Mike's Lane - Buffalo Mine Moose Creek Road intersection (a product of poor planning and a driveway not designed for gravel trucks), I ask the Borough staff to critically assess the access driveway for this pit. Please verify the trucks can (and will) stop before entering the main road. In addition, is there adequate line-of-sight?

The other significant issue with a gravel pit operation is obviously the noise. Noise is well established source of stress and distress. Why else would it be used as a torture and interrogation tool? Stress is a medically established contributor to high blood pressures -- heart attacks, strokes, kidney failure are the consequences. It also severely detracts from quality of life when one can't use their home as a place of quiet and relaxation. I can attest personally that rock-crushing equipment makes a tremendous amount of noise that carries for miles. I could hear Northern Gravel's rock crusher at

FROM THE DESK OF  
MICHELE PREVOST, MD

---

the Palmer-Fishhook side of the Moose Range. We could hear clearly the crusher from inside our home, with all windows closed. As such, I request that the pit limit the hours for operation of the crushing (or equivalent) equipment to 9AM to 5PM Monday through Friday - to allow people to have breakfast and dinner in relative quiet, as well as some peace and quiet on weekends. And I hope the Borough staff will be considerate enough to enforce the noise restrictions if/ when those hours are exceeded.

Finally, I ask Mr. Robles personally to be considerate of us that own homes and live in that area. Treat us as you would wish your neighbors to treat you. Keep healthy vegetation buffers of more than 10 feet -- can we ask for 30 feet? -- to keep down dust, noise, and maintain a visual appearance of Buffalo Mine Moose Creek Road that we can all continue to enjoy - it does have one of the most spectacular views in the Matanuska Valley. Ask your drivers to drive considerately (stop at the signs, slow down, stay in their lane). And please do not make us put up with incessant industrial noise - keep the noise hours reasonable.

If anyone wishes to discuss this further, I can be reached best at 715-216-7795 or [micheleskiak@me.com](mailto:micheleskiak@me.com)

Respectfully,

Michele Prevost

**Mark Whisenhunt**

---

**From:** Judith Donegan <jdoneganak@gmail.com>  
**Sent:** Thursday, March 10, 2016 10:02 AM  
**To:** Mark Whisenhunt  
**Subject:** Comment re Moose Pit CUP application  
**Attachments:** Moose Pit Comment.docx

Hi Mark,

Would you please include the attached letter in the packet for the Planning Commission meeting April 4. Thank you.

Judy Donegan

13603 E. Oceanview Rd.  
Palmer AK 99645

To the Members of the Planning Commission:

RE: Moose Pit Application for a Conditional Use Permit for Material  
Extraction

I live in the residential community along Buffalo Mine Moose Creek Road. I urge you to deny a conditional use permit for the Moose Pit gravel mine.

THE APPLICATION IS NOT ADEQUATE:

**An asphalt hot plant!**

The plan of operation for this gravel pit fleetingly mentions that there will be an asphalt hot plant on site, but no information about the nature of the plant is provided. The site drawing--if it is to scale—shows a plant approximately 50 feet by 100 feet in size. Any industrial structure, but especially one of this size, is entirely inappropriate for a residential neighborhood. The CUP should be denied for this reason alone.

Furthermore, no information is given about the operation of this plant. For instance, how much truck traffic would it generate? How much asphalt would it produce? How many hours a day would it operate? What would be its heat and power source? What emission controls would it have to reduce potential air pollution?

The application says the plant would be built in the future. Nevertheless, it would be inappropriate to grant a CUP in this instance without knowing the full extent of the applicant's future plans. At least a minimum amount of information would allow you to make a more informed decision regarding whether a pit with a proposed asphalt hot plant is appropriate for a residential area. Even with limited information, I think the answer must be no.

**What is the source of water?**

There is no mention of a water source in the application. Does the operator intend to use water trucks to haul water from a source two or three miles up the road, as does the Northern Gravel pit adjacent to this site? Is there a temporary water use

permit for withdrawal from Moose Creek? If so, how will water be conveyed to the site, which is across Buffalo Mine Moose Creek Road from the Creek itself.

**Why is there no discussion of surrounding lands to the north of the site?**

In the section of the application on “Existing Surrounding Lands,” there is mention of what lies to the east, south, and west, but no mention of what lies to the north. I will tell you that lying to the north is a growing residential area. It seems disingenuous that this would not be mentioned. It is more important than any other fact.

Again, as to visual screening measures, to the east—toward Buffalo Mine Moose Creek Road--because of the grading and bulldozing that has already taken place, the site is an eyesore. The land rises significantly from the road at the site of the proposed driveway. The applicant proposes a ten-foot buffer but it is hard to imagine that such a buffer would be high enough to shield the site from view.

**The hours of operation are too generous.**

The application states that the pit will operate from 7 a.m. until 8 p.m. Monday through Saturday and on Sunday “when necessary.” If, despite its glaring deficiencies, you were to grant this application, I urge you to shorten the hours of operation from 8 a.m. till 6 p.m. and to eliminate Sunday entirely. “When necessary” allows too much flexibility.

**SAFETY ISSUES:**

Buffalo Mine Moose Creek Road is a narrow, winding road ascending toward Arkose Ridge. It is in very bad condition in many spots and already has all the traffic it can handle. It is the only entrance and exit for the many residents, who live along the road. Because this is a residential neighborhood, the traffic includes school buses. In addition, children and adults ride bicycles and horses on the very narrow road. Northern Gravel already runs gravel trucks on the road from just north of this proposed site south approximately a mile and a half to the Glenn Highway. Northern Gravel’s large water trucks travel two miles farther north on the road, in places where there are steep drops to Moose Creek and the road is narrow and crumbling on the creek side. The safety issues involved in the already existing truck traffic are significant. To add more truck traffic on the road will add to an already dangerous situation.

Also the proposed driveway for Moose Pit is located between two curves in the road and is on a slight rise. Will the trucks be able to make complete stops at the intersection of the driveway and Buffalo Mine Moose Creek Road? At the very least,

the operator should be required to use flagmen to protect residents who must drive past this site.

In short, a gravel pit and asphalt plant are incompatible with this residential neighborhood. The application should be denied.

Thank you for your consideration of this comment.

Judy Donegan

**Mark Whisenhunt**

---

**From:** Adam Pollock <adampollock95@yahoo.com>  
**Sent:** Thursday, March 10, 2016 9:09 AM  
**To:** Mark Whisenhunt  
**Subject:** Re: Buffalo Mine Moose Road

Hi Mark, Thank you for your reply and taking some time to hear my concerns. Please submit the following to the planning commission regarding this application.

1. As you all know we have had a rocky history (pun intended) with this operation and regardless of who is the owner/operator several major concerns remain. My first and foremost is the safety of Buffalo Mine road for vehicle, bicycle, and pedestrian use. In the summer months many of us including children enjoy being able to walk or bike our road without fear of speeding, overloaded trucks that cannot pass each other or a school bus at the same time on at least three corners.

2. My next issue is with the fact that most if not all property owners chose to live in this community because of it's natural beauty and peace and quiet. We were here first. Despite setbacks and restrictions I can prove to you that I can hear the crusher and beeping of reverse noises from inside my home with the windows closed, and I live at 13565 E. Wilderness Lane. There are 35 homes that are closer, and most of us were not given notice. This is unique to this pit because it sits in an amphitheater like bowl while many of us are on a hill in the surrounding 5 mile radius. This is not tolerable for 12 hours a day 6 days a week. It not only reduces my quality of life but reduces our property values.

3. What does this pit offer us as a community in return for concessions such as reduced quality of life, compromised safety, and reduced property values? I have already invested over \$50,000 towards cabin rentals on my 30 acres which are going to be my retirement income. Would you pay to rent a cabin on Wilderness lane only to listen to a crusher and other noises that prevent you from sleeping? This pit will not pay a tax to the Borough on the gravel extracted. They offer nothing in return for the danger, stress, quality of life, and monetary losses we will incur should this be approved. They have everything to gain and we have everything to lose. Whose side are you on?

4. In closing I strongly oppose this operation. I strongly disagree with previous statements made that this is a great place for an industrial commercial operation. The truth is no neighborhood ever welcomes a gravel pit and eventually they will operate where they belong, where nobody has to sacrifice so much in order for them to save money. That will only happen when they are forced to be apart from residential areas, and in our Borough there is plenty of room for that. What is lacking is the mindset of our elected and appointed representatives to put our needs ahead of their desires. At some point this has got to change. I hope and pray it starts today. Thank you all for your time and consideration in this very important matter;

Sincerely Adam Pollock  
13565 E. Wilderness Lane  
Palmer AK., 99645  
907-775-4056  
P.O. Box 705 Palmer AK., 99645

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**From:** Mark Whisenhunt <[Mark.Whisenhunt@matsugov.us](mailto:Mark.Whisenhunt@matsugov.us)>  
**To:** Adam Pollock <[adampollock95@yahoo.com](mailto:adampollock95@yahoo.com)>  
**Sent:** Wednesday, March 9, 2016 10:24 AM  
**Subject:** Buffalo Mine Moose Road

Good Morning Adam,

It was sent to all property owners within one-half mile, as required by MSB 17.30.035 (E).

Here is a link to the application for Conditional Use Permit for material extraction:

<http://www.matsugov.us/publicnotice/moose-pit-conditional-use-permit-for-material-extraction>

Monday 3-14-16 is the deadline to submit comments. Feel free to give me a call if you have questions. I have attached the public notice mailing for your convenience. Thank you.

Respectfully,

Mark Whisenhunt  
Planner II  
Matanuska-Susitna Borough  
Office: (907) 861-8527  
Fax: (907) 861-7876  
[mark.whisenhunt@matsugov.us](mailto:mark.whisenhunt@matsugov.us)

---

**From:** Adam Pollock [<mailto:adampollock95@yahoo.com>]

**Sent:** Wednesday, March 09, 2016 9:42 AM

**To:** Mark Whisenhunt

**Subject:**

Hi Mark, this is Adam Pollock (E. Wilderness Lane/ Buffalo Mine Rd.) I just heard of a new pit trying to start in our neighborhood. Why were we not notified? Please respond ASAP



**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

March 2, 2016

Mark Whisenhunt, Planner II  
Matanuska-Susitna Borough  
Planning & Land Use Department  
350 East Dahlia Avenue  
Palmer, Alaska 99645-6488

**Subject:** Conditional Use Permit for Earth Materials Extraction  
For the parcel located at 8870 N. Buffalo Mine Moose Creek Road; within  
Township 18 North, Range 2 East, Section 3, Seward Meridian.

Dear Mr. Whisenhunt:

ENSTAR Natural Gas Company has reviewed the application for subject Conditional Use Permit Application for Earth Materials Extraction.

We have no comments or concerns related to this activity.

If you have any questions, please feel free to contact me at 907-334-7944 or by email at [cassie.wohlgemuth@enstarnaturalgas.com](mailto:cassie.wohlgemuth@enstarnaturalgas.com).

Sincerely,

A handwritten signature in blue ink that reads "Cassie Wohlgemuth".

Cassie Wohlgemuth  
Right-of-Way and Compliance Technician  
ENSTAR Natural Gas Company

March 14, 2016



Trust  
Land Office

2600 Cordova Street, Suite 100  
Anchorage, AK 99503  
Tel 907.269.8658  
[www.mhtrustland.org](http://www.mhtrustland.org)

Mark Whisenhunt, Planner II  
MSB Development Services Division  
350 E. Dahlia Avenue  
Palmer, Alaska 99645

Re: Conditional Use Permit for Earth Materials Extraction Activities  
Gary Robles dba Moose Pit (MSB Tax ID # 18N02E03B002)

Dear Mr. Whisenhunt:

The letter is in response to your request for comments regarding the above referenced Conditional Use Permit. The Trust Land Office (TLO) manages land and resources owned by the Alaska Mental Health Trust Authority (the Trust). The TLO has reviewed the available information for this permit application. The applicant has erroneously identified the owner of the land adjacent to his parcel on the east as being the Alaska Railroad. This 160 acre parcel is in fact owned in fee by the Alaska Mental Health Trust Authority.

The TLO, on behalf of the Trust, does not object to the proposed land use as long as a 100 foot vegetative buffer is maintained between the Trust's western boundary and the applicant's proposed activities.

Thank you for the opportunity to comment. Let me know if you have any other questions

Sincerely,

Mike Franger  
Senior Resource Manager

**Mark Whisenhunt**

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**From:** Jessica Smith  
**Sent:** Friday, February 26, 2016 2:18 PM  
**To:** Mark Whisenhunt  
**Subject:** RE: Request for Comment: Moose Pit CUP

Hi Mark,

My only concern is the increased turning traffic onto the Glenn Highway as a result of operations. There may be associated site distance and/or turning radius needed for the larger vehicles. I imagine the DOT folks will take a look to see if there is an issue requiring a TIA or similar for their facility.

The LRTP Official Streets & Highways shows Buffalo Mine Moose Creek Road as a future collector, so this direct access is appropriate even for future/predicted roadway functionality.

Thanks,  
Jess

Jess Smith  
**Transportation Planner**  
Matanuska-Susitna Borough  
350 E Dahlia Ave | Palmer AK 99645  
907-861-8514 | [www.matsugov.us](http://www.matsugov.us)

---

**From:** Mark Whisenhunt  
**Sent:** Wednesday, February 17, 2016 3:20 PM  
**To:** 'allen.kemplen@alaska.gov' ([allen.kemplen@alaska.gov](mailto:allen.kemplen@alaska.gov)); 'kevin.vakalis@alaska.gov' ([kevin.vakalis@alaska.gov](mailto:kevin.vakalis@alaska.gov)); 'tucker.hurn@alaska.gov' ([tucker.hurn@alaska.gov](mailto:tucker.hurn@alaska.gov)); [melanie.nichols@alaska.gov](mailto:melanie.nichols@alaska.gov); 'steven.banse@alaska.gov' ([steven.banse@alaska.gov](mailto:steven.banse@alaska.gov)); [eric.moore@alaska.gov](mailto:eric.moore@alaska.gov); 'george.horton@alaska.gov' ([george.horton@alaska.gov](mailto:george.horton@alaska.gov)); 'mike.bethe@alaska.gov' ([mike.bethe@alaska.gov](mailto:mike.bethe@alaska.gov)); [holly.zafian@alaska.gov](mailto:holly.zafian@alaska.gov); [mark.fink@alaska.gov](mailto:mark.fink@alaska.gov); [usswcd@mtaonline.net](mailto:usswcd@mtaonline.net); 'mearow@matanuska.com' ([mearow@matanuska.com](mailto:mearow@matanuska.com)); 'rglenn@mta-telco.com' ([rglenn@mta-telco.com](mailto:rglenn@mta-telco.com)); [jthompson@mta-telco.com](mailto:jthompson@mta-telco.com); Jennifer Diederich; Robin L. Leighty; 'ospdesign@gci.com' ([ospdesign@gci.com](mailto:ospdesign@gci.com)); 'dblehm@gci.com' ([dblehm@gci.com](mailto:dblehm@gci.com)); Platting; Richard Boothby; [jmcutt@palmerak.org](mailto:jmcutt@palmerak.org); Elizabeth Weiant; Eric Phillips; Sandra Cook; [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Nicole Wilkins; Theresa Taranto; Eileen Probasco; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; 'Jim Sykes' ([jimsykesdistrict1@gmail.com](mailto:jimsykesdistrict1@gmail.com))  
**Subject:** Request for Comment: Moose Pit CUP

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.

Return written comments by **March 14, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt, CFM  
Planner II  
Matanuska-Susitna Borough

**Mark Whisenhunt**

---

**From:** Theresa Taranto  
**Sent:** Friday, February 26, 2016 2:04 PM  
**To:** Mark Whisenhunt  
**Subject:** RE: Request for Comment: Moose Pit CUP

FIRM 7290, X Zone  
No other comments

Theresa Taranto  
Development Services  
Administrative Specialist

Mat-Su Borough  
350 E Dahlia Ave.  
Palmer, Alaska 99645  
907-861-8574

---

**From:** Mark Whisenhunt  
**Sent:** Wednesday, February 17, 2016 3:20 PM  
**To:** 'allen.kemplen@alaska.gov' ([allen.kemplen@alaska.gov](mailto:allen.kemplen@alaska.gov)); 'kevin.vakalis@alaska.gov' ([kevin.vakalis@alaska.gov](mailto:kevin.vakalis@alaska.gov)); 'tucker.hurn@alaska.gov' ([tucker.hurn@alaska.gov](mailto:tucker.hurn@alaska.gov)); [melanie.nichols@alaska.gov](mailto:melanie.nichols@alaska.gov); 'steven.banse@alaska.gov' ([steven.banse@alaska.gov](mailto:steven.banse@alaska.gov)); [eric.moore@alaska.gov](mailto:eric.moore@alaska.gov); 'george.horton@alaska.gov' ([george.horton@alaska.gov](mailto:george.horton@alaska.gov)); 'mike.bethe@alaska.gov' ([mike.bethe@alaska.gov](mailto:mike.bethe@alaska.gov)); [holly.zafian@alaska.gov](mailto:holly.zafian@alaska.gov); [mark.fink@alaska.gov](mailto:mark.fink@alaska.gov); [usswcd@mtaonline.net](mailto:usswcd@mtaonline.net); 'mearow@matanuska.com' ([mearow@matanuska.com](mailto:mearow@matanuska.com)); 'rglenn@mta-telco.com' ([rglenn@mta-telco.com](mailto:rglenn@mta-telco.com)); [jthompson@mta-telco.com](mailto:jthompson@mta-telco.com); Jennifer Diederich; Robin L. Leighty; 'ospdesign@gci.com' ([ospdesign@gci.com](mailto:ospdesign@gci.com)); 'dblehm@gci.com' ([dblehm@gci.com](mailto:dblehm@gci.com)); Platting; Richard Boothby; [jmccnutt@palmerak.org](mailto:jmccnutt@palmerak.org); Elizabeth Weiant; Eric Phillips; Sandra Cook; [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Nicole Wilkins; Theresa Taranto; Eileen Probasco; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; 'Jim Sykes' ([jimsykesdistrict1@gmail.com](mailto:jimsykesdistrict1@gmail.com))  
**Subject:** Request for Comment: Moose Pit CUP

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Return written comments by **March 14, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt, CFM  
Planner II  
Matanuska-Susitna Borough  
Office: (907) 861-8527  
Fax: (907) 861-7876  
[mark.whisenhunt@matsugov.us](mailto:mark.whisenhunt@matsugov.us)

**Mark Whisenhunt**

---

**From:** Will Barickman  
**Sent:** Thursday, February 18, 2016 8:28 AM  
**To:** Mark Whisenhunt  
**Cc:** Terry Dolan; Jim Jenson  
**Subject:** RE: Request for Comment: Moose Pit CUP

No Issue with O&M

Will Barickman  
Road Maintenance Superintendent 1  
PH: (907) 745-9816  
Cell :(907) 355-9816  
Fax (907) 746-5769  
E- mail: [will.barickman@matsugov.us](mailto:will.barickman@matsugov.us)

---

**From:** Terry Dolan  
**Sent:** Wednesday, February 17, 2016 3:22 PM  
**To:** Will Barickman  
**Subject:** FW: Request for Comment: Moose Pit CUP

---

**From:** Mark Whisenhunt  
**Sent:** Wednesday, February 17, 2016 3:20 PM  
**To:** 'allen.kemplen@alaska.gov' ([allen.kemplen@alaska.gov](mailto:allen.kemplen@alaska.gov)); 'kevin.vakalis@alaska.gov' ([kevin.vakalis@alaska.gov](mailto:kevin.vakalis@alaska.gov)); 'tucker.hurn@alaska.gov' ([tucker.hurn@alaska.gov](mailto:tucker.hurn@alaska.gov)); [melanie.nichols@alaska.gov](mailto:melanie.nichols@alaska.gov); 'steven.banse@alaska.gov' ([steven.banse@alaska.gov](mailto:steven.banse@alaska.gov)); [eric.moore@alaska.gov](mailto:eric.moore@alaska.gov); 'george.horton@alaska.gov' ([george.horton@alaska.gov](mailto:george.horton@alaska.gov)); 'mike.bethe@alaska.gov' ([mike.bethe@alaska.gov](mailto:mike.bethe@alaska.gov)); [holly.zafian@alaska.gov](mailto:holly.zafian@alaska.gov); [mark.fink@alaska.gov](mailto:mark.fink@alaska.gov); [usswcd@mtaonline.net](mailto:usswcd@mtaonline.net); 'mearow@matanuska.com' ([mearow@matanuska.com](mailto:mearow@matanuska.com)); 'rglenn@mta-telco.com' ([rglenn@mta-telco.com](mailto:rglenn@mta-telco.com)); [jthompson@mta-telco.com](mailto:jthompson@mta-telco.com); Jennifer Diederich; Robin L. Leighty; 'ospdesign@gci.com' ([ospdesign@gci.com](mailto:ospdesign@gci.com)); 'dblehm@gci.com' ([dblehm@gci.com](mailto:dblehm@gci.com)); Platting; Richard Boothby; [jmccnutt@palmerak.org](mailto:jmccnutt@palmerak.org); Elizabeth Weiant; Eric Phillips; Sandra Cook; [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Nicole Wilkins; Theresa Taranto; Eileen Probasco; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; 'Jim Sykes' ([jimsykesdistrict1@gmail.com](mailto:jimsykesdistrict1@gmail.com))  
**Subject:** Request for Comment: Moose Pit CUP

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Return written comments by **March 14, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt, CFM  
Planner II  
Matanuska-Susitna Borough  
Office: (907) 861-8527

**Mark Whisenhunt**

---

**From:** Peggy Horton on behalf of Platting  
**Sent:** Wednesday, February 17, 2016 4:30 PM  
**To:** Mark Whisenhunt  
**Subject:** RE: Request for Comment: Moose Pit CUP

There does not appear to be a platting action needed for this. Platting staff have no objection.

Peggy Horton  
Platting Technician  
Matanuska-Susitna Borough  
(907) 861-7881 direct  
(907) 861-8407 fax  
[peggy.horton@matsugov.us](mailto:peggy.horton@matsugov.us) (email)

---

**From:** Mark Whisenhunt  
**Sent:** Wednesday, February 17, 2016 3:20 PM  
**To:** 'allen.kempen@alaska.gov' ([allen.kempen@alaska.gov](mailto:allen.kempen@alaska.gov)); 'kevin.vakalis@alaska.gov' ([kevin.vakalis@alaska.gov](mailto:kevin.vakalis@alaska.gov)); 'tucker.hurn@alaska.gov' ([tucker.hurn@alaska.gov](mailto:tucker.hurn@alaska.gov)); 'melanie.nichols@alaska.gov' ([melanie.nichols@alaska.gov](mailto:melanie.nichols@alaska.gov)); 'steven.banse@alaska.gov' ([steven.banse@alaska.gov](mailto:steven.banse@alaska.gov)); 'eric.moore@alaska.gov' ([eric.moore@alaska.gov](mailto:eric.moore@alaska.gov)); 'george.horton@alaska.gov' ([george.horton@alaska.gov](mailto:george.horton@alaska.gov)); 'mike.bethe@alaska.gov' ([mike.bethe@alaska.gov](mailto:mike.bethe@alaska.gov)); 'holly.zafian@alaska.gov' ([holly.zafian@alaska.gov](mailto:holly.zafian@alaska.gov)); 'mark.fink@alaska.gov' ([mark.fink@alaska.gov](mailto:mark.fink@alaska.gov)); 'usswcd@mtaonline.net' ([usswcd@mtaonline.net](mailto:usswcd@mtaonline.net)); 'mearow@matanuska.com' ([mearow@matanuska.com](mailto:mearow@matanuska.com)); 'rglenn@mta-telco.com' ([rglenn@mta-telco.com](mailto:rglenn@mta-telco.com)); 'jthompson@mta-telco.com' ([jthompson@mta-telco.com](mailto:jthompson@mta-telco.com)); Jennifer Diederich; Robin L. Leighty; 'ospdesign@gci.com' ([ospdesign@gci.com](mailto:ospdesign@gci.com)); 'dblehm@gci.com' ([dblehm@gci.com](mailto:dblehm@gci.com)); Platting; Richard Boothby; 'jmcnut@palmerak.org' ([jmcnut@palmerak.org](mailto:jmcnut@palmerak.org)); Elizabeth Weiant; Eric Phillips; Sandra Cook; 'regpagemaster@usace.army.mil' ([regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil)); Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Nicole Wilkins; Theresa Taranto; Eileen Probasco; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; 'jimsykesdistrict1@gmail.com' ([jimsykesdistrict1@gmail.com](mailto:jimsykesdistrict1@gmail.com))  
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Return written comments by **March 14, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt, CFM  
Planner II  
Matanuska-Susitna Borough  
Office: (907) 861-8527  
Fax: (907) 861-7876  
[mark.whisenhunt@matsugov.us](mailto:mark.whisenhunt@matsugov.us)

**Mark Whisenhunt**

---

**From:** Frankie Barker  
**Sent:** Wednesday, February 17, 2016 3:47 PM  
**To:** Mark Whisenhunt  
**Subject:** RE: Request for Comment: Moose Pit CUP

Vegetated buffers of at least 100 feet should be retained between the mining site and Buffalo Creek. These buffers should have undisturbed vegetation with no clearing or tree cutting allowed. Buffers larger than 100 feet are recommended to ensure that drainage from the mining activities do not go into Buffalo Creek.

---

*Frankie Barker*

**Environmental Planner**

Matanuska-Susitna Borough  
350 E. Dahlia Avenue  
Palmer, AK 99645  
907- 861-8439  
[frankie.barker@matsugov.us](mailto:frankie.barker@matsugov.us)

---

**From:** Mark Whisenhunt  
**Sent:** Wednesday, February 17, 2016 3:20 PM  
**To:** 'allen.kemplen@alaska.gov' ([allen.kemplen@alaska.gov](mailto:allen.kemplen@alaska.gov)); 'kevin.vakalis@alaska.gov' ([kevin.vakalis@alaska.gov](mailto:kevin.vakalis@alaska.gov)); 'tucker.hurn@alaska.gov' ([tucker.hurn@alaska.gov](mailto:tucker.hurn@alaska.gov)); [melanie.nichols@alaska.gov](mailto:melanie.nichols@alaska.gov); 'steven.banse@alaska.gov' ([steven.banse@alaska.gov](mailto:steven.banse@alaska.gov)); [eric.moore@alaska.gov](mailto:eric.moore@alaska.gov); 'george.horton@alaska.gov' ([george.horton@alaska.gov](mailto:george.horton@alaska.gov)); 'mike.bethe@alaska.gov' ([mike.bethe@alaska.gov](mailto:mike.bethe@alaska.gov)); [holly.zafian@alaska.gov](mailto:holly.zafian@alaska.gov); [mark.fink@alaska.gov](mailto:mark.fink@alaska.gov); [usswcd@mtaonline.net](mailto:usswcd@mtaonline.net); 'mearow@matanuska.com' ([mearow@matanuska.com](mailto:mearow@matanuska.com)); 'rglenn@mta-telco.com' ([rglenn@mta-telco.com](mailto:rglenn@mta-telco.com)); [jthompson@mta-telco.com](mailto:jthompson@mta-telco.com); Jennifer Diederich; Robin L. Leighty; 'ospdesign@gci.com' ([ospdesign@gci.com](mailto:ospdesign@gci.com)); 'dblehm@gci.com' ([dblehm@gci.com](mailto:dblehm@gci.com)); Platting; Richard Boothby; [jmcnutt@palmerak.org](mailto:jmcnutt@palmerak.org); Elizabeth Weiant; Eric Phillips; Sandra Cook; [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Nicole Wilkins; Theresa Taranto; Eileen Probasco; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner; 'Jim Sykes' ([jimsykesdistrict1@gmail.com](mailto:jimsykesdistrict1@gmail.com))  
**Subject:** Request for Comment: Moose Pit CUP

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.

Return written comments by **March 14, 2016**. Thank you for your review.

Respectfully,

Mark Whisenhunt, CFM  
Planner II  
Matanuska-Susitna Borough  
Office: (907) 861-8527  
Fax: (907) 861-7876  
[mark.whisenhunt@matsugov.us](mailto:mark.whisenhunt@matsugov.us)

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**PLANNING COMMISSION  
RESOLUTION**



By: Mark Whisenhunt  
Introduced: March 7, 2016  
Public Hearing: March 21, 2016  
Action:

**MATANUSKA-SUSITNA BOROUGH  
PLANNING COMMISSION RESOLUTION NO. 16-12**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION APPROVING A CONDITIONAL USE PERMIT IN ACCORDANCE WITH MSB 17.30 - CONDITIONAL USE PERMIT (CUP) 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 (18N02E03B002), SEWARD MERIDIAN.

---

WHEREAS, an application for an Interim Materials District (IMD) was submitted by Gary Robles (dba Moose Pit) to remove earth materials from 8870 North Buffalo Mine Moose Creek Road (MSB Tax ID# 18N02E03B002); located within Township 18 North, Range 04 West, Section 3, 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, it is the purpose of MSB Chapter 17.30 to allow resource extraction activities while promoting the public health, safety, and general welfare of the Borough through the regulation of land uses to reduce the adverse impacts of land uses and development between and among property owners; and

WHEREAS, it is further the purpose of MSB 17.30 to promote orderly and compatible 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, the total footprint for earth material extraction activity is 20 acres; and

WHEREAS, earth material extraction activity is expected to begin in April and end in November annually, with the expected final year of extraction occurring in 2035; and

WHEREAS, an Alaska State 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; and

WHEREAS, an Alaska State Department of Natural Resources (ADNR) mining permit is not required for this application because the extraction activities will not take place on state land; and

WHEREAS, an ADNR reclamation plan was accepted by ADNR for the project site, and a financial assurance was not required by ADNR for this project site; and

WHEREAS, Multi-Sector General Permit (MSGP) (AKR060000) has been issued by Alaska Department of Environmental Conservation for this site as it is fully self-contained and does not discharge into waters of the United States; and

WHEREAS, 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 any identified wetlands, lakes, streams, or other waterbodies; and

WHEREAS, the proposed site is located within the Buffalo-Soapstone Community Council planning area. A Community Council Comprehensive Plan has not been adopted for this area; and

WHEREAS, the Buffalo-Soapstone Community Council did not submit comments; and

WHEREAS, the property reverts to the guidelines established in the MSB Comprehensive Plan (2005 Update). The Plan does not specifically address earth material extraction activities; and

WHEREAS, the use is consistent with Goal (E-3): *Create an attractive environment for business investment*; Policy E3-3: Enhance the transportation infrastructure to reduce travel times and improve transport efficiencies and safety; and

WHEREAS, the Matanuska-Susitna Borough Economic Development Strategic Plan, Strategy 1G in part states: "*Promote the sustainable development of Mat-Su's natural resources for economic development. The MSB should support sustainable natural resource development and the natural resource industries with an emphasis on meeting local needs and local value-added product manufacturing, as well as ensuring compatibility with other*

*parts of the local economy. Indeed, natural resource development is a high priority for the Borough Assembly. The main natural resources in Mat-Su, in addition to agricultural land, include coal, gravel, timber, some gold mining and some metallic mineral potential.”; and*

WHEREAS, the use is consistent with Goal (CQ1-2): *“Manage activities affecting air, vegetation, water, and the land to maintain or improve environmental quality, to preserve fish and wildlife habitat, to prevent degradation or loss of natural features and functions, and to minimize risks to life and property.”; and*

WHEREAS, the applicant's reclamation plan shows the mining will be generally flat with 2H:1V slopes from adjacent terrain, preparing it for residential use upon completion of the mining operation; and

WHEREAS, according to the application material, earthen berms 10-feet in height will be constructed in combination with existing topography to screen the conditional use from North Buffalo Mine Moose Creek Road and adjacent parcels; and

WHEREAS, land uses within one-half mile of the site contain a mixture of undeveloped, industrial, and residential uses; and

WHEREAS, lands abutting the site contain undeveloped, industrial and one residential use; and

WHEREAS, according to the application material, the proposed project will mine down an existing hill to a usable flat surface with 2H:1V slopes to adjacent terrain; and

WHEREAS, all of the site plan and site development requirements have been provided; and

WHEREAS, according to the application material, slopes will be left at 2H:1V as required by MSB code 17.28.067(D); and

WHEREAS, according to the applicant, the operation will be watered as needed during operations as a dust control measure; and

WHEREAS, the applicant is not proposing to mine below or within four feet of the water table; and

WHEREAS, according to the site plan submitted with the application, the proposed mining site is setback 45 feet from North Buffalo Mine Moose Creek Road, 50 feet from the eastern property line, approximately 575 feet from the southern property line, and approximately 200 feet from the western property line; and

WHEREAS, the Alaska Department of Transportation has issued driveway permit #25375 for approval to construct access from the site to North Buffalo Mine Moose Creek Road; and

WHEREAS, according to the applicant, accessing is being constructed in a manner that will allow truck traffic from the

use to enter the road way without crossing into the oncoming lane; and

WHEREAS, according to the site plan, earth material extraction activities will not take place within 100-feet of any identified wetlands or waterbodies; and

WHEREAS, maps are included in the record identifying surrounding property ownership, existing land uses, and waterbodies within ½ mile of the proposed site; and

WHEREAS, 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; and

WHEREAS, 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, adjacent properties, and the generally anticipated location of the semi-permanent equipment; and

WHEREAS, according to the application material, the proposed operation will not generate traffic in excess of 100 vehicles during the morning or afternoon peak hours or more than 750 vehicles per day; and

WHEREAS, the earth material will be available to the public at large. Therefore, trucks will enter North Buffalo Mine Moose Creek Road and may proceed north or south, depending on the customer location; and

WHEREAS, according to the applicant, the proposed business hours are 7am to 8pm, Monday through Saturday, and when necessary on Sundays; and

WHEREAS, 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; and

WHEREAS, noise levels exceeding the levels in MSB 17.28.060(A)(5)(a) are prohibited; and

WHEREAS, the applicant is not proposing to use illumination devices.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby adopts the aforementioned findings of fact and makes the following conclusions of law supporting approval of Planning Commission Resolution 16-12:

1. The application meets the criteria to qualify for a Conditional Use Permit for Earth Material Extraction Activities (MSB 17.30.050(A)); and
2. All of the requirements to demonstrate compliance with state and federal law have been met (17.30.055(A)); and

3. The conditional use is not inconsistent with the applicable comprehensive plan (MSB 17.30.60(A)(1)); and
4. The proposed use with conditions, will not detract from the value, character and integrity of the surrounding area (MSB 17.30.060(A)(2)); and
5. The applicant has met all of the requirements of this chapter. (MSB 17.30.060(A)(3)); and
6. The proposed use with conditions, will not be harmful to the public health, safety, convenience and welfare (MSB 17.30.060(A)(4)); and
7. Lot area, buffers or other safeguards are being provided (MSB 17.30.60(A)(5)); and
8. The surrounding property ownership, existing land uses, and wetlands and water bodies within the notification area have been identified (MSB 17.28.060(A)(1)); and
9. 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 related to the conditional use are anticipated to be located within the required setbacks (MSB 17.28.60(A)(2)); and

10. 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)); and
11. Earthen berms and natural topography will be used to meet the visual screening measures (MSB 17.28.60(A)(4)); and
12. The proposed use with conditions, meets the noise standards in accordance with MSB 17.28.060(A)(5); and
13. The applicant meets lighting standards in accordance with MSB 17.28.060(A)(6); and
14. Earth materials extraction activities will not take place within 100-feet of any identified wetlands or waterbodies in accordance with MSB 17.28.060(A)(7); and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby finds this application does meet the standards of MSB 17.30.060 and does hereby approve the conditional use permit for the earth material extraction activities 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 Conditional Use Permit 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 revision date of January 18, 2016.
4. Visual screening shall be achieved and maintained by using a combination of earthen berms 10-feet in height and maintaining the topographical buffer as described in the application material.
5. Prior to operating, the earth material extraction boundary shown in the applicant's site plan with the revision date of January 18, 2016, 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.
6. A qualified wetlands delineator shall identify the edge of all wetlands at the site. The 100-foot undisturbed vegetative buffer surrounding the

identified wetlands adjacent to the extraction site shall be identified and marked by a professional land surveyor, licensed to operate in the State of Alaska, prior to beginning extraction activities. Said markers shall be maintained in a visible condition through the life of this permit

7. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected for leaks daily.
8. 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.
9. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
10. 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.
11. Access shall be constructed in a manner that will allow truck traffic making a right-turn from the subject parcel onto Buffalo Mine Moose Creek Road without crossing into the oncoming lane.
12. Prior to beginning any mining operations, the ADOT driveway permit for access to the site shall be

- finalized and a copy shall be provided to the Matanuska-Susitna Borough Planning Department.
13. Dust control shall be achieved at the gravel pit, rock screener, crusher, and roads as necessary.
  14. 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.
  15. All extraction activities, including all activities that cause noise, dust, or traffic, shall be limited to 8am to 7pm, Monday through Saturday, except asphalt, rock crushing, and screening activities are limited to 8am to 5pm, Monday through Friday.
  16. If cultural remains are found during material extraction activities, the MSB Cultural Resources Division shall be contacted immediately so the remains can be documented.
  17. A four-foot vertical separation shall be maintained between all excavation and the seasonal high water table.
  18. Borough staff shall be permitted to enter onto any portion of the property to monitor compliance with permit requirements. Such access will at 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 this Conditional Use Permit.

19. The operation shall comply with the reclamation standards of MSB 17.28.067.
20. If reclamation information is updated with the State of Alaska, Department of Natural Resources, the applicant shall provide a copy of the updated information to the MSB Planning Department.
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. Authorization for earth material extraction activities approved by this Conditional Use Permit shall expire on December 31, 2035.

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

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JOHN KLAPPERICH, Chair

ATTEST

---

MARY BRODIGAN, Planning Clerk

(SEAL)

DRAFT

YES:

NO:



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**PUBLIC HEARING  
LEGISLATIVE**

**Resolution No. 16-17**

Louise Susitna Tyone Lakes  
Comprehensive Plan Update

(Page 149 - 214)

**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](http://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 *LD*

From: Sara Jansen, Planner II *SJ*

Subject: **Resolution 16-17** - Recommending Assembly Approval of the Louise Susitna and Tyone Lakes Comprehensive Plan Update

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#### 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

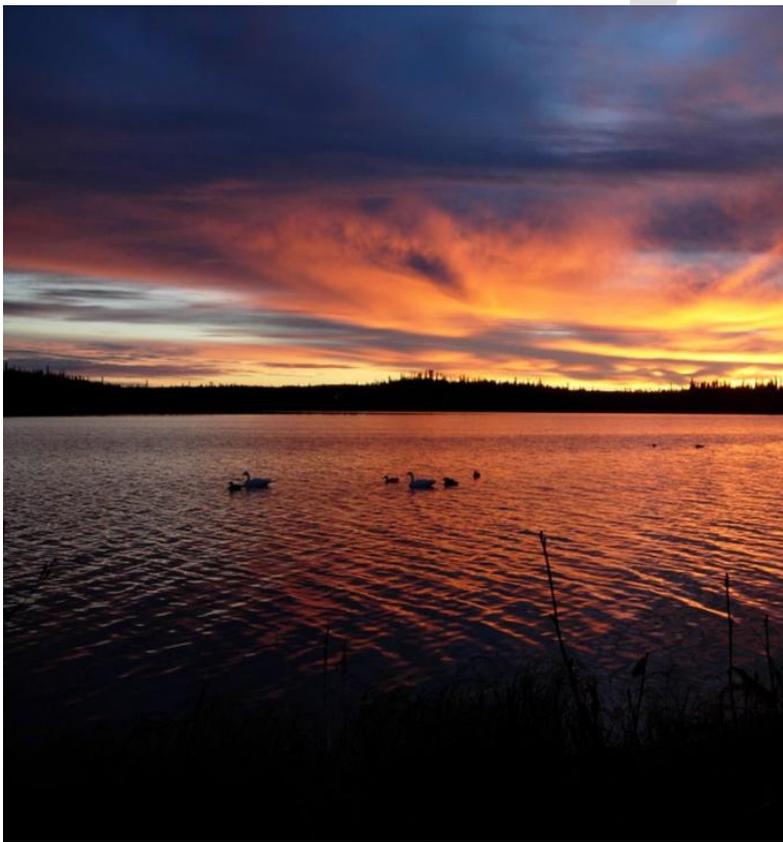
Staff respectively recommends the Planning Commission approve Resolution 16-17, a resolution of the Matanuska-Susitna Borough Planning Commission Recommending Adoption of the Louise Susitna Tyone Lakes Comprehensive Plan Update Previously Known as the Lake Louise Comprehensive Plan.

## 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

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# Louise Susitna and Tyone Lakes Comprehensive Plan



Draft Plan  
MSB Planning Commission  
March, 2016

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## 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



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## 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....)

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## 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.

**LOUISE, SUSITNA AND TYONE LAKES  
COMPREHENSIVE PLANNING PROCESS TIME LINE**

<b>Date</b>	<b>Activity</b>
<i>May 2013</i>	Lake Louise Community Non-Profit Corporation requests assistance to update 1998 Community Comprehensive Plan
<i>July 2013</i>	Assembly authorizes planning process through Resolution 13-082
<i>August 2013</i>	Planning Commission authorizes planning process through Resolution 13-37
<i>Fall 2013</i>	Notices and mailings sent asking for planning team members
<i>February 2014</i>	Planning team of 15 members appointed by Planning Commission
<i>February 2014</i>	First monthly planning team meetings begin; organizational meeting
<i>March 2014</i>	<ul style="list-style-type: none"> <li>• Vision Statement discussion</li> <li>• Other plans affecting the area</li> <li>• Review of 1998 Introduction and Background</li> </ul>
<i>April 2014</i>	Survey discussion
<i>May 2014</i>	First survey questions finalized; survey mailed
<i>June 2014</i>	<ul style="list-style-type: none"> <li>• Guest Speakers: Melanie Troust MSB Water Quality Coordinator</li> <li>• Eileen Probasco, MSB Director Planning and Land Use Department</li> </ul>
<i>July 2014</i>	<ul style="list-style-type: none"> <li>• Survey results discussed</li> <li>• Prepare for Community Meeting</li> </ul>
<i>July 19, 2014</i>	First Community Meeting and Workshop – Lake Louise, AK
<i>August 2014</i>	<ul style="list-style-type: none"> <li>• Guest Speaker: Roy Robertson, AK DEC, Drinking Water Program</li> <li>• Community Meeting review</li> </ul>
<i>Sept &amp; Oct 2014</i>	No meetings – hunting season & staff illness
<i>November 2014</i>	<ul style="list-style-type: none"> <li>• Planning Area Boundaries</li> <li>• Review Background Section changes</li> </ul>
<i>December 2014</i>	<ul style="list-style-type: none"> <li>• Review Background Section changes</li> <li>• General goal discussion</li> </ul>
<i>January 2015</i>	<ul style="list-style-type: none"> <li>• Great Land Trust Presentation</li> <li>• Review 1998 Plan Recommendations and Implementations</li> </ul>
<i>February 2015</i>	Review 1998 Plan Recommendations and Implementations
<i>March 2015</i>	<p>Two Meetings</p> <ul style="list-style-type: none"> <li>• Update from MSB Solid Waste Division</li> <li>• Land Use Discussion</li> <li>• Review Transportation Section</li> <li>• Review Land Use Section</li> </ul>

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<i>April 2015</i>	Two Meetings <ul style="list-style-type: none"> <li>• Review Transportation Section Review Public Facilities</li> <li>• Water Review</li> <li>• Recreation Review</li> <li>• Land Use Review</li> <li>• Introduction</li> </ul>
<i>May 2015</i>	Two Meetings <ul style="list-style-type: none"> <li>• Full Plan Review</li> <li>• Survey Question Review</li> </ul>
<i>July 2015</i>	Review Survey Results Prepare for Community Meeting
<i>July 18, 2015</i>	Community Meeting – Lake Louise, AK
<i>July – August, 2015</i>	Draft Plan Comment Period
<i>September 29, 2015</i>	Review Comment Summary
<i>January 23, 2016</i>	Non-Profit Community Board Meeting
<i>February 24, 2016</i>	Planning Team Meeting
<i>April 4, 2016</i>	Planning Commission Public Hearing.

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**Vision Statement**

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

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## 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.

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## 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

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 60° 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 70° 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.

The average parcel size in the area is 4.67 acres; with the largest parcel at 160 acres and the smallest parcel at .13

### Comparison of MSB & Lake Louise Residential Parcels



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%.

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## 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	
<b>Less than 3.5 Acres</b>	197	35%	29	12%	226	<b>29%</b>
<b>Less than 10 Acres</b>	326	58%	168	72%	494	<b>62%</b>
<b>Less than 100 Acres</b>	30	5%	21	9%	51	<b>6%</b>
<b>Over 100 Acres</b>	5	1%	15	6%	20	<b>3%</b>
<b>Total Parcels</b>	558		233		791	



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.

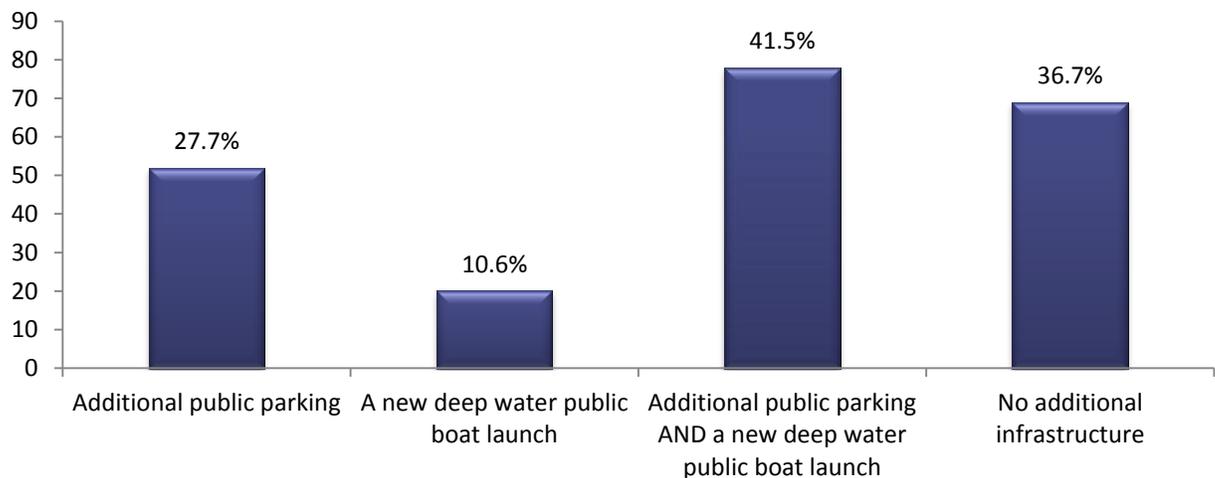
The sale of the remaining lots will be achieved incrementally with the first offering being in 2015. The first sale is limited to eight (8) parcels located on Lake Louise offered at auction. The number of lots offered in each phased sale or auction will continue to be limited and these sales may not 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”.



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.

### Community Opinions on DNR Land Sales




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## 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.



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.

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## 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.**

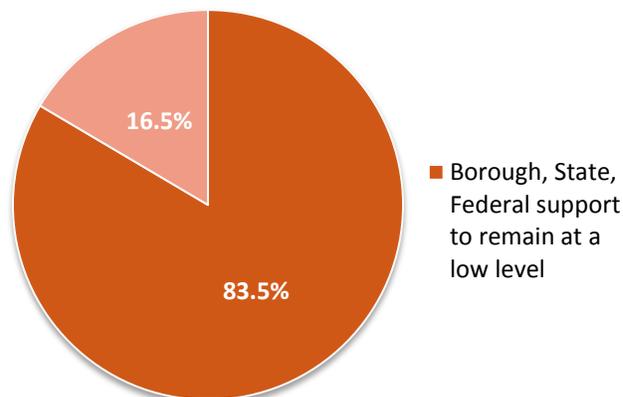
Strategies to Achieve this Goal

- 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 respondents were asked about their wishes for the area in the next 20 years.

**Government Services**



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## 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.



### 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.

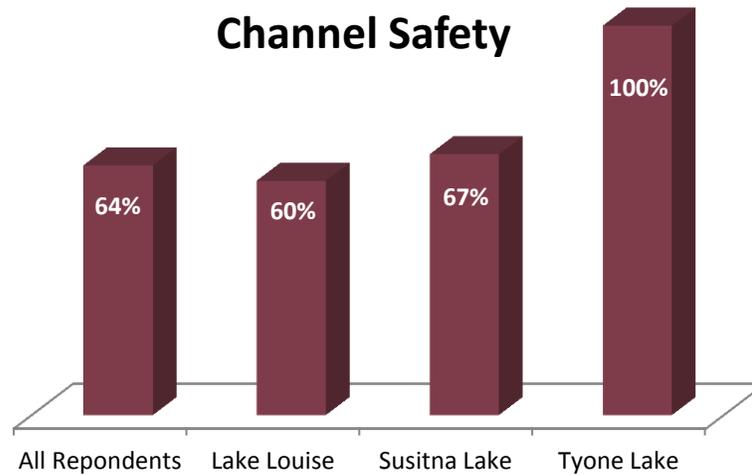
### THE CHANNEL

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.

### Overall Concern for Channel Safety



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.

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# 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.

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## 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.



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



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.

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## 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.

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## 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.

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## 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 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 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.

## 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	Winter Months - 5
October	2	
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

<b>EMS Response Made to:</b>	
<b>Lake Louise Lodge</b>	9
<b>Wolverine Lodge</b>	7
<b>The Point Lodge</b>	1
<b>Evergreen Lodge</b>	1
<b>Lake Louise</b>	7
<b>Tyone Lake</b>	3
<b>Crosswind Lake</b>	2
<b>Misc. Locations: Lake Louise Road, Island Lake, Dinty Bush, Glenallen, etc.</b>	22

These tables help emphasize the difficulties of terrain and sheer size of response area.

Draft

## Appendix Two

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### Lake Monitoring Reports

The most recent lake monitoring reports are attached.

Draft

Matanuska-Susitna Borough Volunteer Lake Monitoring Program

# Lake Louise 2014 Data Summary

## Lake Louise Snapshot

Years Monitored: 14  
 Total # of Events: 65  
 2014 Events: 3  
 Total Monitored Hours: 105

## Observations

### Wildlife Observed:

Ducks  
 Swans

### Water Level:

High

### Water Color:

Light green  
 Green

### Algae:

None

### Aquatic Plants:

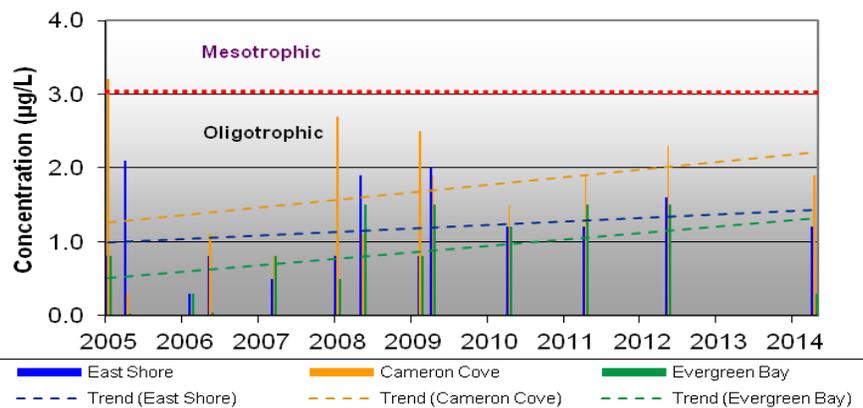
None to sparse

### Additional:

Water level 12 inches higher than last year. Six to eleven inches waves while taking water samples at Eastshore site - could not use Quanta probe. Mud bottom at Evergreen Bay site. Aquatic plant sample brought back to lab, identified as NOT being *Elodea*.



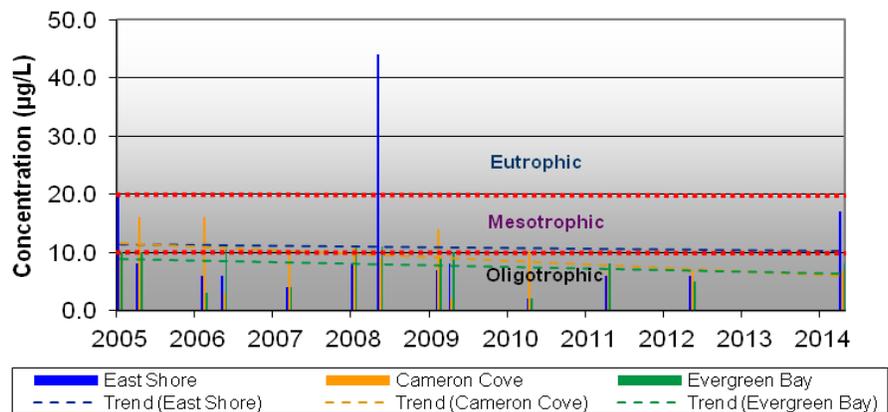
Lake Louise • Chlorophyll a 2005-2012, 2014



Note: Data through 2003 is omitted from this graph, as the previous laboratory used different analytical methods.



Lake Louise • Phosphorus 2005-2012, 2014



Note: Data through 2003 is omitted from this graph, as the previous laboratory used different analytical methods.

## Lake Louise Profile Measurements

Lake Louise Cameron Cove		Depth (m)	Temperature (oC)	Conductivity (mS/cm)	Dissolved Oxygen (mg/L)	pH standard units	Secchi Depth mean (m)	
Date	9/9/2014	0.0	11.26	0.154	9.56	8.12	5.32	
		1.0	11.26	0.157	9.23	8.15		
Site Depth (m)	13.72	2.0	11.26	0.155	9.20	8.17		
		3.0	11.26	0.155	9.11	8.19		
Phosphorus (µg/L)	7.0	4.0	11.26	0.155	8.96	8.19		
		5.0	11.26	0.155	8.98	8.20		
Chlorophyll a (µg/L)	1.9	6.0	11.26	0.155	8.95	8.20		
		7.0	11.26	0.156	8.92	8.20		
		8.0	11.26	0.155	8.92	8.20		
		9.0	11.26	0.156	8.94	8.20		
		10.0	11.26	0.156	8.86	8.20		
		13.0	8.30	0.164	2.58	8.00		
ChIA	TP	Depth	T°	Cond	DO	pH	Secchi	
1.9	7.0	13.72	11.26	0.164	9.56	8.20	5.32	Max
1.9	7.0		8.30	0.154	2.58	8.00	5.32	Min
1.9	7.0		11.26	0.155	8.96	8.20	5.32	Med
1.9	7.0		11.01	0.156	8.52	8.17	5.32	Ave
NA	NA		0.85	0.003	1.88	0.06	NA	StDev

Lake Louise East Shore		Depth (m)	Temperature (oC)	Conductivity (mS/cm)	Dissolved Oxygen (mg/L)	pH standard units	Secchi Depth mean (m)	
Date	9/9/2014						6.92	
Site Depth (m)	38.00		No Quanta reading, water is too rough to hold the anchor.					
Phosphorus (µg/L)	17.0							
Chlorophyll a (µg/L)	1.2							
ChIA	TP	Depth	T°	Cond	DO	pH	Secchi	
1.2	17.0	38.00	NA	NA	NA	NA	6.92	Max
1.2	17.0		NA	NA	NA	NA	6.92	Min
1.2	17.0		NA	NA	NA	NA	6.92	Med
1.2	17.0		NA	NA	NA	NA	6.92	Ave
NA	NA		NA	NA	NA	NA	NA	StDev

Lake Louise Evergreen Bay		Depth (m)	Temperature (oC)	Conductivity (mS/cm)	Dissolved Oxygen (mg/L)	pH standard units	Secchi Depth mean (m)	
Date	9/9/2014	0.0	11.24	0.161	9.79	8.11	3.80	
Site Depth (m)	3.80	1.0	11.25	0.159	9.55	8.17		
Phosphorus (µg/L)	8.0	2.0	11.23	0.161	9.52	8.22		
Chlorophyll a (µg/L)	0.3	3.0	11.19	0.159	9.51	8.25		
ChIA	TP	Depth	T°	Cond	DO	pH	Secchi	
0.3	8.0	3.80	11.25	0.161	9.79	8.25	3.80	Max
0.3	8.0		11.19	0.159	9.51	8.11	3.80	Min
0.3	8.0		11.24	0.160	9.54	8.20	3.80	Med
0.3	8.0		11.23	0.160	9.59	8.19	3.80	Ave
NA	NA		0.03	0.001	0.13	0.06	NA	StDev

**Bold & Italics:** Values based on only one monitoring event

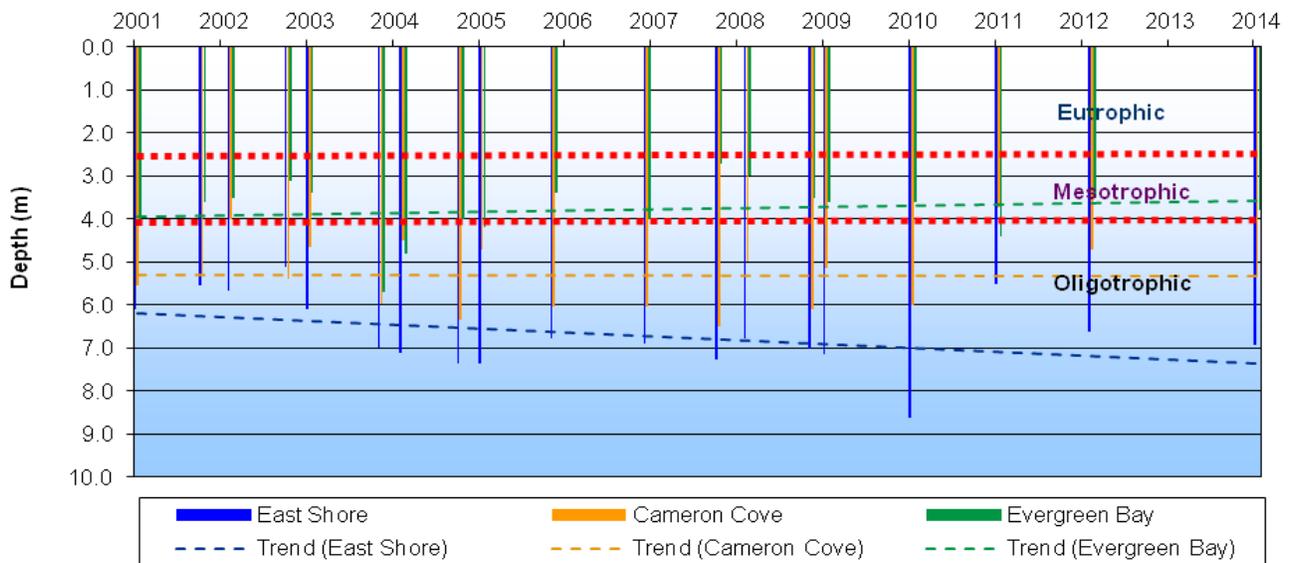
Highlighted data does not meet Alaska Water Quality Standards (WQS)

The Alaska Water Quality Standards do not apply absolutely to lakes without taking multiple factors into account. For more information on WQS, please see <http://www.dec.state.ak.us/water/wqsar/wqs/>.

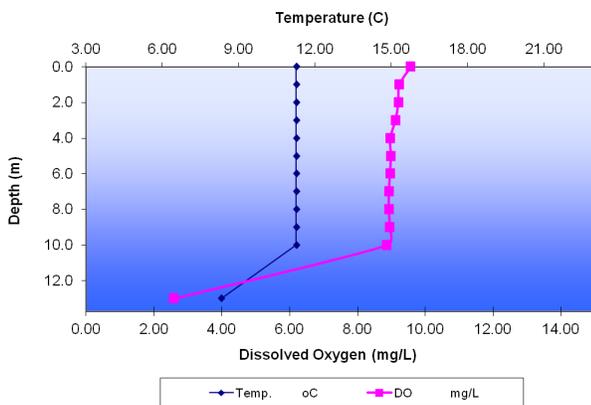
# Matanuska-Susitna Borough Volunteer Lake Monitoring Program



**Lake Louise  
Secchi Data 2001-2012, 2014**

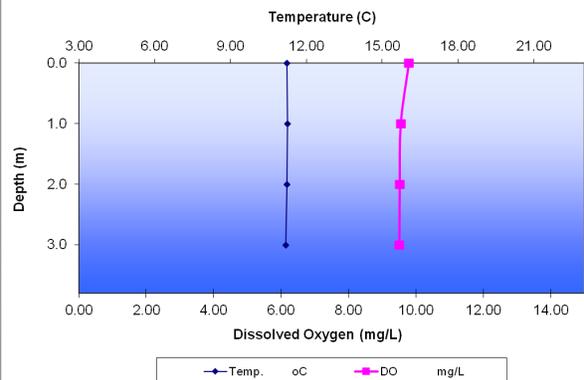


**Temperature and Dissolved Oxygen Profiles  
Lake Louise: Cameron Cove -- September  
2014**



**No Temperature and Dissolved Oxygen  
Profiles available for the East Shore Site -  
No Quanta reading due to high waves.**

**Temperature and Dissolved Oxygen Profiles Lake Louise:  
Evergreen Bay -- September 2014**



Matanuska-Susitna Borough Volunteer Lake Monitoring Program

# Susitna Lake 2014 Data Summary

## Susitna Lake Snapshot

Years Monitored: 13  
 Total # of Events: 42  
 2014 Events: 2  
 Total Hours Monitored: 72.2

## Observations

### Wildlife Observed:

Bald eagle  
 Loons

### Water Level:

High

### Water Color:

Light Green

### Algae:

None

### Aquatic Plants:

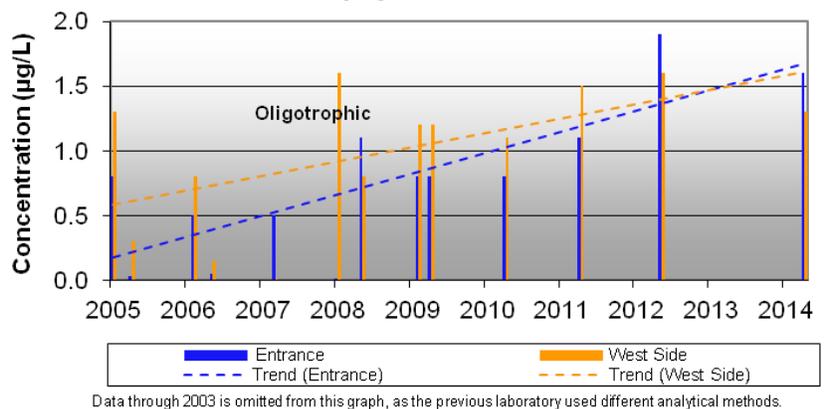
None

### Additional Comments:

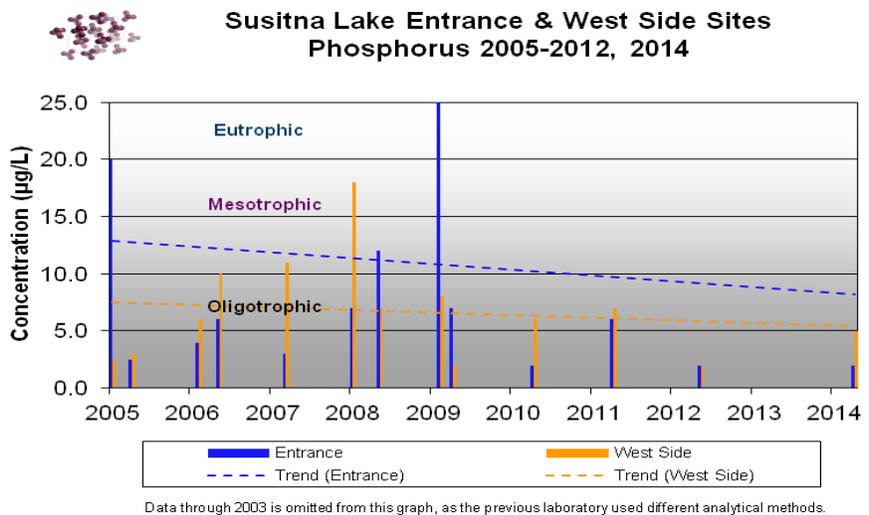
Water level 12 inches higher than previous year. Muddy bottom at the Entrance site, hard bottom at the West Side site.



Susitna Lake Entrance & West Side Sites  
Chlorophyll a 2005-2012, 2014



Susitna Lake Entrance & West Side Sites  
Phosphorus 2005-2012, 2014



## Susitna Lake Profile Measurements

Susitna Lake Entrance		Depth (m)	Temperature (oC)	Conductivity (mS/cm)	Dissolved Oxygen (mg/L)	pH standard units	Secchi Depth mean (m)	
Date	9/9/2014	0.0	11.23	0.001	9.81	8.15	7.38	
		1.0	11.24	0.252	9.53	8.23		
Site Depth (m)	9.30	2.0	11.28	0.293	9.33	8.21		
		3.0	11.24	0.299	9.23	8.22		
Phosphorus (µg/L)	2.0	4.0	11.22	0.298	9.13	8.23		
		5.0	11.20	0.297	9.19	8.23		
Chlorophyll a (µg/L)	1.6	6.0	11.18	0.302	9.29	8.24		
		7.0	11.12	0.298	9.22	8.25		
		8.0	10.98	0.292	9.39	8.28		
		9.0	10.94	0.292	9.29	8.27		
<b>ChIA</b>	<b>TP</b>	<b>Depth</b>	<b>T°</b>	<b>Cond</b>	<b>DO</b>	<b>pH</b>	<b>Secchi</b>	
1.6	2.0	9.30	11.28	0.302	9.81	8.28	7.38	Max
1.6	2.0		10.94	0.001	9.13	8.15	7.38	Min
1.6	2.0		11.21	0.295	9.29	8.23	7.38	Med
1.6	2.0		11.16	0.262	9.34	8.23	7.38	Ave
NA	NA		0.12	0.093	0.20	0.04	NA	StDev

Susitna Lake West Side		Depth (m)	Temperature (oC)	Conductivity (mS/cm)	Dissolved Oxygen (mg/L)	pH standard units	Secchi Depth mean (m)	
Date	9/9/2014	0.0	10.90	0.000	10.45	7.47	7.68	
		1.0	11.60	0.314	9.34	8.05		
Site Depth (m)	18.80	2.0	11.59	0.312	9.34	8.09		
		3.0	11.58	0.310	9.23	8.13		
Phosphorus (µg/L)	5.0	4.0	11.59	0.310	9.33	8.15		
		5.0	11.59	0.314	9.38	8.17		
Chlorophyll a (µg/L)	1.3	6.0	11.58	0.310	9.31	8.18		
		7.0	11.58	0.309	9.23	8.20		
		8.0	11.59	0.310	9.22	8.20		
		9.0	11.58	0.310	9.17	8.21		
		10.0	11.57	0.310	9.16	8.20		
		15.0	11.51	0.312	9.05	8.20		
		18.0	11.24	0.313	8.44	8.12		
		18.5	11.07	0.317	8.00	8.04		
<b>ChIA</b>	<b>TP</b>	<b>Depth</b>	<b>T°</b>	<b>Cond</b>	<b>DO</b>	<b>pH</b>	<b>Secchi</b>	
1.3	5.0	18.80	11.60	0.317	10.45	8.21	7.68	Max
1.3	5.0		10.90	0.000	8.00	7.47	7.68	Min
1.3	5.0		11.58	0.310	9.23	8.16	7.68	Med
1.3	5.0		11.47	0.289	9.19	8.10	7.68	Ave
NA	NA		0.23	0.083	0.53	0.19	NA	StDev

Highlighted data does not meet Alaska Water Quality Standards (WQS)

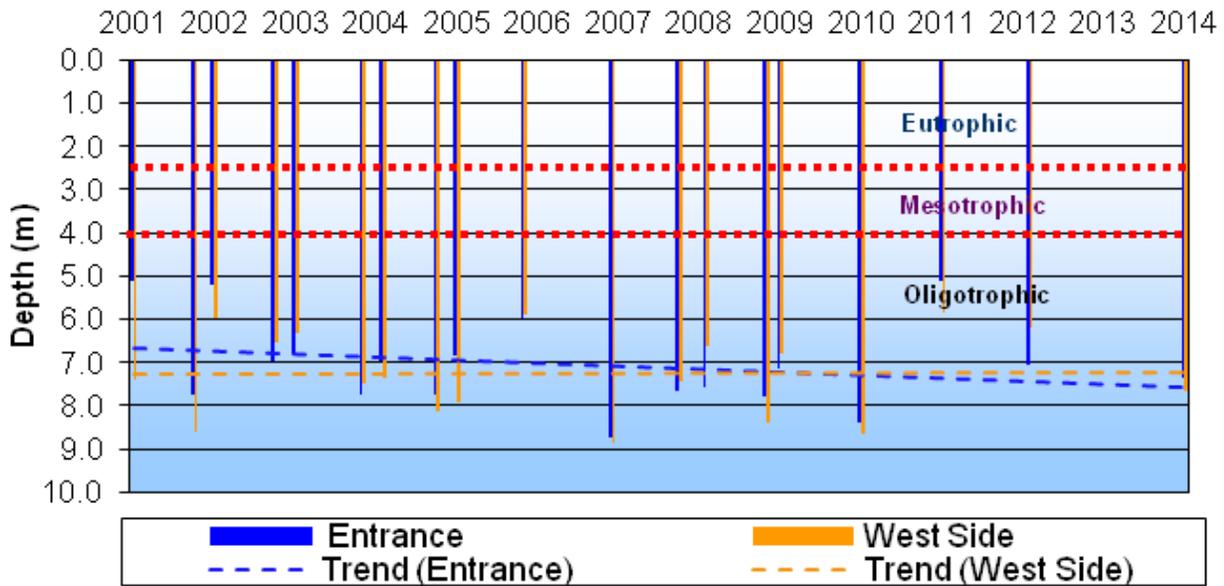
The Alaska Water Quality Standards do not apply absolutely to lakes without taking multiple factors into account. For more information on WQS, please see <http://www.dec.state.ak.us/water/wqsar/wqs/>.



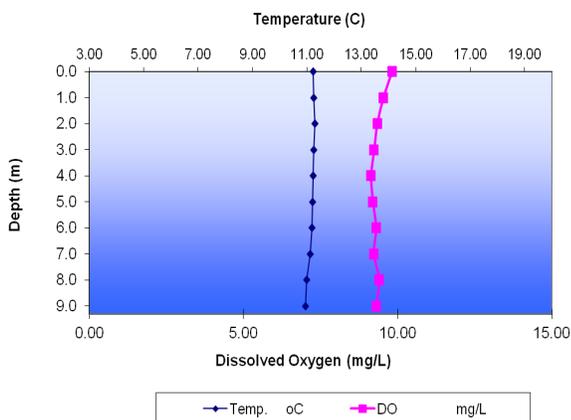
# Matanuska-Susitna Borough Volunteer Lake Monitoring Program



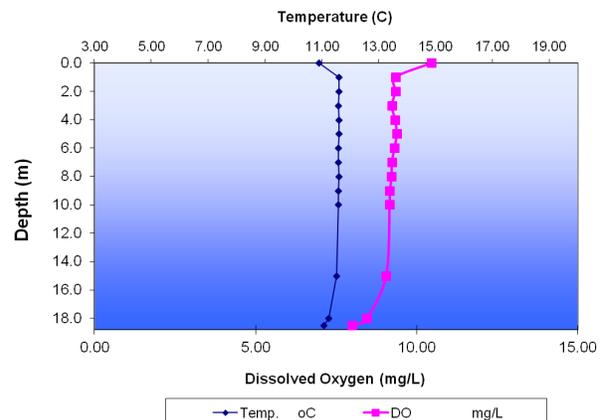
## Susitna Lake Entrance and West Side Sites Secchi Data 2001-2012, 2014



Temperature and Dissolved Oxygen Profile  
Susitna Lake Site A: Entrance -- September 2014



Temperature and Dissolved Oxygen Profile  
Susitna Lake Site B: West Side -- September 2014



Matanuska-Susitna Borough Volunteer Lake Monitoring Program

# Tyone Lake 2014 Data Summary

## Tyone Lake Snapshot

Years Monitored: 12  
 Total # of Events: 16  
 2014 Events: 1  
 Total Hours Monitored: 17.5



## Observations

### Wildlife Observed:

Ducks  
 Grebes  
 Kingfisher

### Water Level:

High

### Water Color:

Yellow/light tan

### Algae:

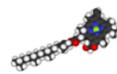
None

### Aquatic Plants:

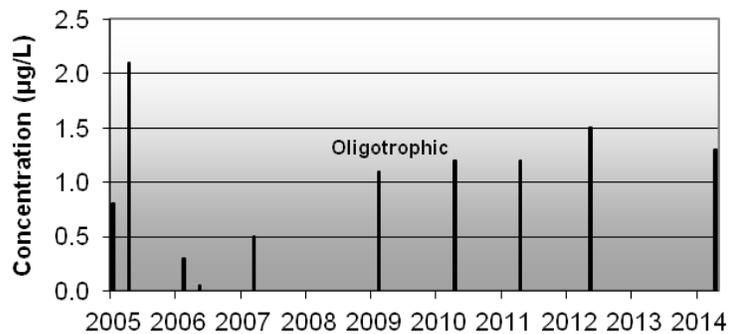
Heavy; submerged plants and lily pads; distributed throughout the whole lake.

### Additional Comments:

Water level is 12 inches higher than the previous year. Three different species of aquatic plants were taken in Ziploc bags back to lab.



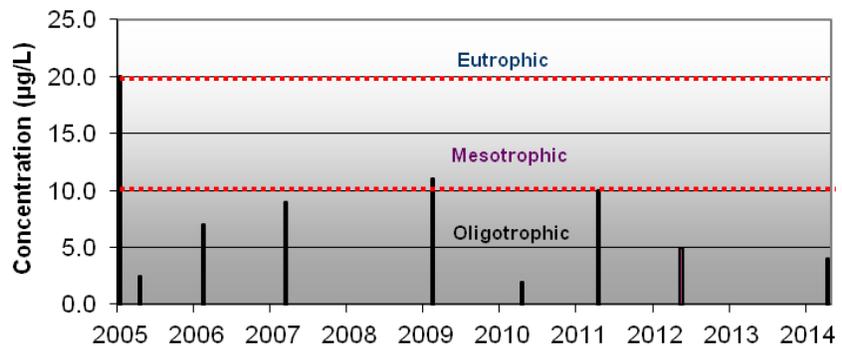
Tyone Lake • Chlorophyll a 2005-2014



\*Tyone Lake was not monitored in 2008 and 2013



Tyone Lake • Phosphorus 2005-2014



## Tyone Lake Profile Measurements

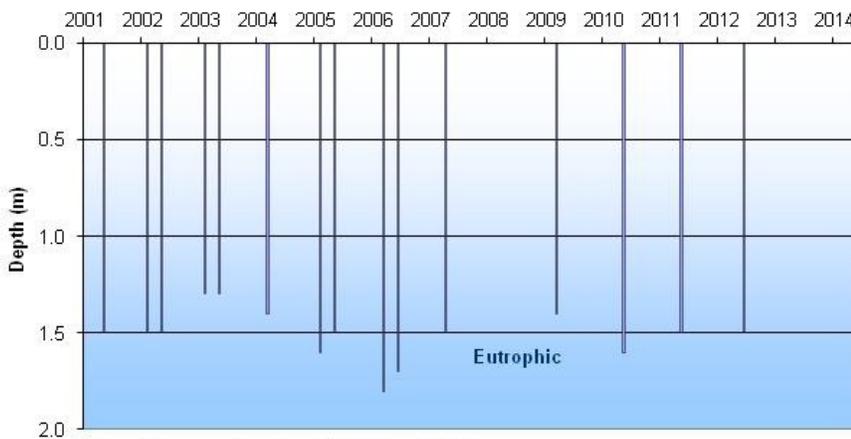
Tyone		Depth (m)	Temperature (oC)	Conductivity (mS/cm)	Dissolved Oxygen (mg/L)	pH standard units	Secchi Depth mean (m)	
<b>Date</b>	9/9/2014	<b>0.0</b>	10.28	0.000	10.51	7.89	1.75	
<b>Site Depth (m)</b>	1.75	<b>1.0</b>	10.23	0.332	10.43	8.03		
<b>Phosphorus (µg/L)</b>	4.0	<b>1.5</b>	10.22	0.332	10.32	8.18		
<b>Chlorophyll a (µg/L)</b>	1.3							
<b>ChIA</b>	<b>TP</b>	<b>Depth</b>	<b>T°</b>	<b>Cond</b>	<b>DO</b>	<b>pH</b>	<b>Secchi</b>	
<b>1.3</b>	<b>4.0</b>	<b>1.75</b>	10.28	0.332	10.51	8.18	<b>1.75</b>	Max
<b>1.3</b>	<b>4.0</b>		10.22	0.000	10.32	7.89	<b>1.75</b>	Min
<b>1.3</b>	<b>4.0</b>		10.23	0.332	10.43	8.03	<b>1.75</b>	Med
<b>1.3</b>	<b>4.0</b>		10.24	0.221	10.42	8.03	<b>1.75</b>	Ave
<b>NA</b>	<b>NA</b>		0.03	0.192	0.10	0.15	<b>NA</b>	StDev

**Bold & Italics:** Values based on only one monitoring event

Highlighted data does not meet Alaska Water Quality Standards (WQS).



**Tyone Lake • Secchi Data 2001-2014**



\*Tyone Lake was not monitored in 2008 and 2013

The Alaska Water Quality Standards do not apply absolutely to lakes without taking multiple factors into account. For more information on WQS, please see <http://www.dec.state.ak.us/water/wqsar/wqs/>.

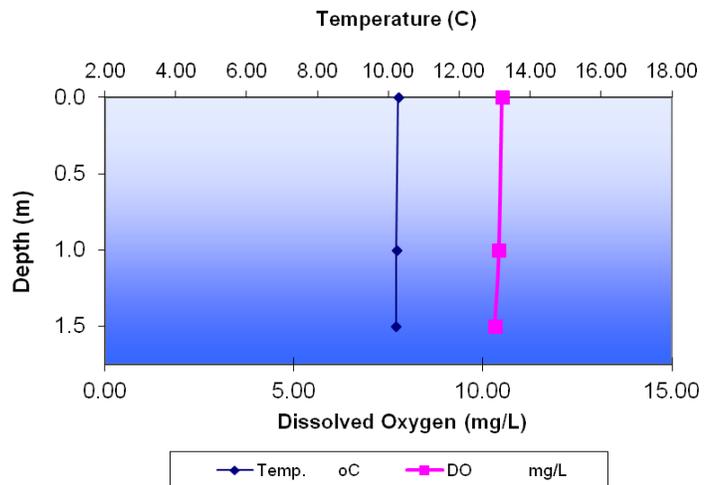


Grebes



Belted kingfisher

**Temperature and Dissolved Oxygen Profile Tyone Lake -- September 2014**



**Public Outreach Summary**

***Louise Susitna Tyone Lakes Comprehensive Plan Update***

*Sara Jansen, Project Manager, [sjansen@matsugov.us](mailto: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.

<b>Total Exposure</b>	
<b>5</b>	Community Wide Mailings to 500+ Property Owners
<b>74</b>	Newspaper Advertisements
<b>27</b>	Website Articles
<b>24</b>	Public Meetings

<b>Activity</b>	<b>Mailings to Community Council Area</b>	<b>Newspaper Advertisements</b>	<b>Website</b>	<b>Meetings</b>
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;

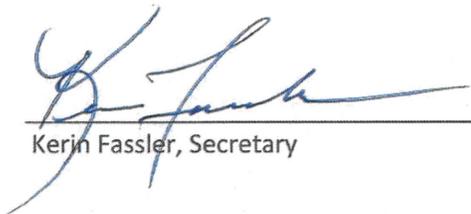
NOW THEREFORE BE IT RESOLVED, the Louise Susitna Tyone Community Association recommends approval of the draft plan, and requests it be forwarded to the Planning Commission and Borough Assembly.

Adopted by the Louise Susitna Tyone Community Association on this 2<sup>nd</sup> day of March, 2016.



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Jeff Urbanus, President



---

Kerin Fassler, Secretary

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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

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:

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**PUBLIC HEARING  
LEGISLATIVE**

**Resolution No. 16-14**

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

(Page 215 - 280)

**PUBLIC HEARING**



### 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

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SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030 ADOPTING THE MATANUSKA-SUSITNA 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	<i>[Signature]</i>	
X	Capital Projects Director	<i>[Signature]</i>	
	Public Works Director		
X	Planning and Land Use Director	<i>[Signature]</i>	acting for Eileen - Lauren Driscoll
	Community Development Director		
	Emergency Services Director		
	Finance Director	<i>[Signature]</i>	
X	Borough Attorney	<i>[Signature]</i>	
X	Borough Clerk	<i>[Signature]</i>	2/8/16 <i>[Signature]</i>

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

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

**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 METROPOLIAN PLANNING ORGANIZATION (MPO) SELF ASSESSMENT.

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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-SUSITNA BOROUGH  
METROPOLITAN 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.

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VERN HALTER, Borough Mayor

ATTEST:

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LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

# Matanuska-Susitna Borough MPO Self Assessment



**A Blueprint Preparing the Borough for a Metropolitan Planning Organization**

**January 2016**

**DRAFT FOR REVIEW**

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<b>4. Mat-Su MPO: What would it look like?.....</b>	<b>17</b>
<b>5. What's next? .....</b>	<b>20</b>
<b>Appendix.....</b>	<b>26</b>

**Project Consultant**



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.

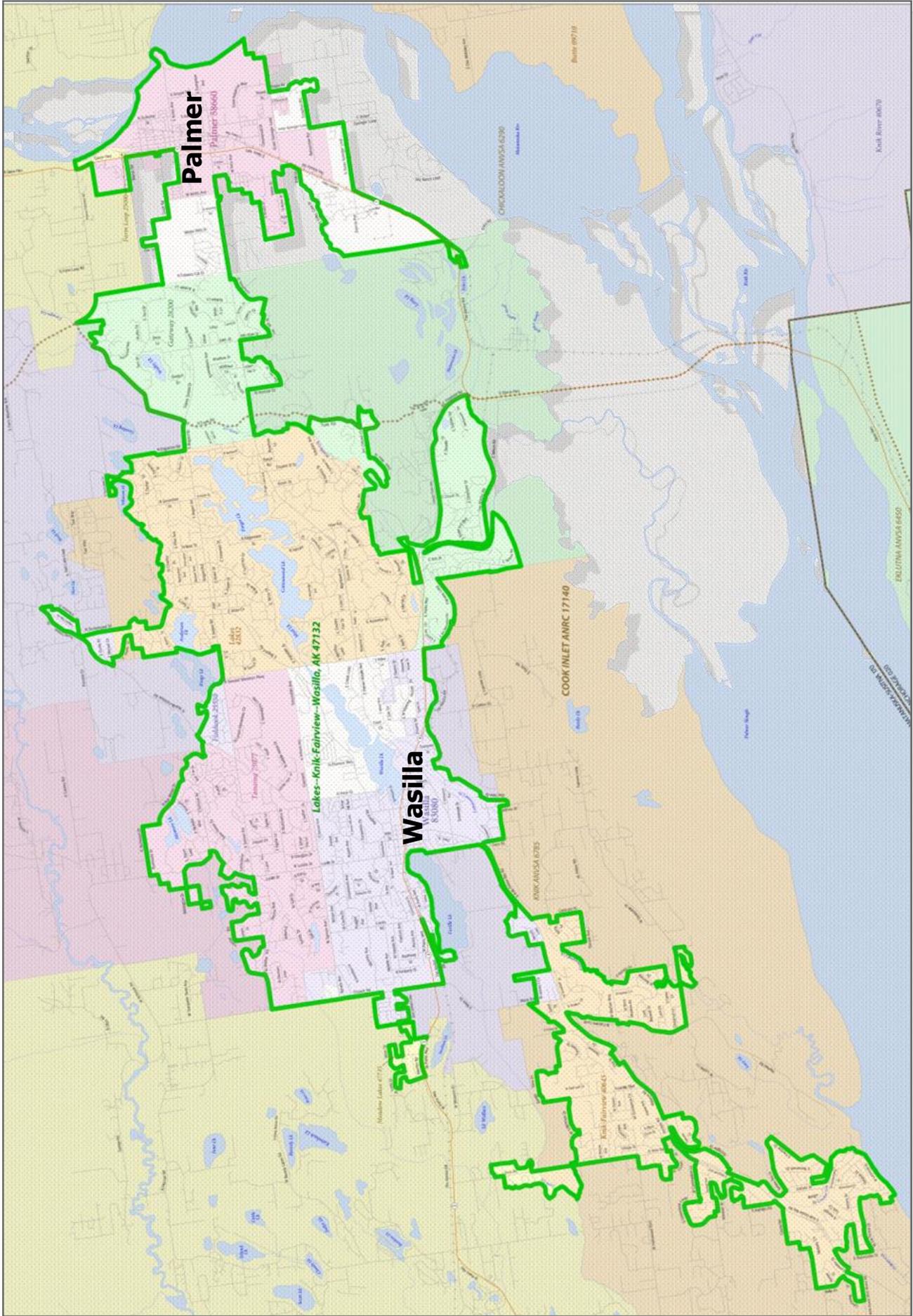
**Finding:**

⇒ 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%
<u>MSB Urban Cluster</u>	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		

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



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.**

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

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

Role/Duty	Current Practice	MPO Practice
<b>Long-Range Transportation Plan (Update)</b>	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.
<b>Capital Improvement Program</b>	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.
<b>Transportation Advisory Board</b>	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.
<b>Transportation Planner</b>	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.
<b>Corridor Planning Framework</b>	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.
<b>Public Transit</b>	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.
<b>Regional Coordination</b>	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.

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.**



- **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.

## 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.

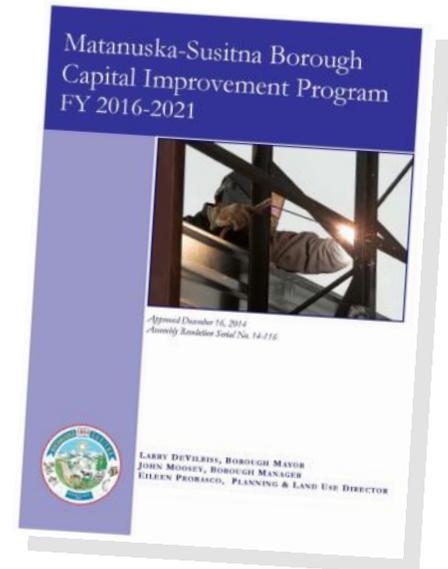
Beyond the universal issues of funding shortfalls for infrastructure, a major emerging issue for transportation in the Borough is in the realm of public transit, particularly for Valley Mover and MASCOT. The financial challenges of operating these services combined with the complexity in accessing federal 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](http://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm)

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<sup>1</sup>

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<sup>2</sup> 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 (amp.org)

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

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.

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.

## Typical MPO Structure



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

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 nonmetropolitan area local officials and transportation system operators that States may assemble to assist in the Statewide and nonmetropolitan transportation planning process. RTPOs emphasize nonmetropolitan areas of the State. An RTPO may have additional representatives from the State, private businesses, transportation service providers, economic development practitioners, and the public. The authorities of an RTPO are granted solely by the state and have no official federal standing. See Exhibit 2-1.

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

Topic	RTPO	MPO
<b>Statutory Authority</b>	<ul style="list-style-type: none"> <li>No official federal government authority, but referenced in MAP-21 and FAST Act.</li> <li>Voluntary, as designated or assigned by a state.</li> </ul>	<ul style="list-style-type: none"> <li>Mandated by federal government once urbanized area population is 50,000</li> <li>Specific planning and program duties assigned by federal government</li> <li>Other authorities as designated or requested by a state</li> </ul>
<b>Geographic Coverage</b>	<ul style="list-style-type: none"> <li>Non-urbanized areas</li> <li>May exist in same county/jurisdiction as MPO to serve areas outside the MPO</li> </ul>	<ul style="list-style-type: none"> <li>Urbanized areas with population greater than 50,000, as defined by federal government, plus a self-determined 20-year planning area</li> </ul>
<b>Required Planning</b>	<ul style="list-style-type: none"> <li>Only as defined by a state</li> <li>Generally similar to LRTP and TIP in states with RTPOs, but plans have no recognized authority in federal law</li> </ul>	<ul style="list-style-type: none"> <li>Metropolitan Transportation Plan (or MTP; fiscally-constrained)</li> <li>Transportation Improvement program (TIP)</li> <li>Unified Planning Work Program (task-based budget)</li> <li>Public Participation Plan (PPP)</li> <li>Others, as determined by state or member agencies</li> </ul>

## 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 common 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**



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 and build its own identity.

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

## 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

**Exhibit 3-2: Peer MPO Summary Findings**

MPO	MPO Area Population	Annual Budget	Special Committees	Advice
<b>Bannock TPO, Pocatello, ID</b>  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.
<b>Casper Area MPO, Casper, WY</b>  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.
<b>Cheyenne MPO, Cheyenne, WY</b>  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.
<b>Dixie MPO, St. George, UT</b>  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.
<b>Great Falls MPO, Great Falls, MT</b>  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.
<b>Skagit MPO, Mt. Vernon, WA</b>  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.
<b>Sun Corridor MPO, Casa Grande, AZ</b>  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.

## 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.

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 Organizational Structure



**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, 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.

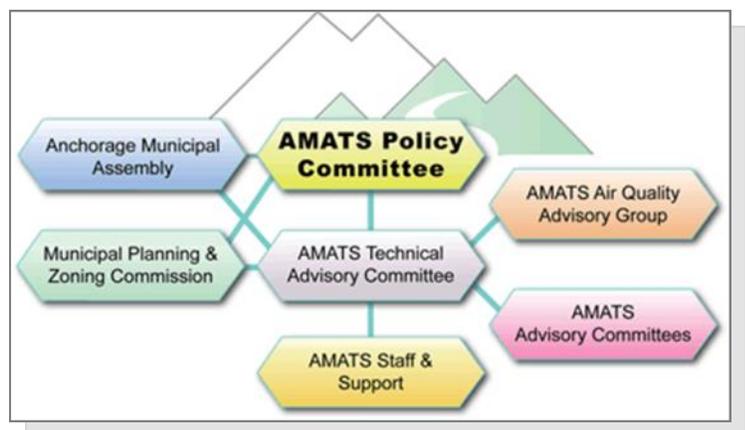
### Exhibit 3-3: FMATS and AMATA Summary

MPO	MPO Area Population	Annual Budget (PL funds)	Notable Features	Special Committees
<b>FMATS, Fairbanks, AK</b>	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).
<b>AMATS, Anchorage, AK</b>	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;

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.
- 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 Organizational Structure



**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.

What is applicable is how AMATS functions and how it performs its required duties. Based on a review of its products and knowledge of its staff, it is a very well-managed MPO and delivers a lot of the MPO-required elements via in-house staff management. It should be a model for the Mat-Su in terms of its products and initiatives, recognizing that the resources available in the Mat-Su will be less than what AMATS has to work with.

## 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).

### 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.



**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.**

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 structure given the Assembly does not have direct authority over the actions of the MPO. AMATS asks the Municipal Assembly to

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

Committee	FMATS	AMATS	MSB Equivalent
<b>Policy</b>	<ul style="list-style-type: none"> <li>Fairbanks North Star Borough Mayor</li> <li>Fairbanks North Star Borough Assembly Member</li> <li>City of Fairbanks Council Member</li> <li>City of Fairbanks Mayor</li> <li>City of North Pole Mayor</li> <li>ADOT&amp;PF Northern Region Director</li> <li>DEC – Division of Air Quality</li> </ul>	<ul style="list-style-type: none"> <li>Municipality of Anchorage Mayor</li> <li>Municipal Assembly Member</li> <li>Municipal Assembly Member</li> <li>ADOT&amp;PF Commissioner (or designee)</li> <li>DEC Commissioner (or designee)</li> <li>Non-Voting Member: Municipal Assembly Member Alternate</li> </ul>	<ul style="list-style-type: none"> <li>Mat-Su Borough Mayor</li> <li>Mat-Su Borough Assembly Member (x2)</li> <li>City of Palmer Mayor</li> <li>City of Wasilla Mayor</li> <li>ADOT&amp;PF Central Region Director (or designee)</li> </ul>
<b>Technical</b>	<p><b>Local Members</b></p> <ul style="list-style-type: none"> <li>City of Fairbanks Engineer</li> <li>City of Fairbanks PW Director</li> <li>City of North Pole PW Director</li> <li>Borough Planning Director</li> <li>Borough Transit Director</li> <li>Borough Planning Commission</li> <li>Fort Wainwright</li> <li>UAF</li> <li>Fairbanks Airport</li> <li>Freight Carriers</li> <li>Tanana Chiefs Conference</li> </ul> <p><b>State Members</b></p> <ul style="list-style-type: none"> <li>Alaska Railroad</li> <li>DOT&amp;PF Planning Manager</li> <li>DEC Air Quality</li> </ul>	<p><b>Local Members</b></p> <ul style="list-style-type: none"> <li>Health &amp; Human Services</li> <li>Public Transportation</li> <li>Community Development</li> <li>Project Management &amp; Engineering</li> <li>Traffic Division</li> <li>Port of Anchorage</li> <li>Air Quality Advisory Committee</li> </ul> <p><b>State Members</b></p> <ul style="list-style-type: none"> <li>ADOT&amp;PF Central Region Planning</li> <li>ADOT&amp;PF Regional Pre-Construction</li> <li>DEC</li> <li>Alaska Railroad</li> </ul>	<p><b>Local Members</b></p> <ul style="list-style-type: none"> <li>Mat-Su Borough Chief of Planning</li> <li>Mat-Su Borough Capital Projects Director</li> <li>Palmer City Planner</li> <li>Wasilla City Planner</li> <li>MASCOT Director</li> <li>Valley Mover Director</li> <li>Port Mackenzie Director</li> </ul> <p><b>State Members</b></p> <ul style="list-style-type: none"> <li>ADOT&amp;PF Central Region Planning</li> <li>ADOT&amp;PF Regional Pre-Construction</li> <li>DEC</li> <li>Alaska Railroad</li> </ul>

\* 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.

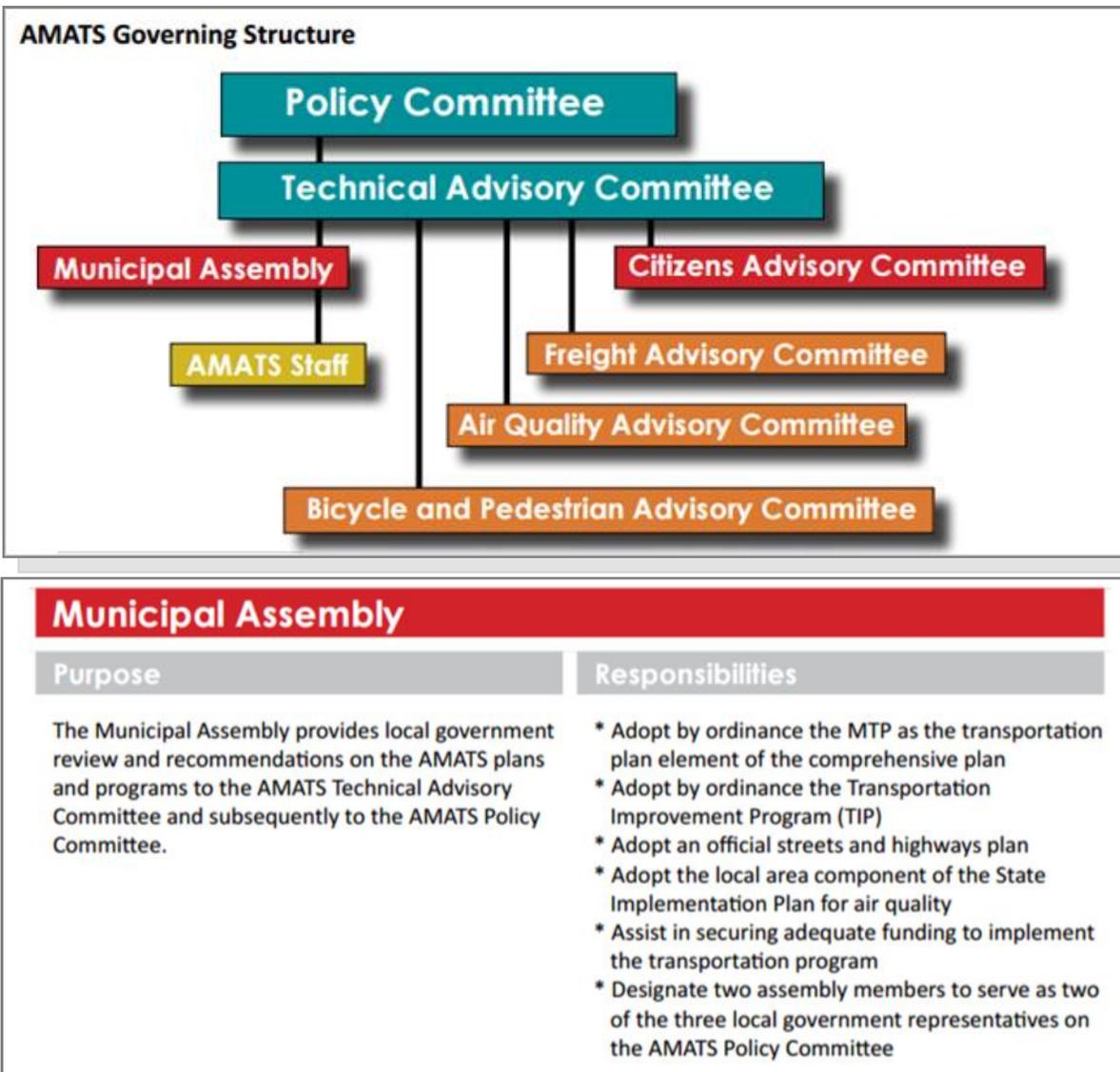
adopt the Metropolitan Transportation and TIP via ordinance as the official transportation plan for the Borough. This would differ in the Mat-Su Borough given the long-range plan and capital improvement plan identify projects for the entire Borough. An easy solution would be to combine the Borough-wide 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**



## 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.

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

**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



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

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 effective set 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.

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-



## 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 primary 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.



## 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

### 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.

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 tangible in the form of more stable business climate, a better community image, visitor attraction, and a safer community.

The partners listed in Exhibit 5-1 represent the "here and now" in terms of who would most likely be involved in organizing and contributing to an MPO.

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

Partner	Gives	Gains
<b>Matanuska-Susitna Borough</b>	<ul style="list-style-type: none"> <li>• Leadership &amp; support</li> <li>• Update plans and related policies with an eye toward future MPO requirements</li> <li>• Secure Funding and seek grants</li> <li>• Work with DOT and other public agencies to collaborate on planning and projects</li> <li>• Staff time to work with other agencies and businesses to continue to gather support</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation governance and planning capacity with financial support from FHWA</li> <li>• Predictability in transportation decision-making</li> <li>• Improve conditions for residents and businesses</li> <li>• Improved quality of life</li> <li>• Safer and coordinated transportation systems</li> <li>• Improved economic development</li> <li>• Transportation funding goes farther and impacts more of the region</li> </ul>
<b>Municipalities</b>	<ul style="list-style-type: none"> <li>• Leadership &amp; support of Borough's goals and efforts</li> <li>• Assist in seeking funding and policy changes, where applicable</li> <li>• Public support for MPO-related planning efforts</li> <li>• Staff time to work with the Borough and others on committees and plans</li> </ul>	<ul style="list-style-type: none"> <li>• Predictability in transportation decision-making</li> <li>• Alignment of transportation planning with land use policies</li> <li>• Improve conditions for residents and businesses</li> <li>• Improved quality of life</li> <li>• Safer and coordinated transportation systems</li> <li>• Improved economic development</li> <li>• Increased funding for regionally beneficial transportation infrastructure</li> </ul>
<b>Alaska DOT&amp;PF</b>	<ul style="list-style-type: none"> <li>• Leadership &amp; support of Borough's goals and efforts</li> <li>• Help pursue/obtain seed money for MPO preparation</li> <li>• Technical assistance when requested</li> <li>• Conduit for communication with FHWA</li> <li>• Be a partner in planning</li> <li>• Work to incorporate design and project recommendations</li> </ul>	<ul style="list-style-type: none"> <li>• Predictability in transportation decision-making</li> <li>• Alignment of state transportation planning with local transportation planning</li> <li>• Accomplish mission to "keep Alaska moving through service and infrastructure."</li> <li>• More efficient utilization of resources</li> </ul>
<b>Transit Services</b>	<ul style="list-style-type: none"> <li>• Support Borough initiatives</li> <li>• Attend coordination meetings and participate on committees</li> <li>• Be involved in all transportation planning effort to promote transit needs</li> <li>• Organize and mobilize riders to provide public input on transportation planning</li> </ul>	<ul style="list-style-type: none"> <li>• Greater stability in service and financial resources</li> <li>• A coordinated voice for transportation and transit needs</li> <li>• Improved customer service</li> <li>• Opportunities for growth</li> </ul>
<b>Transportation Advisory Board, Planning Commission &amp; Aviation Advisory Board</b>	<ul style="list-style-type: none"> <li>• Provide input to various Borough planning efforts</li> <li>• Continue to serve as the citizens' voice in transportation and as borough representative to the public</li> <li>• Participate in special committees and public meetings</li> <li>• Help gather and promote public input</li> </ul>	<ul style="list-style-type: none"> <li>• Improved advisory capacity</li> <li>• Predictability in transportation systems</li> <li>• Improved communities</li> </ul>

## **Appendix**

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## **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.

## Appendix B: References

- FHWA Transportation Planning Process Briefing Book:  
[http://www.fhwa.dot.gov/planning/publications/briefing\\_book/fhwahep15048.pdf](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](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>

## 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.



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.



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 the ADOT&PF Super Open House 2013, and the City of Fairbanks Open House in Spring 2013.

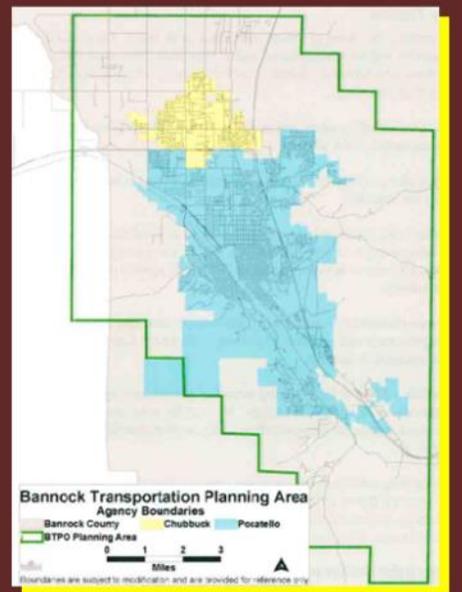


## Appendix D: MPO Peer Region Profiles/Summaries

### 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*



#### 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.

#### 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.

#### L RTP 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.

#### 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"

# 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 on-going 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.

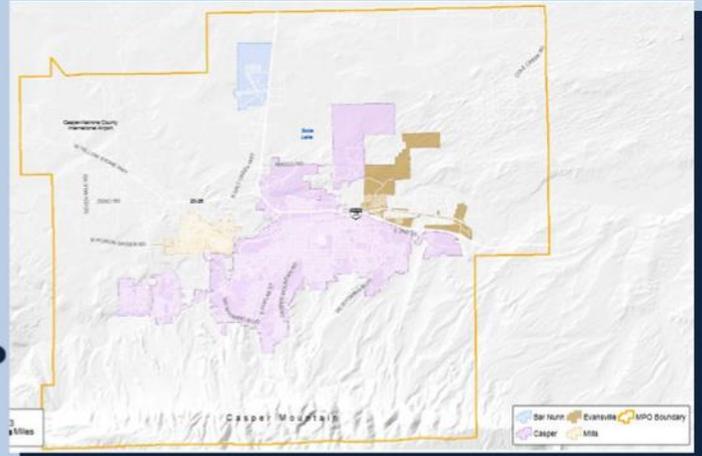
**Mori Byington, Director**  
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**Website:** <http://bannockplanning.org/>



# 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

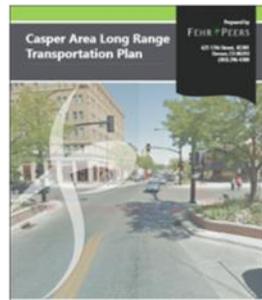
- Current funding for the MPO including Federal planning funds and local match totals \$830K in FY 15'.
- In terms of the local match member agencies have contributed a total of \$80K. The agency also has a transit grant that is run through the City of Casper in the amount of \$1M. This grant is overseen 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.

## 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*

### 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.

### 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.

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



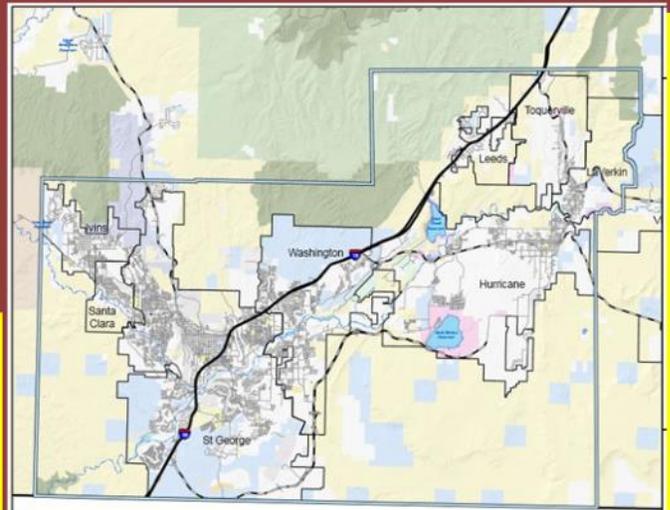
## Dixie MPO, St. George, Utah

### 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 Irvins*
- 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.

### L RTP Process

- Last update was in June, 2015
- L RTP Process includes the following steps:
  1. Review L RTP 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 oversight 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 L RTP. 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 L RTP.*

### 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 L RTP.
- 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

## 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 status 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.

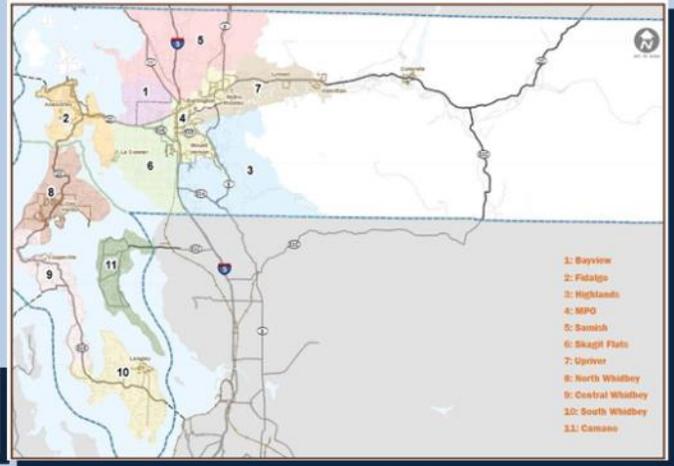
**Myron Lee, Director**  
**Email: [mlee@fivecounty.utah.gov](mailto:mlee@fivecounty.utah.gov)**  
**Phone: (435) 673-3548**  
**Website: [DixieMPO](#)**



# 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*



## 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](#)

## 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 WASH-DOT projects look like, as well as how they are financed.

### 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.

### 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

### 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.)

*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*

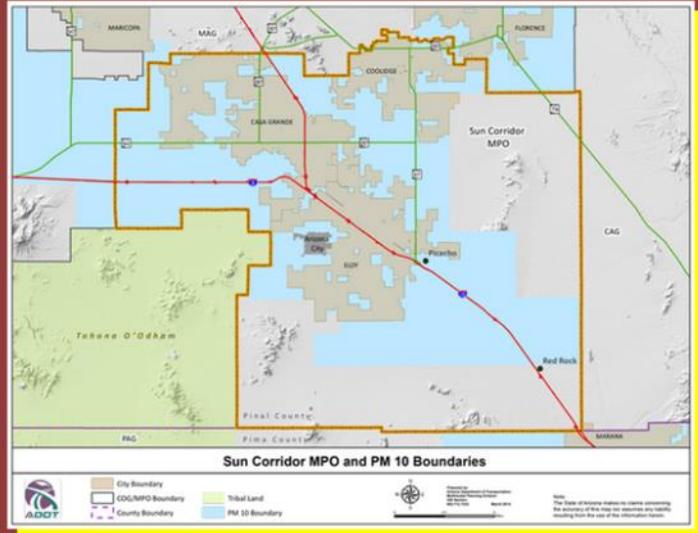
Kevin Murphy, Director  
 Email: [kevinm@scog.net](mailto:kevinm@scog.net)  
 Phone 360-416-7871  
 Website: <http://scog.net/>



# 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*



## 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.*

## LRTTP Process

- The MPO is beginning their first LRTTP as we speak.
- The MPO felt it necessary to put together a TIP right off the bat and complete a LRTTP once they got up and running
- The LRTTP 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 LRTTP elements such as bicycle, pedestrian, transit, freight, and aviation will all be "huge components to the LRTTP"

## 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, Pinal 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 LRTTP 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 LRTTP 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](#)

## 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.

### 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.

*“You have to be clear, clear, clear, when explaining the benefits and make politicians aware of why this is happening.”*

*-Sharon Mitchell, Director*

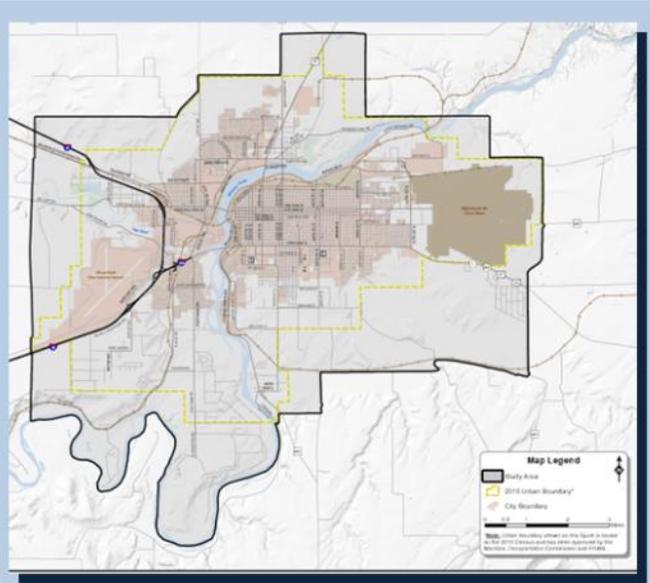
**Sharon Mitchell, Director**  
 Email: [smitchell@scmpo.org](mailto:smitchell@scmpo.org)  
 Phone: 520-705-5153  
 Website: <http://scmpo.org/>



# Great Falls MPO, Great Falls, Montana

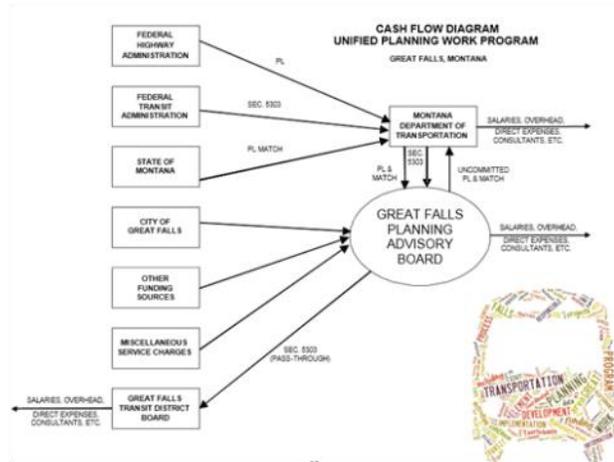
## Quick Facts

- **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).



nificant 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 lines and Jurisdictions. The framework provides sounding board for interagency discussion.*

## 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 sig-

## 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.

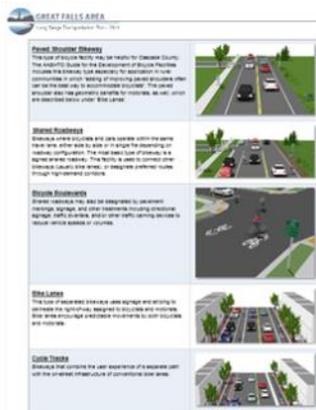
The Public Involvement Plan can be viewed here:

[Public Involvement Plan](#)

# 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.

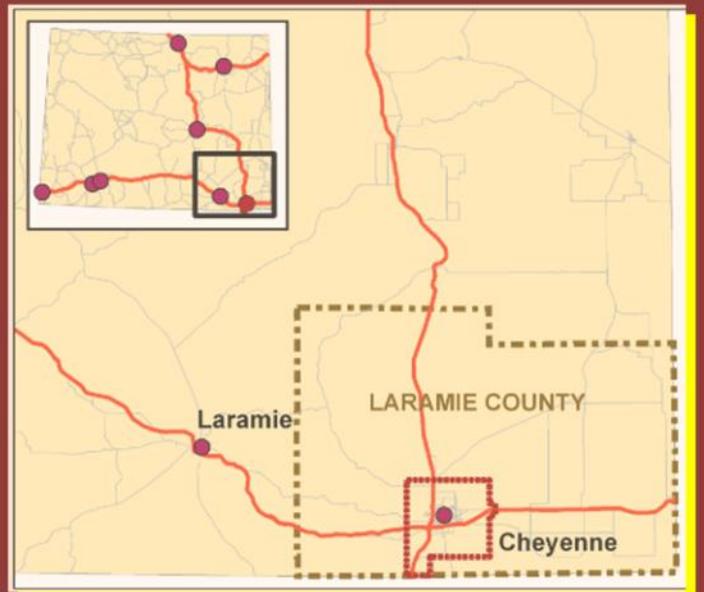
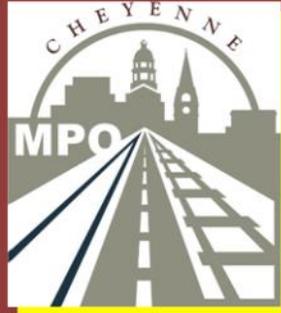
**Andrew Finch, Senior Transportation Planner**  
 Email: [afinch@greatfallsmt.net](mailto:afinch@greatfallsmt.net)  
 Phone (406) 455-8434  
 Website: [Great Falls MPO](http://Great Falls MPO)



# 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 \$809,000
- 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

## 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.

### 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.”

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

*-Tom Mason, Director*

### 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

- PlanCheyanne 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](#)

**Tom Mason, Director**  
**Phone 307-637-6299**  
**email [tmason@cheyennempo.org](mailto:tmason@cheyennempo.org)**  
**Website: <http://www.plancheyanne.org/>**



**Appendix E. October 2015 Self Assessment Presentation**

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

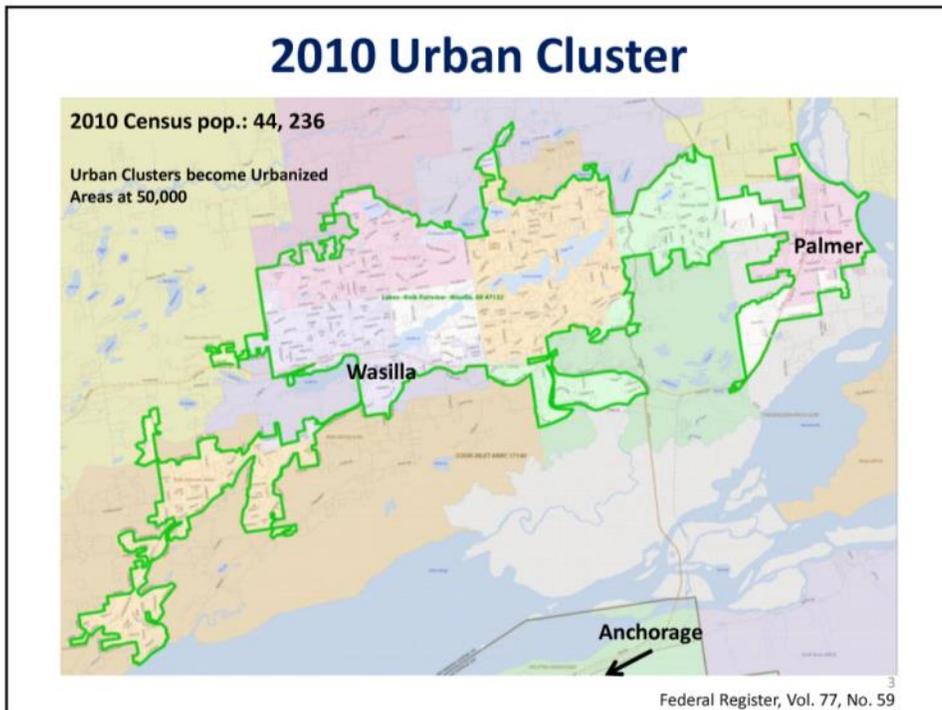
**Mat-Su Borough  
MPO Self Assessment**  
October 2015

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	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		



## What is an MPO?

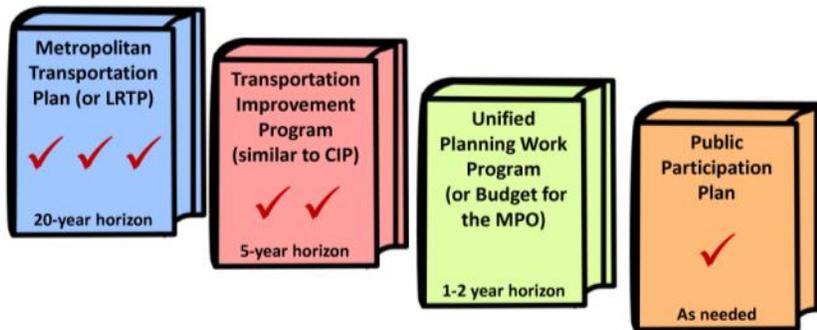
- Metropolitan Planning Organization is a **transportation decision-making and planning body**<sup>1</sup>
  - With representatives of local, state & federal government and transportation authorities.
- Federal law requires MPOs in Census-designated **Urbanized Areas**<sup>2</sup> of **50,000+ population**.
  - 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 ([ampa.org](http://ampa.org))

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

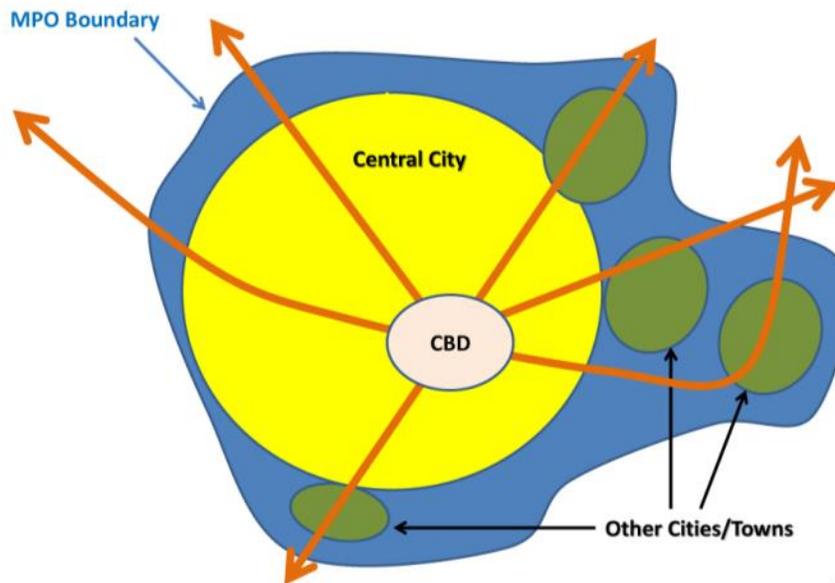
### MPOs are required to...

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

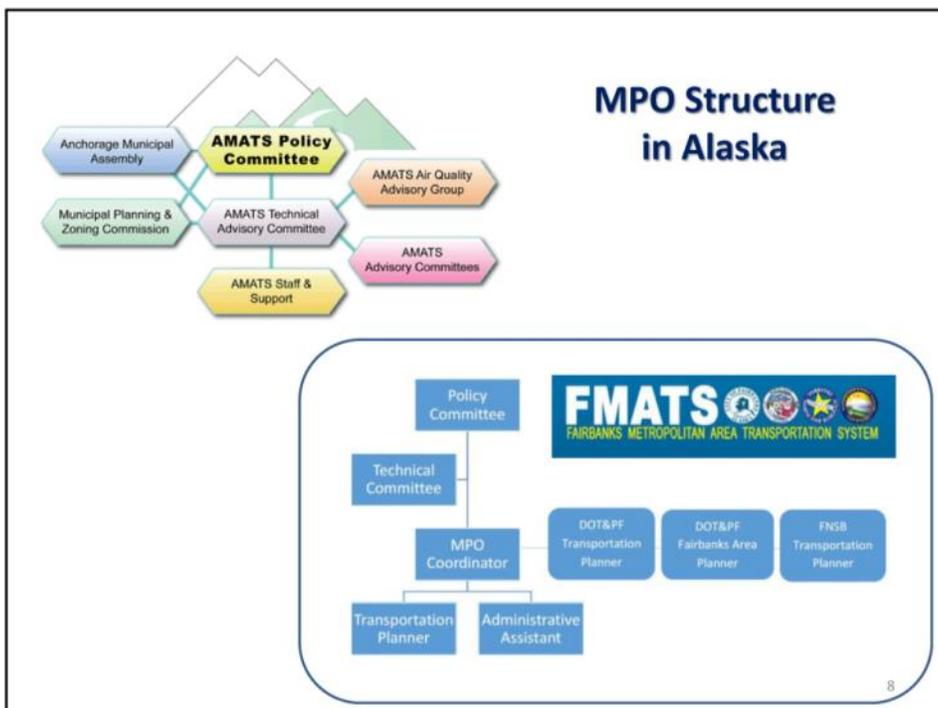
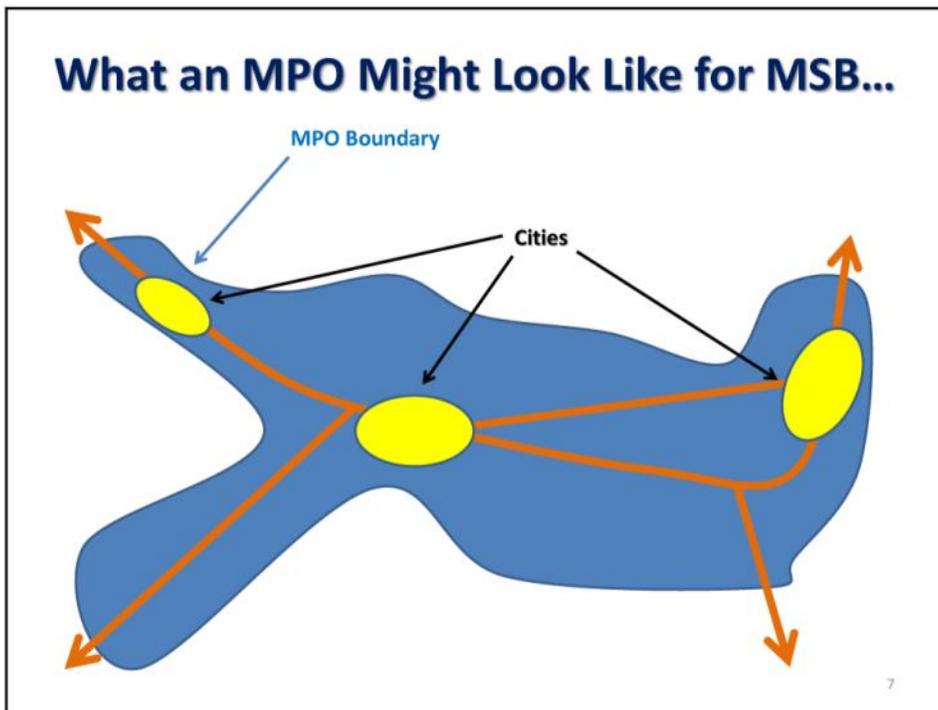


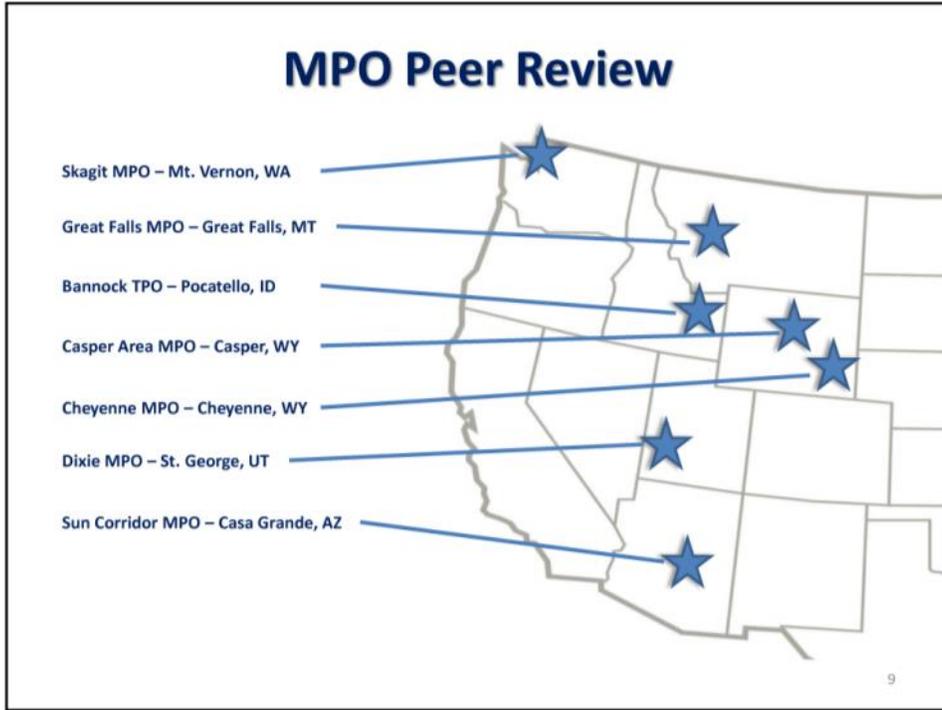
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### Typical MPO boundary



6





### 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

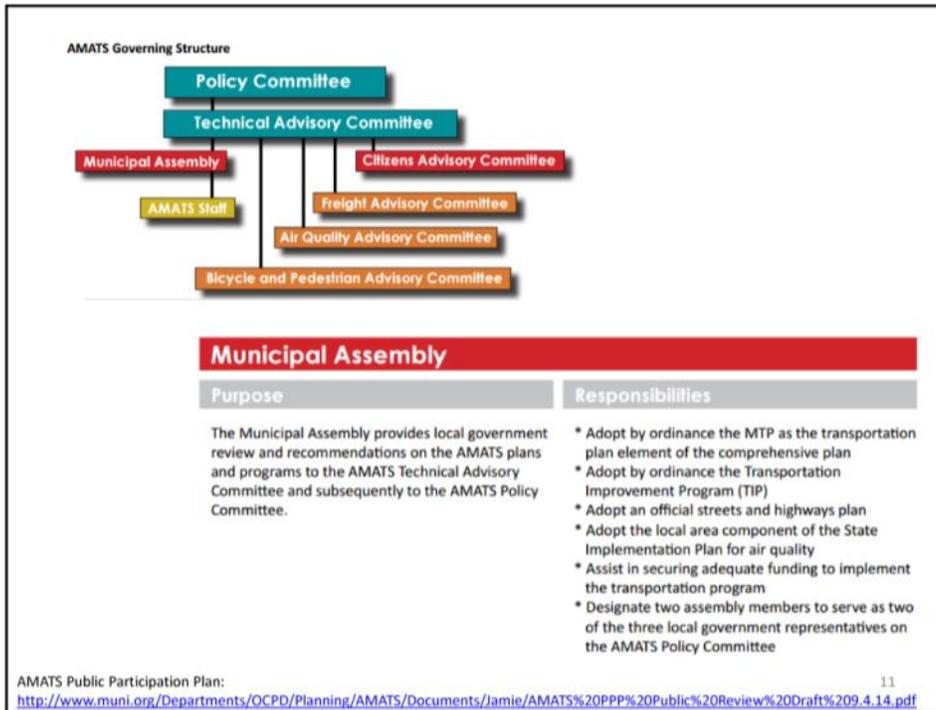






**"Don't start by doing too much. Start with a small area, work together, and avoid standalone relationships."**  
 - Mori Byington, BPO Director

10



Committee	FMATS	AMATS	MSB Equivalent
<b>Policy</b>	<ul style="list-style-type: none"> <li>• Fairbanks North Star Borough Mayor</li> <li>• Fairbanks North Star Borough Assembly Member</li> <li>• City of Fairbanks Council Member</li> <li>• City of Fairbanks Mayor</li> <li>• City of North Pole Mayor</li> <li>• ADOT&amp;PF Northern Region Director</li> <li>• DEC – Division of Air Quality</li> </ul>	<ul style="list-style-type: none"> <li>• Municipality of Anchorage Mayor</li> <li>• Municipal Assembly Member</li> <li>• Municipal Assembly Member</li> <li>• ADOT&amp;PF Commissioner (or designee)</li> <li>• DEC Commissioner (or designee)</li> </ul>	<ul style="list-style-type: none"> <li>• Mat-Su Borough Mayor</li> <li>• Mat-Su Borough Assembly Member (x2)</li> <li>• City of Palmer Mayor</li> <li>• City of Wasilla Mayor</li> <li>• ADOT&amp;PF Central Region Director (or designee)</li> </ul>
<b>Technical</b>	<p><u>Local Members</u></p> <ul style="list-style-type: none"> <li>• City of Fairbanks Engineer</li> <li>• City of Fairbanks PW Director</li> <li>• City of North Pole PW Director</li> <li>• Borough Planning Director</li> <li>• Borough Transit Director</li> <li>• Borough Planning Commission</li> <li>• Fort Wainwright</li> <li>• UAF</li> <li>• Fairbanks Airport</li> <li>• Freight Carriers</li> <li>• Tanana Chiefs Conference</li> </ul> <p><u>State Members</u></p> <ul style="list-style-type: none"> <li>• Alaska Railroad</li> <li>• DOT&amp;PF Planning Manager</li> <li>• DEC Air Quality</li> </ul>	<p><u>Local Members</u></p> <ul style="list-style-type: none"> <li>• Health &amp; Human Services</li> <li>• Public Transportation</li> <li>• Community Development</li> <li>• Project Management &amp; Engineering</li> <li>• Traffic Division</li> <li>• Port of Anchorage</li> <li>• Air Quality Advisory Committee</li> </ul> <p><u>State Members</u></p> <ul style="list-style-type: none"> <li>• ADOT&amp;PF Central Region Planning</li> <li>• ADOT&amp;PF Regional Pre-Construction</li> <li>• DEC</li> <li>• Alaska Railroad</li> </ul>	<p><u>Local Members</u></p> <ul style="list-style-type: none"> <li>• Mat-Su Borough Chief of Planning</li> <li>• Mat-Su Borough Capital Projects Director</li> <li>• Palmer City Planner</li> <li>• Wasilla City Planner</li> <li>• MASLOT Director</li> <li>• Valley Mover Director</li> <li>• Port Mackenzie Director</li> </ul> <p><u>State Members</u></p> <ul style="list-style-type: none"> <li>• ADOT&amp;PF Central Region Planning</li> <li>• ADOT&amp;PF Regional Pre-Construction</li> <li>• DEC</li> <li>• Alaska Railroad</li> </ul>

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## 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

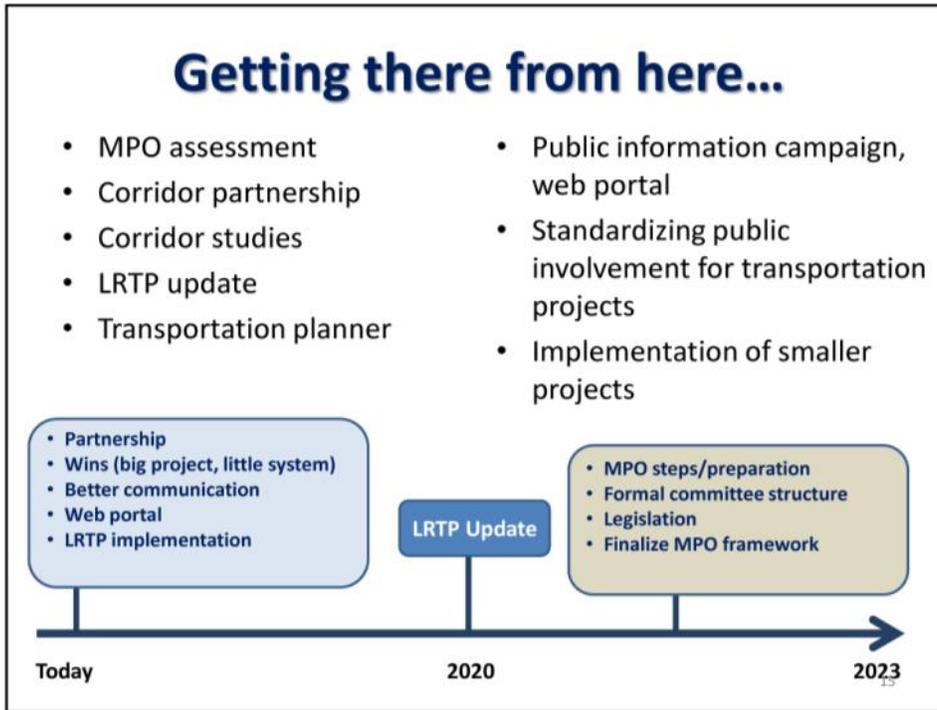
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## What's Next?

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



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### RTPO vs. MPO

RTPO	MPO
<p style="text-align: center;"><b>Statutory Authority</b></p> <ul style="list-style-type: none"> <li>• No official federal government authority</li> <li>• Voluntary, as designated or assigned by a state</li> </ul>	<p style="text-align: center;"><b>Statutory Authority</b></p> <ul style="list-style-type: none"> <li>• Mandated by federal government once urbanized area population is 50,000</li> <li>• Specifics planning and program duties assigned by federal government</li> <li>• Other authorities as designated or requested by a state</li> </ul>
<p style="text-align: center;"><b>Geographic Coverage</b></p> <ul style="list-style-type: none"> <li>• Non-urbanized areas</li> <li>• May exist in same county/jurisdiction as MPO to serve areas outside the MPO</li> </ul>	<p style="text-align: center;"><b>Geographic Coverage</b></p> <ul style="list-style-type: none"> <li>• Urbanized areas, as defined by federal government + 20-year planning area</li> </ul>
<p style="text-align: center;"><b>Required Planning</b></p> <ul style="list-style-type: none"> <li>• Only as defined by a state;</li> <li>• Generally similar to LRTP and TIP in states with RTPOs, but plans have no recognized authority in federal law</li> </ul>	<p style="text-align: center;"><b>Required Planning</b></p> <ul style="list-style-type: none"> <li>• Metropolitan Transp Plan (or LRTP; fiscally-constrained)</li> <li>• Transportation Improvement program (TIP)</li> <li>• Unified Planning Work Program (task-based budget)</li> <li>• Public Participation Plan (PPP)</li> <li>• Others, as determined by state or member agencies</li> </ul>

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By: Jessica Smith  
Introduced: March 21, 2016  
Public Hearing: April 4, 2016  
Action:

**MATANUSKA-SUSITNA BOROUGH  
PLANNING COMMISSION RESOLUTION NO. 16-14**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMEND THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMEND MSB 15.24.030 ADOPTING THE MATANUSKA-SUSITNA BOROUGH METROPOLITAN PLANNING ORGANIZATION (MPO) SELF-ASSESSMENT.

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WHEREAS, in the 2011 Federal Register the US Department of Commerce Census Bureau recorded 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); and

WHEREAS, the Matanuska Susitna Borough is Alaska's fastest growing Borough with an average annual growth rate of 4% from 2000 - 2010; and

WHEREAS, the current designated Lakes-Knik-Fairview-Wasilla Urban Cluster is likely to be designated as an Urbanized Area (UZA) following the 2020 Decennial Census; and

WHEREAS, federal transportation legislation requires that a Metropolitan Planning Organization (MPO) be designated for each Urbanized Area (UZA) 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 (49 USC 5303-5306 and 23 USC 134); and

WHEREAS, to proactively prepare for this federal mandate, the Borough has actively engaged in research of MPO policy and interviews with regional transportation stakeholders; and

WHEREAS, 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; and

WHEREAS, by adopting this study, the Borough can move forward with implementation of the recommendations to ensure preparedness for the anticipated 2020 MPO designation.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommends The Matanuska-Susitna Borough Assembly Amend MSB 15.24.030 Adopting The Matanuska-Susitna Borough Metropolitan Planning Organization (MPO) Self-Assessment.

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

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JOHN KLAPPERICH, Chair

ATTEST

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MARY BRODIGAN, Planning Clerk  
(SEAL)

YES:

NO:

**PUBLIC HEARING  
LEGISLATIVE**

**Resolution No. 16-11**

**MSB Central Landfill IMD**

(Page 281 - 536)

**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

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## DEVELOPMENT SERVICES DIVISION STAFF REPORT

**File Number:** 172820150007

**Applicant/Property Owner:** MSB Land & Resource Management Division

**Request:** Planning Commission Resolution 16-11

A resolution recommending Assembly approval of an Interim Materials District (IMD) in accordance with MSB 17.28—Interim Materials District, for the extraction of 12,140,000 cubic yards of earth material from a 260-acre mining area within four parcels totaling 440 acres

**Location:** Central Landfill (MSB Tax ID# 17N01E01D005 & D006, 17N01E12A007 & B006); within Township 17 North, Range 1 East, Sections 1 & 12, Seward Meridian

**Public Hearing:** April 4, 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 

**Staff Recommendation:** Approval with conditions

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### EXECUTIVE SUMMARY

An Interim Materials District (IMD) application has been submitted for an IMD designation on the above referenced parcels where a mining operation is proposed in preparation for an expansion of the Matanuska-Susitna Borough central landfill. The total land dedicated to the operation of the landfill is 620 acres in size and involves nine total parcels. The request involves designating four of the landfill parcels totaling 440 acres as an Interim Materials District. The

application specifically requests to remove 12,140,000 cubic yards of material from a 260-acre mining area within the previously mentioned four parcels which total 440 acres. The extraction activities are in preparation for creating new landfill cells for the landfill expansion. There are a total of 29 planned cells. The applicant has indicated that extraction activities are expected to conclude in 2155.

For sites where extraction activities are greater than 20-acres an IMD designation is required under MSB 17.28 – Interim Materials District. An IMD may be established on private or public parcels and where extraction activities occur on 20 contiguous acres or greater. The subject parcel is located in Assembly District 2 and within the Gateway Community Council planning boundary.

## **LAND USE**

### **Existing Land Use:**

The four subject parcels total 440 acres in size. The active operation of the central landfill located on the northwest area of the subject parcels. Crevasse Moraine trail system is located from the eastern side of the four subject parcels to the southern side of the four subject parcels and beyond.

### **Surrounding Land Uses:**

Lands to the north are primarily residential until the Palmer-Wasilla Highway. The Highway corridor is mixed commercial and residential. Lands to the east are mixed with undeveloped glacial moraines, residential, commercial, and a public school. Lands to the south are mixed with undeveloped glacial moraines, residential, and several large industrial mining sites. Lands to the west and southwest are mix with undeveloped glacial moraines, residential. Mat-Su College, Mat-Su Regional Medical Center, and the University of Alaska experimental farm are also located towards the west – southwest area.

## **COMPREHENSIVE PLAN**

There are several adopted plans which apply to the subject parcels. The plans are listed below and excerpts from each plan are delineated after.

- Core Area Comprehensive Plan (2007 Update)
- Matanuska-Susitna Borough Comprehensive Development Plan (2005)
- Matanuska Susitna Borough Economic Development Strategic Plan
- Matanuska-Susitna Borough Recreational Trails Plan
- Matanuska-Susitna Borough Central Landfill Development Plan
- Crevasse-Moraine Master Plan

The subject parcels are located within the Core Area planning area. The Core Area Comprehensive Plan (2007 Update) addresses sand and gravel extraction. The plan recognizes that sand and gravel are essential for borough development and there are significant sand and gravel resources located in the Core Area. The plan addresses potential conflicts with neighboring land uses regarding traffic and public safety, visual aesthetics, dust, noise and water

quality. The plan also addresses reclamation of extraction sites for future residential subdivisions, business parks, retail centers, and recreational facilities.

The plan mentions the central landfill and a twenty year master plan prepared in 1996. Lastly it mentions an update (2002) of the master plan, noting the landfill expansion would “*affect the trail head and trail system.*”

The Matanuska-Susitna Borough Comprehensive Development Plan (2005) offers the following beginning on page 6:

***Goal (E-2):*** *Manage Borough owned lands in a manner that fosters economic development while ensuring quality of life.*

*Public facilities include schools, fire stations, libraries, parks, water and sewer systems, landfills, and recreational structures. These facilities are necessary to support community development and growth by supporting the provision of clean water, emergency response, education, recreation, and other vital community services. Public facilities are therefore a necessary ingredient in enhancing the borough's quality of life. A community's public facility infrastructure also engenders a sense of community by providing physical features that may promote additional development activity and thus enhancing community quality. Successful economic development relies upon a comprehensive public facilities network. Potential investors must be assured of the availability of clean water supplies, efficient waste disposal services, fire protection, and quality education opportunities.*

*The Borough's public facilities support different population centers and user groups; therefore the levels of service provided by these facilities may differ depending upon location and service population. The 1984 Borough-wide Public Facilities Plan provided five general principles to guide the development of public facilities within the Borough. The principles have guided the Borough well over the last twenty years. Updating these five principles to address today's needs is necessary as the Borough has changed greatly since 1984. The updated principles for public facility development are:*

- Public facilities serve as the basic infrastructure required to build local communities.*
- Public facilities should be considered as systems that interrelate with each other.*
- Public facility systems should recognize and accommodate the regional diversity of the Borough.*
- Public facilities, to the extent feasible and practical, should be developed on the basis of locally adopted and reasonable standards that are appropriate to the various regions.*
- Public facilities can, and should, share space and infrastructure to allow multiple uses to the extent feasible and practical.*

*In addition to the general principles that guide the development and placement of public facilities, facility and level-of-service standards are also important considerations for the efficient and effective development of public facilities.*

*Since the Borough adopted a Borough-wide Public Facilities Plan in 1984, it has been amended by the adoption of the following Borough-wide functional plans:*

- *Parks, Recreation, and Open Space Plan, 2000*
- *Solid Waste Management Plan, 2002*
- *Borough Library Comprehensive Plan, 2001*
- *Historic Preservation Plan, 1987*

**Goal (PF-1):** *Develop efficient and effective public facilities to meet the needs of the Borough's diverse communities, economy, and growing population.*

*Policy PF1-4: To the extent feasible and practical, co-locate public facilities in order to reduce construction, operating, maintenance costs, and potential negative impacts.*

The Matanuska Susitna Borough Economic Development Strategic Plan offers the following information beginning on page 29:

*Strategy 1G in part states: "Promote the sustainable development of Mat-Su's natural resources for economic development. The MSB should support sustainable natural resource development and the natural resource industries with an emphasis on meeting local needs and local value-added product manufacturing, as well as ensuring compatibility with other parts of the local economy. Indeed, natural resource development is a high priority for the Borough Assembly. The main natural resources in Mat-Su, in addition to agricultural land, include coal, gravel, timber, some gold mining and some metallic mineral potential."*

The subject parcels are also covered by the Matanuska-Susitna Borough Recreational Trails Plan, adopted March 2000 and last updated in May 2007. Beginning on page 6-2 of this plan it states:

*Regionally Significant Trail*

*1. Crevasse-Moraine*

*A non-motorized year round trail system maintained by the Matanuska-Susitna Borough for hiking, running, Nordic skiing, mountain biking, horseback riding and snowshoeing. User fee is collected at the trailhead south of Palmer-Wasilla Highway. Some of the trails are located on land designated for landfill purposes and may be lost when new landfill cells are developed. Plans include re-establishing trailhead and trails east of the current location.*

*Shown on Map 5. Noted in both the 1984 and 2000 MSB Trail Plans.*

*Recommendation: Create a trail replacement plan that includes development and management goals for the borough-owned lands reserved for public recreation east and south of Crevasse Moraine area.*

The central landfill master plan was most recently updated in 2014 and called the Matanuska-Susitna Borough Central Landfill Development Plan. The plan describes the future development

of the landfill in detail and also contains the technical data used to determine the future needs to accommodate waste generated by the Matanuska Susitna Borough community.

Lastly, the Crevasse-Moraine Master Plan, adopted March 4, 2014 applies to the subject parcels. Some excerpts from the plan are listed below:

*The Borough's 640 acres off 49th State Street is classified as Reserved Lands Public Facilities/Landfill. Trails are an authorized secondary use until land is needed for Landfill development.*

*The Borough's 160 acre "France Road" site is leased to the City of Palmer. As the original intended use (landfill) is no longer required, the site will return to the Borough to be dedicated for trails, open space and the Valley Pathways School.*

*Temporary trails not in the permanent trail system may be maintained, if deemed safe and operationally compatible, on the Borough Central Landfill's 620 acre site. Any new trail investments and infrastructure will focus on the permanent trail system.*

#### ***Co-Located Borough Facilities***

*The Mat-Su Regional Landfill is respected for its important role in providing refuse disposal to serve a growing regional population. Landfill daily operations and development plans are anticipated, and the expectations and safety of trail users in the Landfill vicinity are managed through signage, closures, fencing, and other appropriate actions. At the same time, the Landfill seeks to be a good neighbor by helping to control trash, and minimizing off-site impacts. As larger blocks of landfill cells are filled to capacity, areas are capped, contoured and revegetated, allowing for compatible open space and recreational use.*

#### ***Serve a Growing Central Population***

*Implementation over the next 20 years helps meet projected recreation and open space needs for the Borough's central area as its population increases, especially along Crevasse-Moraine's eastern side. Phasing priorities include:*

***Phase I*** – *Secure contiguous trails and open space for the future by dedicating France Road lands for public recreation, working with partners to expand the public land base, and securing a north-south trail easement from UA.*

***Phase II*** - *Develop new France Road parcel trails, and close landfill area trails as needed.*

***Phase III*** - *Plan and construct the new collector roadway and multi-use pathway.*

***Phase IV*** - *Develop access and construct a southern neighborhood trailhead with amenities*

#### ***Landfill Safety & Buffer Zone ≈ 620 Acres \****

- The Landfill is the primary dedicated use. As the Landfill develops outward to its set boundaries, some trails currently on Landfill property will be closed as necessary.*
- Retain a safety zone and good neighbor buffer around the active landfill that minimizes off-site impacts (e.g. views, blowing garbage)*

- *As landfill cells are closed and capped, in-fill with community and/or recreation facilities that are compatible with Crevasse-Moraine.*
- *Provide signage and interpretation in strategic locations to help trail users understand and respect landfill operations, and anticipate change.*

After reviewing the plans that apply to the Central Landfill parcels which have been adopted by the Matanuska-Susitna Borough Assembly, staff has found that the proposed Interim Materials District is unequivocally consistent with the applicable comprehensive plans.

## **REVIEW OF APPLICABLE CRITERIA AND FINDINGS**

### **MSB 17.03 – Public Notification**

A notice was mailed to the Gateway Community Council and to all property owners within a one-mile radius of the proposed IMD site. A total of 1,015 notices were mailed on February 24, 2016. Notification of this request was published in the February 23, 2016 edition of the Frontiersman. The application material was also posted on the Borough website. No comments were received from the Gateway Community Council. A total of 24 comments were received for this application. Some of the general concerns are:

- The objection to loss of trails on landfill designated property
- Can the landfill be relocated?
- Moraines should be preserved for parks and education
- Existing landfill is noisy
- Dust caused by additional truck traffic
- Existing landfill negatively impacting property values and community
- Objection to using France Road
- Bad for tourism
- Increased traffic dangerous

State of Alaska DOT right-of-way agent, Kevin Vakalis, submitted comments which conveyed no objection, but noted “A northbound signal change to the protected/ permitted left turn operations is desirable to MSB and DOT. DOT would support an MSB project to make these changes otherwise; this is not a major State project need and will have to wait for the next major project opportunity that has adequate funding.”

The City of Palmer Planning and Zoning Commission submitted comments through their Planning Technician Kimberly McClure. Their comments were: “The improvements to the trail system that will go along with this project will be very beneficial. The following questions were raised: a) Will this project affect any surrounding residential zones/areas with the increased noise and dust? b) Will final extraction activities conclude in 2020 (referenced on page 1 of application) or 2055 (referenced on MSB Memorandum)? c) What is the future traffic impact on City of Palmer as a result of this project coming through the City?”

### **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:** A Storm Water Pollution Prevention Plan (SWPPP) is required and will be submitted to the Environmental Protection Agency (EPA) when a contractor is selected by the Borough to operate the proposed site.

**Finding:** No reclamation is required; the landfill operation will begin landfill cell preparation and use upon completion of extraction activities in each phase.

**Finding:** A United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act is not required for the proposed mining activities. A Jurisdictional Determination issued by the US Army Corps of Engineers (USACE) has been provided by the applicant.

**Conclusion of Law:** With appropriate conditions, all of the requirements to demonstrate compliance with state and federal laws have been met (MSB 17.28.040(A)).

**Section 17.28.050 Site Development Plan Required**

*(A) The application for an interim materials district shall include a site development plan. The site development plan shall include, but not be limited to the following, as required by the conditions of the site, and shall be consistent with the standards in MSB 17.28.060:*

- (1) identification of surrounding property owners, existing land uses, and wetlands and waterbodies within one-quarter mile of the site;*
- (2) planned location of permanent and semipermanent structures for verification of setback requirements;*
- (3) proposed phases of mining activities;*
- (4) roads and access plan;*
- (5) visual screening measures;*

- (6) noise mitigation measures; and
- (7) proposed lighting.

**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:** The applicant's site plan shows the planned location of permanent and semi-permanent structures conform to the setback requirements.

**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 and the applicant, the operation will use existing access to North 49<sup>th</sup> State Street.

**Finding:** The applicant will not use any side residential roads for the proposed use.

**Finding:** Existing topography and forested area provide visual screening of the mining area from adjacent parcels.

**Finding:** Existing topography and forested area provide noise buffering. Extraction activities typically take place at the pit floor, 20-75 feet below the original ground level.

**Finding:** According to the application material, the hours of operation is not seasonally dependent and at the contractor's discretion. The expected hours of operation are Monday through Friday from 8 a.m. to 6 p.m., Saturday from 9 a.m. to 5 p.m.

**Finding:** According to the application material, no artificial lighting will be used for the proposed mining operation.

**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:** A map is included in the record identifying surrounding property ownership, wetlands and water bodies, and existing surrounding land uses within one mile of the site.

**Finding:** Cook Inlet Alaska Wetland Classification and Mapping System and National Wetlands Inventory identify some wetland formations on and within one mile of the property.

**Conclusion of Law:** Based on the above findings, the surrounding property ownership, existing land uses, and wetlands and water bodies within a one mile have been identified (MSB 17.28.060(A)(1)).

*(2) phases of proposed mining activities including a map showing the area to be mined, a description of the topography and vegetation, approximate time sequence for mining at particular locations, and general anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants, etc.*

**Finding:** The proposed phases of mining have been identified in the site plan and application, which are included in the record showing the location of each phase of mining activity within the subject parcel.

**Finding:** The applicant's site plan shows the planned location of semi-permanent equipment, which conform to the setback requirements.

**Finding:** A map showing topography, bare earth, and vegetation are included in the record.

**Conclusion of Law:** Phases of proposed mining activities, description of the topography and vegetation, and approximate time sequence for the duration of the mining activity have been determined. Semi-permanent equipment will not be located within the required setbacks (MSB 17.28.060(A)(2)).

*(3) The road and access plan shall include anticipated routes and traffic volumes, and shall be approved by the director. If the level of activity exceeds the minimum levels specified in MSB 17.61.090, traffic standards, a traffic control plan consistent with state regulations may be required;*

**Finding:** According to the application material, the proposed use will generate up to 20 trips maximum per hour and will not exceed 100 vehicles during the morning or afternoon peak hours or more than 750 vehicles a day.

**Finding:** According to the application material and the applicant, the operation will use existing access to North 49<sup>th</sup> State Street.

**Finding:** The applicant will not use any side residential roads for the proposed use.

**Discussion:** Currently the Matanuska-Susitna Borough is pursuing an agreement to obtain right-of-way for an east-west corridor that would connect the new Trunk Road to 49<sup>th</sup> State Street. The applicant has indicated that in the event this right-of-way is established and constructed, it would be the primary access for truck traffic. Should the east-west corridor come to fruition, using it as the primary access for truck traffic would provide significant relief for traffic on 49<sup>th</sup> State Street.

**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 17.28.060(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:** Existing topography and forested area provide visual screening of the mining area from adjacent parcels.

**Finding:** Figure A-2 of the site plan shows a 100-foot vegetative buffer that abuts the perimeter of the landfill parcels to west, south, and east. A 300-foot buffer is to the north.

**Conclusion of Law:** Existing topography and natural vegetation will be used to meet the visual screening measure (MSB 17.28.060(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**

<b>Receiving Land Use Category</b>	<b>Time</b>	<b>Sound Level Limit (dB(A))</b>
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

*Table 1. Sound Levels by Receiving Land Use*

<i>Receiving Land Use Category</i>	<i>Time</i>	<i>Sound Level Limit (dB(A))</i>
	<i>10 p.m. – 7 a.m.</i>	<i>60</i>
<i>Industrial Use or Undeveloped Land</i>	<i>At all times</i>	<i>80</i>

*(b) [Repealed by Ord. 08-150, § 2, 2008]*

*(c) for any sound that is of short duration, between the hours of 7 a.m. and 7 p.m. the levels established in Table 1 may be increased by:*

*(i) five dB(A) for a total of 15 minutes in any one hour; or*

*(ii) ten dB(A) for a total of five minutes in any hour; or*

*(iii) fifteen dB(A) for a total of one and one-half minutes in any one-hour period.*

*(d) an interim materials district or a conditional use permit for earth materials extraction activities shall not be required to provide noise mitigation measures to mitigate or lessen noise impacts if a land use requiring lesser noise levels than for an industrial area arises on properties adjacent to earth materials extraction sites after the designation of the interim materials district or the effective date of the conditional use permit.*

**Finding:** Existing topography and forested area provide noise buffering. Extraction activities typically take place at the pit floor, 20-75 feet below the original ground level.

**Finding:** Figure A-2 of the site plan shows a 100-foot vegetative buffer that abuts the perimeter of the landfill parcels to west, south, and east. A 300-foot buffer is to the north.

**Finding:** According to the application material, the hours of operation is not seasonally dependent and at the contractor’s discretion. The expected hours of operation are Monday through Friday from 8 a.m. to 6 p.m., Saturday from 9 a.m. to 5 p.m.

**Discussion:** The community has expressed concerns of potential noise impacts from the proposed operation among other things. According to comments from a community member, noise from various contractors in the past operating at landfill have at times worked late in the evening causing a nuisance and interrupting the quiet evening setting. While noise levels exceeding the levels in MSB 17.28.060(A)(5)(a) are prohibited, 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.

**Conclusion of Law:** Existing topography and natural vegetation will be used to ensure that sounds generated from earth material extraction activities do not exceed sound levels set forth in MSB 17.28.060 (A)(5). Noise levels exceeding the levels in 17.28.060(A)(5) are prohibited.

*(6) lighting standards are:*

- (a) exterior lighting shall be located and shielded to direct the light towards the ground, in order to minimize light spillage onto adjacent properties and upward into the night sky.*
- (b) illumination or other fixtures mounted higher than 20 feet or 150 watts or more shall have downward directional shielding.*

**Finding:** According to the application material, lighting will be located and shielded to direct light towards the ground to minimize light spillage onto adjacent property and upward in to the night sky.

**Finding:** According to the application material, illumination and other fixtures mounted higher than 20 feet or 150 watts or more will have downward directional shielding.

**Conclusion of Law:** Based on the above finding, the applicant meets lighting standards in accordance with MSB 17.28.060(A)(6).

- (7) Except as permitted by MSB 17.30.037, the following restrictions shall apply: an undisturbed buffer shall be left and no earth material extraction activities shall take place within 100 linear feet from a lake, river, stream, or other water body, including wetlands (unless permitted by U.S. Army Corps of Engineers 404 Permit, MSB 17.28.040(A)(5)).*

**Finding:** A map is included in the record identifying surrounding property ownership, wetlands, and water bodies, and existing surrounding land uses within one mile of the site.

**Finding:** Cook Inlet Alaska Wetland Classification and Mapping System and National Wetlands Inventory identify some wetland formations on and within one-half mile of the property.

**Finding:** A United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act is not required for the proposed mining activities. A Jurisdictional Determination issued by the US Army Corps of Engineers (USACE) has been provided by the applicant.

**Finding:** According to the applicant, a United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act will be obtained prior to operating within 100 linear feet of any wetlands.

**Discussion:** Some wetlands have been identified according to the Cook Inlet Alaska Wetlands inventory. The US Army Corps of Engineers have determined them to be non-jurisdictional wetlands. MSB 17.28.060(A)(7) allows extraction activities within 100 linear feet of wetlands only when United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act has been issued.

**Conclusion of Law:** Based on the above findings, the applicant will not conduct earth material extraction activities within 100 linear feet of any identified wetland, stream, river or other waterbody without a United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act (MSB 17.28.060(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:** Core Area Comprehensive Plan (2007 Update) states the landfill expansion would “*affect the trail head and trail system*” of Crevasse Moraine.

**Finding:** The Matanuska-Susitna Borough Economic Development Strategic Plan, Strategy 1G in part states: “*Promote the sustainable development of Mat-Su’s natural resources for economic development. The MSB should support sustainable natural resource development and the natural resource industries with an emphasis on meeting local needs and local value-added product manufacturing, as well as ensuring compatibility with other parts of the local economy. Indeed, natural resource development is a high priority for the Borough Assembly. The main natural resources in Mat-Su, in addition to agricultural land, include coal, gravel, timber, some gold mining and some metallic mineral potential.*”

**Finding:** Goal E-2 of the Matanuska Susitna Borough Comprehensive Development Plan states: “*Manage Borough owned lands in a manner that fosters economic development while ensuring quality of life.*”

**Finding:** Matanuska Susitna Borough Comprehensive Development Plan states: “*Public facilities include schools, fire stations, libraries, parks, water and sewer systems, landfills, and recreational structures. These facilities are necessary to support community development and growth by supporting the provision of clean water, emergency response, education, recreation, and other vital community services. Public facilities are therefore a necessary ingredient in enhancing the borough’s quality of life.*”

**Finding:** Matanuska Susitna Borough Comprehensive Development Plan states: “*Public facilities serve as the basic infrastructure required to build local communities.*”

**Finding:** Matanuska Susitna Borough Comprehensive Development Plan states: “*Public facilities can, and should, share space and infrastructure to allow multiple uses to the extent feasible and practical.*”

**Finding:** Goal PF-1 of the Matanuska Susitna Borough Comprehensive Development Plan states: “*Develop efficient and effective public facilities to meet the needs of the Borough’s diverse communities, economy, and growing population.*”

**Finding:** Policy PF1-4 of the Matanuska Susitna Borough Comprehensive Development Plan states: *“To the extent feasible and practical, co-locate public facilities in order to reduce construction, operating, maintenance costs, and potential negative impacts.”*

**Finding:** Matanuska-Susitna Borough Recreational Trails Plan states: *“Crevasse-Moraine a non-motorized year round trail system maintained by the Matanuska-Susitna Borough for hiking, running, Nordic skiing, mountain biking, horseback riding and snowshoeing. User fee is collected at the trailhead south of Palmer-Wasilla Highway. Some of the trails are located on land designated for landfill purposes and may be lost when new landfill cells are developed. Plans include re-establishing trailhead and trails east of the current location.”*

**Finding:** Crevasse-Moraine Master Plan States: *“The Borough’s 640 acres off 49th State Street is classified as Reserved Lands Public Facilities/Landfill. Trails are an authorized secondary use until land is needed for Landfill development.”*

**Finding:** Crevasse-Moraine Master Plan States: *“The Borough’s 160 acre “France Road” site is leased to the City of Palmer. As the original intended use (landfill) is no longer required, the site will return to the Borough to be dedicated for trails, open space and the Valley Pathways School.”*

**Finding:** Crevasse-Moraine Master Plan States: *“Temporary trails not in the permanent trail system may be maintained, if deemed safe and operationally compatible, on the Borough Central Landfill’s 620 acre site. Any new trail investments and infrastructure will focus on the permanent trail system.”*

**Finding:** Crevasse-Moraine Master Plan States: *“Co-Located Borough Facilities: The Mat-Su Regional Landfill is respected for its important role in providing refuse disposal to serve a growing regional population. Landfill daily operations and development plans are anticipated, and the expectations and safety of trail users in the Landfill vicinity are managed through signage, closures, fencing, and other appropriate actions. At the same time, the Landfill seeks to be a good neighbor by helping to control trash, and minimizing off-site impacts. As larger blocks of landfill cells are filled to capacity, areas are capped, contoured and revegetated, allowing for compatible open space and recreational use.”*

**Finding:** Crevasse-Moraine Master Plan States: *“Landfill Safety & Buffer Zone ≈ 620 Acres: The Landfill is the primary dedicated use. As the Landfill develops outward to its set boundaries, some trails currently on Landfill property will be closed as necessary; Retain a safety zone and good neighbor buffer around the active landfill that minimizes off-site impacts (e.g. views, blowing garbage); As landfill cells are closed and capped, in-fill with community and/or recreation facilities that are compatible with Crevasse-Moraine; Provide signage and interpretation in strategic locations to help trail users understand and respect landfill operations, and anticipate change.”*

**Finding:** Removing earth material in preparation of constructing a landfill cell allows the cell to more efficiently store waste generated by the community.

**Finding:** Storing waste efficiently allows the landfill to store more waste in a smaller foot print, which significantly reduces the overall impact to the surrounding community.

**Conclusion of Law:** Based on the above findings, the proposed IMD is consistent with all applicable comprehensive plans (17.28.080(C)(2)(a)).

*(b) whether the proposed interim materials district negatively affects public health, safety or general welfare; and*

**Finding:** According to the application material and the applicant, the operation will use existing access to North 49<sup>th</sup> State Street. Alternate access to the west is being negotiated to reduce traffic on North 49<sup>th</sup> State Street.

**Finding:** The applicant will not use any side residential roads for the proposed use.

**Finding:** Existing topography and forested area provide sufficient visual screening of the mining area from adjacent parcels.

**Finding:** Existing topography and forested area provide noise buffering. Extraction activities typically take place at the pit floor, 20-75 feet below the original ground level.

**Finding:** According to the application material, a water truck will be used to control dust.

**Finding:** The applicant is not proposing to mine below or within four feet of the seasonal high water table.

**Conclusion of Law:** Based on the information provided, 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.

**Discussion:** Section line easements exist along the eastern and southern edge of section 1 and along the eastern and northern edge of section 12. Said easements are located in cells 11-15, 22, 24, and cell 26. The mining and development of cell 11 is estimated to be some time during the decade of 2050. The applicant has indicated the intent to pursue a vacation of said easements. Figure 5 of the application shows an unofficial east-west corridor listed as “option 1 to City of Palmer/France Rd.” and “option 2 to City of Palmer/France Rd.” When a request to vacate a section line ease is made, dedication of equal or better access is often required, which is why these two options are shown. The listed “option 1 to City of Palmer/France Rd.” and “option 2 to City of Palmer/France Rd.” are not haul routes for the proposed use.

Staff recommends a condition requiring the easements be vacated or a Matanuska-Susitna Borough construction permit be obtained prior to operating within any section line easements.

**Conclusion of Law:** The applicant has met all of the requirements of MSB 17.28.050 and 17.28.060 and the applicant has demonstrated the ability to comply with State and Federal laws (17.28.080(C)(2)(c)).

**STAFF RECOMMENDATIONS**

Staff recommends approval of the Interim Materials District with conditions and recommends the Planning Commission forward that recommendation to the Borough Assembly.

1. The 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 included with the application.
4. Visual screening shall be achieved and maintained by maintaining the topographical buffer as described in the application material.
5. United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act shall be obtained prior to operating within 100 linear feet of any wetlands.
6. The section line easements within the Interim Materials District must be vacated or prior to operating within any section line easement, a Matanuska-Susitna Borough Construction permit shall be obtained.
7. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected for leaks daily.
8. 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.
9. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
10. 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.
11. Dust control shall be achieved at the gravel pit, rock screener, crusher, and roads as necessary.
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. 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.
17. 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).

If the Planning Commission chooses to recommend denial of this IMD, findings for denial must be prepared by the Commission.

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# Existing Conditions

## Natural Characteristics

The Crevasse-Moraine trail system consists of 9.3 miles of non-motorized trails on Borough lands, located 2 miles west of Palmer (see map below). Trails traverse glacier-formed ridges and depressions, or "crevasse-filled moraines," distinctive landforms that occur when cracks and fissures in stranded ice features became in-filled by glacial outwash. A series of sinuous, steep, and narrow valleys are the result.

Crevasse-Moraine's complex landforms make the area famous among geologists worldwide, but also provide a highly varied and fun trail experience packed into a relatively small area. These public lands have steep slopes intermingled with wetlands that challenge residential and commercial development, but are well-suited for interesting trails and open space.

## User Characteristics

Crevasse-Moraine's unique landforms, natural setting, soft-tread trails, and central location make the area a year-round destination for residents and more recently, for visitors. Decades ago, trail-development was begun by equestrians and cross-country skiers. Years of volunteer effort and partnership with the Borough have shaped Crevasse-Moraine into a high-demand attraction serving diverse non-motorized users, including walkers (often with dogs), runners, equestrians, and mountain bikers. Crevasse-Moraine's trails link with trails off-site in the Matanuska Lakes State

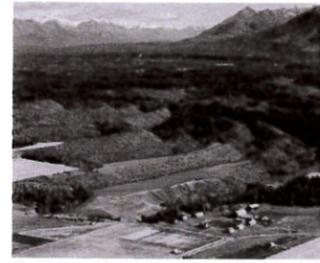
USDA soil surveys cite many area soils as "severely limited" for conventional development due to both the steep slopes and wet areas. The soils on sideslopes and ridges are dominantly the well-drained Knik Series silt loam which has a thin silty wind-deposited surface layer overlying gravelly and cobbly glacial deposits.

Poorly drained organic and mineral soils occupy the valley bottoms and depressions. These areas collect water and snow resulting in wetlands (see map, right). Crevasse-Moraine and its vicinity also feature kettle ponds and lakes from melted remnant glacial ice.

Trail users also enjoy the mature forest's natural beauty, scenic views, and diverse wildlife as trails wind among paper birch, white spruce, and towering cottonwood.

Recreation Area, and to informal trails and service roads crossing University lands. Since users value this larger, connected system both on and off Borough land volunteers in 2008 formed "Matanuska Greenbelt Trails" to work with regional land owners and help formalize, manage, and maintain the area's 30+ miles of trails. Although there are a number of developed and informal access points for the system, a main trailhead is currently located on Borough land at end of Loma Prieta Drive with facilities and a pavilion that supports family outings, gatherings, and events (high school teams, races, etc.).

Lakes State Recreation Area. Also adjacent on the north and east are private lands, including residential and mixed-use subdivisions; many residents living in the area access and enjoy area trails daily.



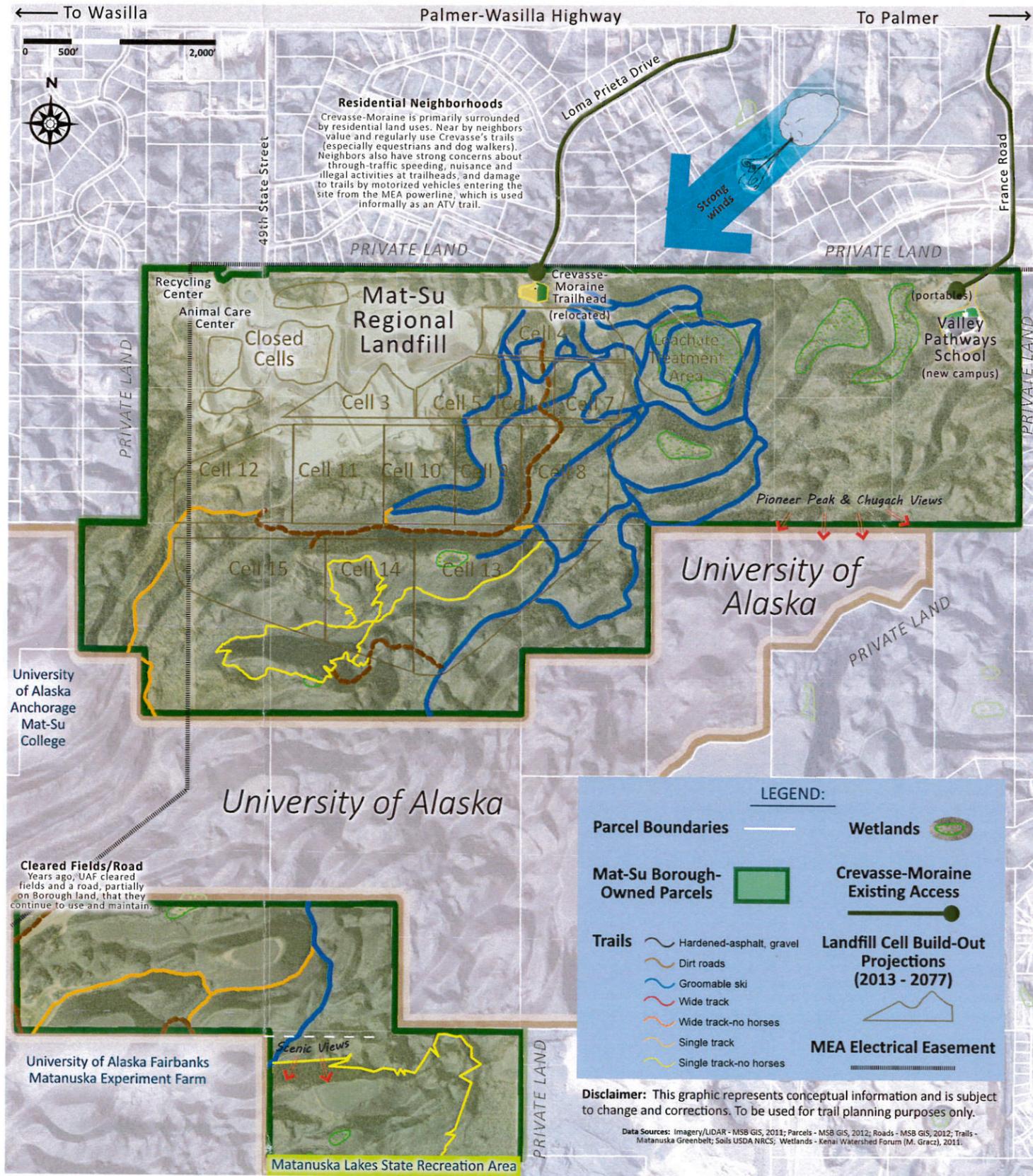
Crevasse-Moraine is named for its rolling landforms, some of world's most distinctive glacial depositions (and great for trails!)



Incised valleys collect water and snow, resulting in wetlands, cold soils, and late-season ground frost



Crevasse area landforms provide view opportunities from ridge lines, especially looking south and east

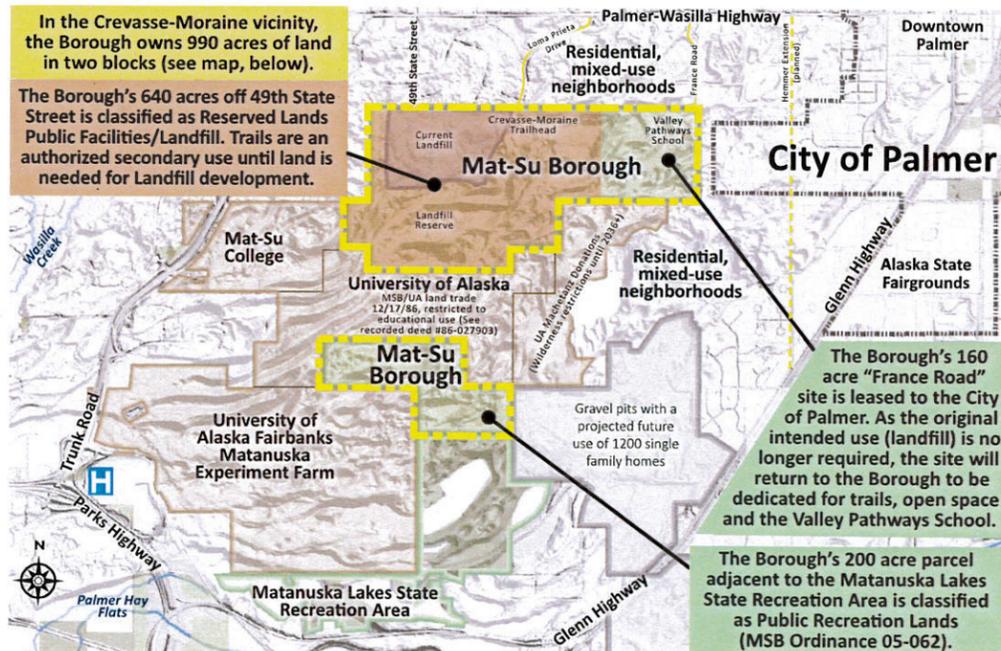


## Community Context

Crevasse-Moraine is easily accessible to the region's population centers via major transportation links. Important adjacencies include the Borough Landfill, University entity-owned lands, and the Matanuska

In the Crevasse-Moraine vicinity, the Borough owns 990 acres of land in two blocks (see map, below).

The Borough's 640 acres off 49th State Street is classified as Reserved Lands Public Facilities/Landfill. Trails are an authorized secondary use until land is needed for Landfill development.



## Historical Use



Trail use in Crevasse began informally, and has expanded incrementally over decades



Early trail work was initiated by cross-country skiers and equestrians (including routes up to Hatcher Pass)



Today, the trails are enjoyed "every-day, year round" by a variety of non-motorized users



Over the years, volunteers and the Borough have collaborated on access and site improvements



Since 2008, volunteers with the "Matanuska Greenbelt" have worked to coordinate and enhance area-wide trails: [www.matanuska-greenbelt.org](http://www.matanuska-greenbelt.org)



# Desired Future Conditions

## Non-Motorized, Soft Tread Trails

- The Matanuska-Susitna Borough's Crevasse-Moraine area is dedicated to providing high-quality, non-motorized trails for residents and visitors, sensitive to the land's natural characteristics and distinctive geologic features.
- Crevasse-Moraine consists of 360 acres reserved for a permanent, formalized, soft-tread trail network. Investment in the site is focused on providing healthy, enjoyable recreation opportunities for a compatible mix of non-motorized users, including:
  - Family Stroll/Non-Strenuous Walking
  - Dog Walking
  - Strenuous Walking/Hiking
  - Running/Cross Country Training
  - Equestrian
  - Mountain Biking
  - Nordic Skiing (Classic and Skate)
  - Snowshoeing
  - Skijoring
  - Geocaching
  - Bird/Wildlife Watching
  - Orienteering
  - Informal neighborhood picnic and play areas
- Permanent trail systems are planned and developed to enhance the public enjoyment and use of the area. Four standard trail types are developed, integrating "sustainable trail" siting and development techniques and responding to diverse users' interests. The standards seek to take the best advantage of Crevasse-Moraine's distinctive slopes, soils, solar aspects, and general site conditions (see Trail Standards and conceptual layout at right), with allowances for minor deviations.
- Temporary trails *not* in the permanent trail system may be maintained, if deemed safe and operationally compatible, on the Borough Central Landfill's 620 acre site. Any new trail investments and infrastructure will focus on the permanent trail system.
- Courtesy between users and an ethic of care and respect for the site is promoted through education and outreach, interpretive materials, user sweat equity, and trail watch efforts.

## Legacy Trails and Open Space

- Crevasse-Moraine's quiet, natural, and scenic experience is preserved by retaining a contiguous, forested greenbelt; protecting wetlands and vegetation; and limiting intrusive developments (e.g. facilities, roads, maintenance shops, and utilities). At the same time, tree and vegetation clearing is allowed for authorized trail expansion, permitted forestry efforts (e.g. harvest of dead standing/down trees), firewise buffers, viewshed management, and safety/security.
- A larger open space and trails attraction is achieved as Crevasse-Moraine and the adjacent Matanuska Lake State Recreation Area (MLSRA) work together to create a complimentary user experience.
- The Crevasse-Moraine trail network retains strong north-south connectivity between Borough parcels and MLSRA through a permanent trail connector easement from the University of Alaska (UA), consistent with deed restrictions (Palmer District #86-027903).
- The Matanuska Greenbelt Trails and other community partners support "greenbelt" area land owners and managers in providing consistent signage and management. With Borough assistance, partners lead a campaign

to add to Crevasse's public land base through voluntary acquisition of new lands with high scenic, environmental, and recreational values, or easements for open space and trails.

## Co-Located Borough Facilities

- The Mat-Su Regional Landfill is respected for its important role in providing refuse disposal to serve a growing regional population. Landfill daily operations and development plans are anticipated, and the expectations and safety of trail users in the Landfill vicinity are managed through signage, closures, fencing, and other appropriate actions. At the same time, the Landfill seeks to be a good neighbor by helping to control trash, and minimizing off-site impacts. As larger blocks of landfill cells are filled to capacity, areas are capped, contoured and revegetated, allowing for compatible open space and recreational use.
- Crevasse-Moraine's users and management respect the adjacent Valley Pathways School's campus and operations, while sharing common infrastructure (access road, parking, ADA access path) to more cost-effectively serve the public. At the same time, the Valley Pathways School seeks to instill respect for Crevasse-Moraine with its students, and works with the Borough to create win-win opportunities specific to their co-location: student trail use related education, community service learning trail maintenance projects, forestry and trail building vocational training, and summer facility use for recreational programming.

## Convenient, Everyday Access

- Higher capacity visitor gateways and parking are located at the MLSRA, taking advantage of its strategic access to the Glenn and Parks Highway.
- A regional trailhead is co-located with the Valley Pathways School. To ensure safe and neighborhood-compatible access, these uses are linked to Hemmer Road and the Palmer-Wasilla Highway by a new collector roadway, via a lighted intersection, with a connecting separated multi-use pathway.
- Two neighborhood trailheads provide access to Crevasse-Moraine trails that are designed to discourage vandalism, crime, and litter. Trailheads support access, but minimize traffic and security issues that impact residents.
- Property owners and residents in the Crevasse-Moraine vicinity are protected from trespass, nuisance, and illegal activities through a clear definition of property boundaries, a culture of consideration, and implementation of security and enforcement measures.

## Serve a Growing Central Population

- Implementation over the next 20 years helps meet projected recreation and open space needs for the Borough's central area as its population increases, especially along Crevasse-Moraine's eastern side. Phasing priorities include:
  - Phase I** - Secure contiguous trails and open space for the future by dedicating France Road lands for public recreation, working with partners to expand the public land base, and securing a north-south trail easement from UA.
  - Phase II** - Develop new France Road parcel trails, and close landfill area trails as needed.
  - Phase III** - Plan and construct the new collector roadway and multi-use pathway.
  - Phase IV** - Develop access and construct a southern neighborhood trailhead with amenities.

# Activity Zones

## 1 Non-motorized, soft-surface trail network ~ 300 Acres\*

- Dispersed non-motorized, soft-surface trails in a natural forest setting, sited and developed with sensitivity to the land's natural characteristics and distinctive geologic features.
- A formalized, permanent trail network is developed, generally featuring looped trails combining the four Crevasse-Moraine Typical Trail Standards described below:

### A) Moraine Upland/Ridgeline Trails



These trails support everyday, year-round foot, equestrian, and bike traffic. Sited just below the ridgeline to allow adequate drainage, these upland trails take advantage of south-facing aspects, and feature scenic view opportunities looking toward the

Knik Glacier and the Chugach Mountains. These trails are carefully constructed to be durable, self-draining, and to support high levels of regular use while retaining their scenic, natural character.

Designed Use	Pack and Saddle (USFS Trail Class 4) <sup>1</sup>
Managed Use	Hiker/Pedestrian, Pack and Saddle, Bicycle, Snowshoe, with winter snow compaction to support foot traffic.
Prohibited Use	All Motorized Use
Target Design	Highly durable soft surface, full bench construction. Regularly integrate grade-reversals and contour shifting to add interest and challenge, and to access diverse terrain features.

### B) Sideslope Technical Trails



These trails support dispersed, single track experiences, primarily for foot and bike traffic, but with potential allowances for horses where slopes, soils, and sight distances can support this use, and where horse owners remove manure from the narrow tread. Sited on the moderate side

slopes of the distinctive Crevasse-Moraine landforms, these narrow trails seek to minimize disturbances to vegetation and tree root masses to limit erosion. These trails are carefully sited and designed to allow fuller enjoyment of the natural, forest at a fairly low life-cycle cost, while allowing more technically challenging exercise.

Designed Use	Bike (USFS Trail Class 2) <sup>1</sup>
Managed Use	Hiker/Pedestrian, Bicycle, Snowshoe
Conditional Use	Equestrian, with manure removal, if the trail segment's slopes, soils, and sight distances can support this use.
Prohibited Use	All Motorized Use
Target Design	Native, rough surface tread. Regularly integrate grade-reversals with some steeper grades to create interest and challenge. Special care is given to ensuring adequate sight distances in the case of two-way traffic and proximate to trail intersections.

### C) Crevasse Two-Season Trails



These trails support seasonal use when winter snowpack and dry summer conditions allow. Generally located 5-15 feet above the base of the deep Crevasse valleys, these trails are designed to extend winter snow cover (of note, late season groundfrost was discovered in Crevasse during a 2007 wetland survey, likely due to the lack of sun penetration). During the summer, once the tread is dry and grass is well established, trails support foot, bike, and equestrian use, including horse-drawn carts. During the shoulder seasons, when conditions are wet, these trails are to be closed and extra care taken to deter illegal motorized vehicle incursions and limit trail damage.

Designed Use	Cross Country Ski (USFS Trail Class 4) <sup>1</sup>
Managed Use	Winter (when snow pack allows) - Skate-ski, classic ski, snowshoe; Summer (dry and firm trail tread conditions) - Hiker/Pedestrian, Bicycle, Equestrian.
Prohibited Use	All Motorized Use
Target Design	Trail tread should be smooth and firm, planted in foot-traffic hardy native grasses, and occasionally mowed. Design grades should be gentle and rolling (above 2%) on the best available soils to help shed water. Extend clearing width and height to allow winter grooming equipment for snow compaction, summer mowing equipment, and fire suppression/forestry/maintenance/well-monitoring vehicles.

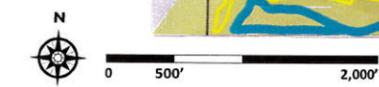
## 2 Trailheads & Informal Neighborhood Picnic/Play Areas ~ 30 Acres\*

- Incorporate parking and neighborhood serving amenities (e.g., pavilion, picnic areas, sledding, play equipment, areas set aside for dog walking and dealing with animal waste "fire hydrant express trail.").
- Invest in traffic calming (e.g., speed bumps) site security, patrols and neighborhood watch efforts.

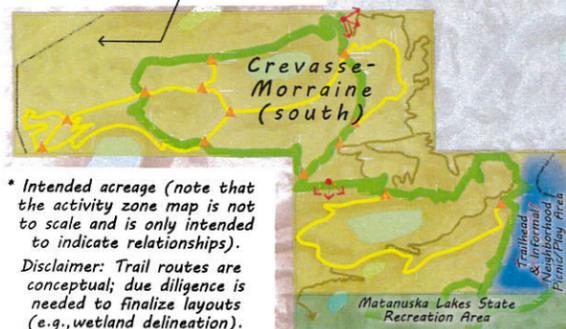
## 3 Landfill Safety & Buffer Zone ~ 620 Acres\*

- The Landfill is the primary dedicated use. As the Landfill develops outward to its set boundaries, some trails currently on Landfill property will be closed as necessary.
- Retain a safety zone and good neighbor buffer around the active landfill that minimizes off-site impacts (e.g. views, blowing garbage)
- As landfill cells are closed and capped, in-fill with community and/or recreation facilities that are compatible with Crevasse-Moraine.
- Provide signage and interpretation in strategic locations to help trail users understand and respect landfill operations, and anticipate change.

Note: Where Landfill development requires trail closure and realignment, seek to block off old segments that are not represented in the concept layout. This will enhance user safety and strengthen network legibility and wayfinding.



Note: ~ 20 acres in the northeast corner is *not* a priority area for trails (it is a disturbed area with unconsolidated spoils). Consider other future compatible adjacencies and in the meanwhile, allow continued UAF use and maintenance.



\* Intended acreage (note that the activity zone map is not to scale and is only intended to indicate relationships).  
Disclaimer: Trail routes are conceptual; due diligence is needed to finalize layouts (e.g., wetland delineation).

### D) Rough, Ungraded Hiking & Running Trails

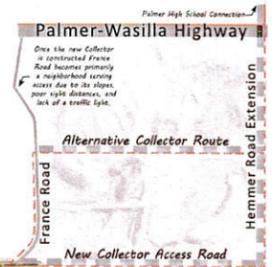


These trails support single track experiences for hiking and running. Sited on the steep side slopes of the distinctive Crevasse-Moraine landforms, these "footpaths" minimize disturbance to vegetation or tree root masses and retain a rough trail tread. These trails are carefully sited and designed to allow fuller enjoyment of the natural forest at a low life-cycle cost, while allowing more technically challenging exercise.

Designed Use	Hiker/Pedestrian (USFS Trail Class 1) <sup>1</sup>
Prohibited Use	Bikes, Horses, and All Motorized Use
Target Design	Native, rough surface tread with protrusions and steeper trail sections common, enabling strenuous exercise in a natural setting.

## 4 Regional Trailhead ~ 15 Acres\*

- Create a new trailhead that promotes regional access to Crevasse-Moraine, with parking, signage, restrooms, and areas set aside for dog walking and animal waste disposal.
- Co-locate with Valley Pathways School on the existing portable gravel pad to enable shared parking and security.
- Create trailhead connectors to Crevasse-Moraine permanent trails, and regional multi-use trail systems.



## LEGEND

### Conceptual Layout

- Trail Intersection (slow/yield signage, and sight distance clearing)
- Moraine Upland/Ridgeline Trail Corridor
- Sideslope Technical Trail Corridor
- Crevasse Two-Season Trail Corridor
- Rough, Ungraded Hiking & Running Trail Corridor
- Fire Hydrant Express Trail with pet waste amenities
- Multi-Use Pathway Connection
- Block illegal motorized access
- Wetland
- View destination (provide interpretation, wayfinding, selective clearing, rustic amenities)
- Landfill trail user education signage

## 5 Valley Pathways School Campus ~ 15 Acres\*

- 250 student High School Campus. Where appropriate share infrastructure and work jointly on security and user education.
- To support safety, develop a new collector access road to serve the school (and trailhead). Connect to the Palmer-Wasilla Highway traffic light at Hemmer Road with a south lane turn signal; determine the most cost effective east-west collector connection. Incorporate a multi-use trail link.

## 6 Neighborhood Compatibility (Not Borough land)

- Plat and build new access links where highlighted (map, left).
- Seek to protect the privacy and land rights of adjacent neighbors.
- Apply enforcement and deter illegal and after-hour activities to enhance Crevasse as a valued neighborhood asset.

## 7 Permanent Connectivity (Not Borough land)

- Seek to retain connectivity between the Borough's Crevasse-Moraine parcels using strategies that respect adjacent landowners' legal property rights and operational missions:
- Seek public use easements for permanent trail connectivity between parcels (at least one Moraine Upland/Ridgeline link).
- Support community efforts to acquire land or conservation easements on UA and historic Machetanz properties to retain contiguous greenspace and enable seamless connectivity. Prioritize efforts east of the Long Lake Connector, up to and surrounding High Ridge Lake. Additionally, focus on lands with high scenic, environmental, and recreational values.
- Work with University of Alaska entities (UA Lands, UAA Mat-Su College, UAF Matanuska Experiment Farm) to support campus and program development that is highly compatible with the Crevasse-Moraine and overall Greenbelt system.

"Sustainable trail" alignment and construction techniques are warranted on this site to ensure that the soft trail treads can support intensive, everyday trail use.



MATANUSKA-SUSITNA BOROUGH

RESOLUTION SERIAL NO. 85-35 *(AW)*

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:

REVIEWED AND APPROVED:

*Chris Seagraves*  
Chris Seagraves  
Borough Clerk

*Gary Thurlow*  
Gary Thurlow  
Borough Manager

(SEAL)

*See Am 85-68*

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## 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

Produced by: Manager  
Prepared by: Public Lands

*149107  
520 acw*

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 G. Jones*  
Dorothy Jones, Mayor

ATTEST:

*Linda Dahl*  
Linda Dahl, Clerk

Reso 89-182  
am 89-373

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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 MORAINÉ 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

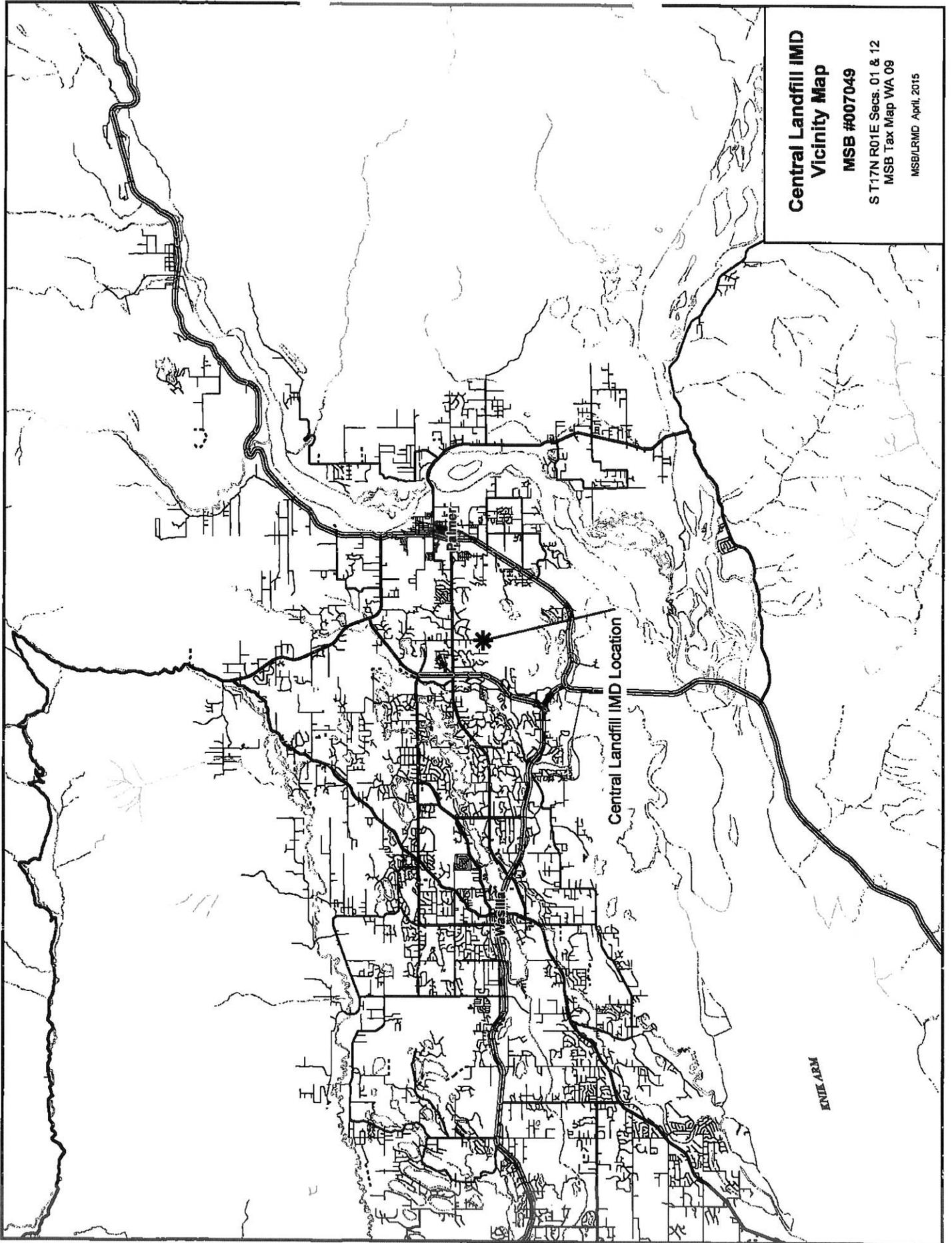
ATTEST:

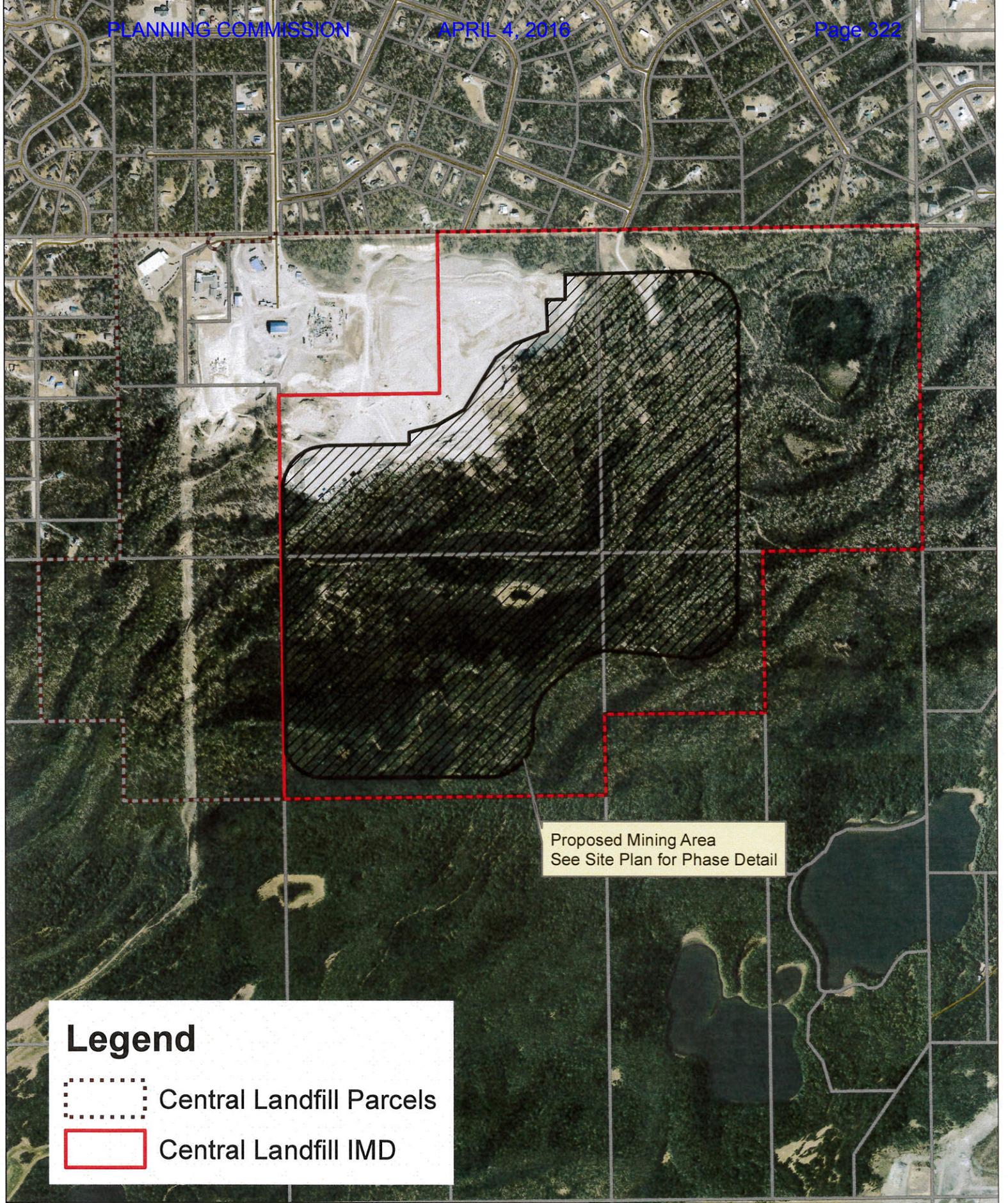
Linda Dahl  
Linda Dahl, Clerk

Recd 89-183

# VICINITY MAP







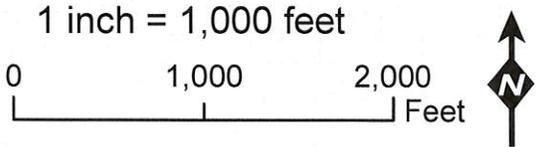
Proposed Mining Area  
See Site Plan for Phase Detail

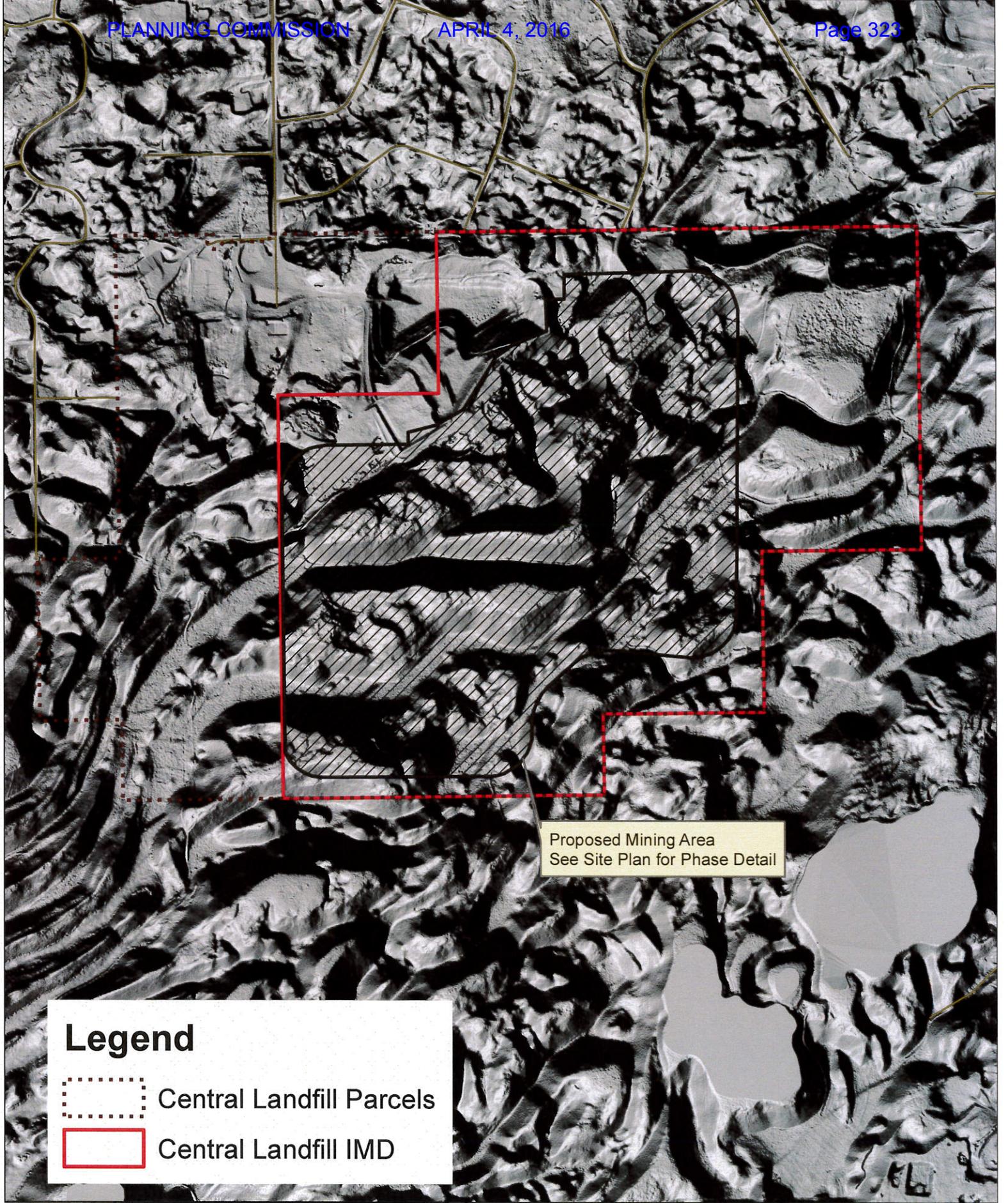
**Legend**

-  Central Landfill Parcels
-  Central Landfill IMD



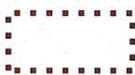
This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding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





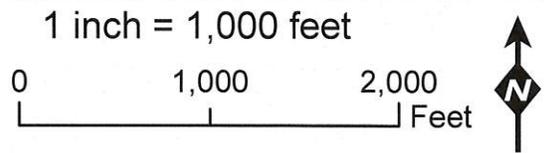
Proposed Mining Area  
See Site Plan for Phase Detail

### Legend

-  Central Landfill Parcels
-  Central Landfill IMD



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# **SITE PLAN**



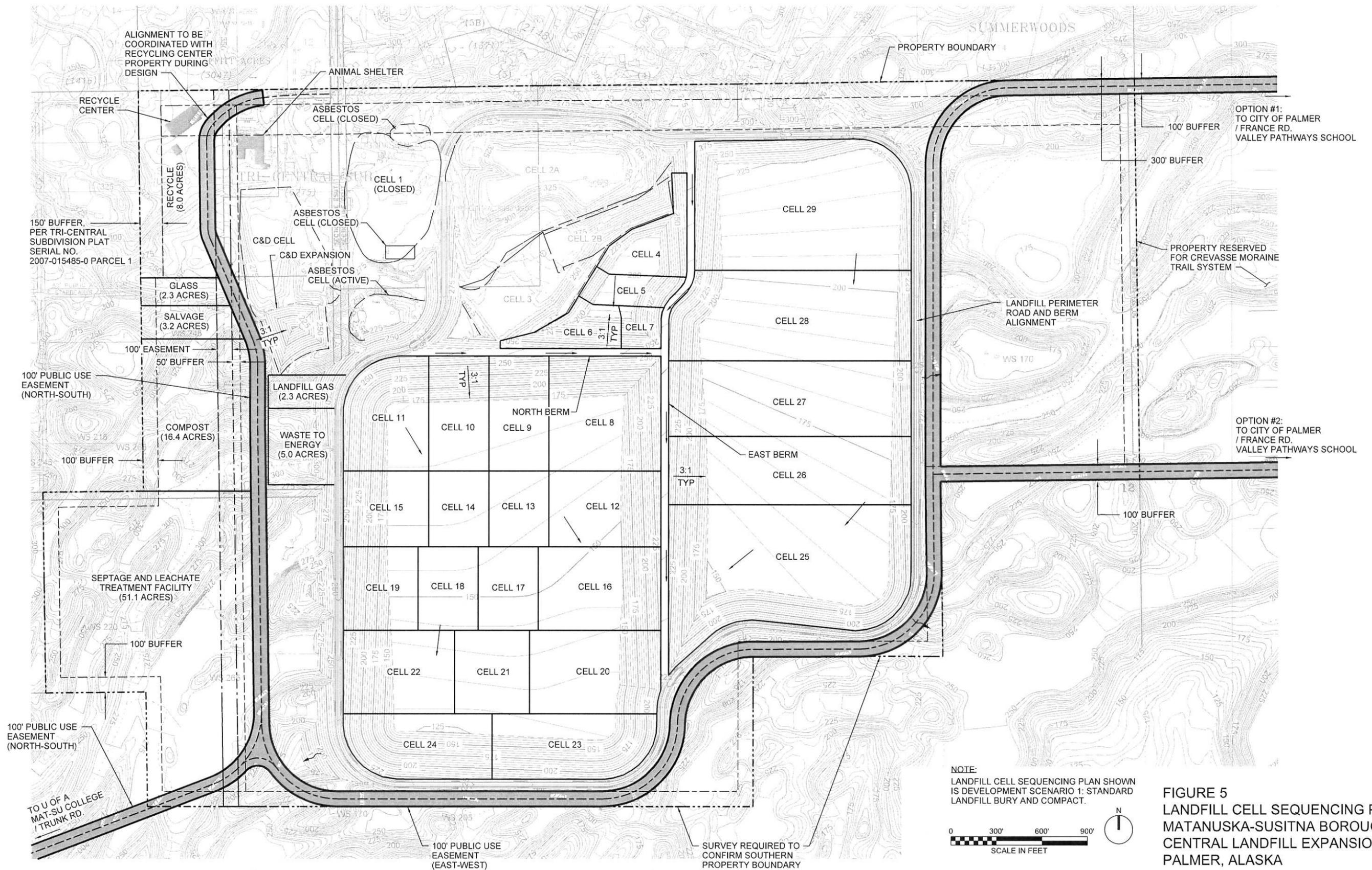


FIGURE 5  
LANDFILL CELL SEQUENCING PLAN  
MATANUSKA-SUSITNA BOROUGH  
CENTRAL LANDFILL EXPANSION  
PALMER, ALASKA

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# **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](mailto: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?  Yes  No  N/A

**Name of Property Owner**  
Matanuska-Susitna Borough

**Name of Agent/ Contact for application**  
Macey Shapiro

Address: 350 E. Dahlia Ave.  
Palmer, AK 99645

Address: 350 E. Dahlia Ave.  
Palmer, AK 99645

Phone: Hm \_\_\_\_\_ Fax \_\_\_\_\_

Phone: Hm \_\_\_\_\_ Fax \_\_\_\_\_

Wk 907-861-7606 Cell 907-354-2841

Wk 907-861-7606 Cell 907-354-2841

E-mail [macey.shapiro@matsugov.us](mailto:macey.shapiro@matsugov.us)

E-mail [macey.shapiro@matsugov.us](mailto: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.

<b>Plan of Operation</b>	<b>Attached</b>
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.

<b>SITE PLAN REQUIREMENTS</b>	<b>Attached</b>
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		<del>N/A</del> 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.

 Eric Phillips 11/16/15  
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: \_\_\_\_\_  
\*\*\*\*\*

RECEIVED  
NOV 16 2015

PERMIT CENTER

**EARTH MATERIAL EXTRACTION APPLICATION**

**MATANUSKA-SUSITNA BOROUGH**

**CENTRAL LANDFILL**



**MATANUSKA-SUSITNA BOROUGH****LAND AND RESOURCE MANAGEMENT DIVISION**Matanuska - Susitna Borough  
Development Services**CELLS, 4, 5, 6, AND 7****PROPOSED GRAVEL MINING PLAN OF OPERATIONS**

FEB 16 2016

**AND SITE PLAN REQUIREMENTS**

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 49<sup>th</sup> 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 will 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

scraper 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 49<sup>th</sup> 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 49<sup>th</sup> 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. It is 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-CGP. 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.

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**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





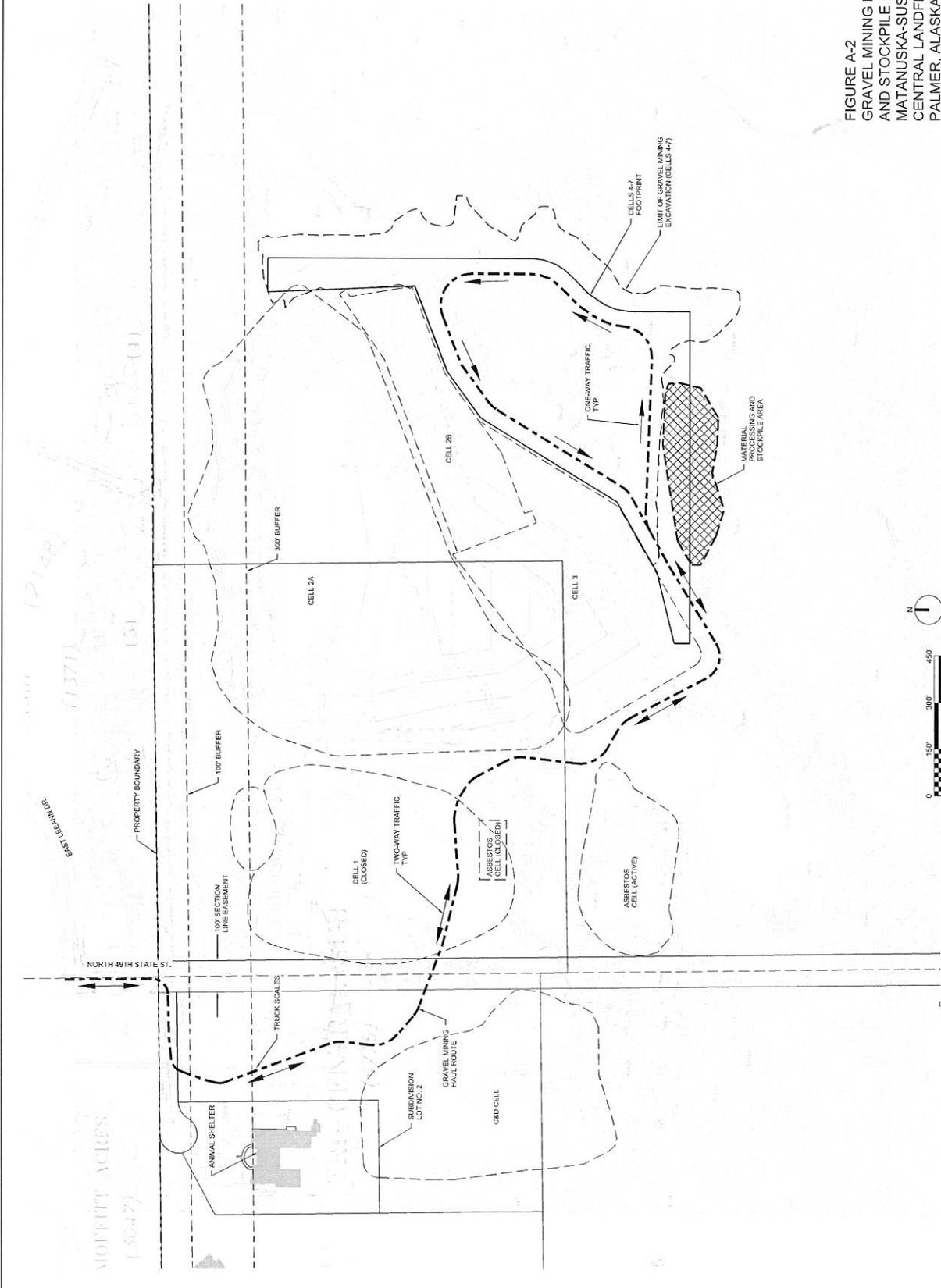
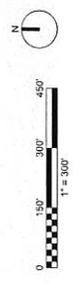


FIGURE A-2  
 GRAVEL MINING HAUL ROUTE  
 AND STOCKPILE PLAN  
 MATANUSKA-SUSITNA BOROUGH  
 CENTRAL LANDFILL GRAVEL MINING PLAN  
 PALMER, ALASKA



ch2m6

PLOT DATE: 2015/09/25

FILENAME: GMP\_Figure A-2

PLOT TIME: 11:59:57 AM



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

- NOTES:
1. QUANTITIES PROVIDED ARE FOR ESTIMATING PURPOSES ONLY.
  2. CONTIGUOUS SLOPES ARE TOP OF FLEXIBLE MEMBRANE LINER.
  3. EXCAVATION VOLUME IS REPLACE VOLUME AND DOES NOT ACCOUNT FOR SOIL SHRINK OR SWELL.
  4. YEARS IN TABLE REPRESENT AN ESTIMATE FOR CELL EXCAVATION BEGINNING AND ENDING DATES.
  5. EXCAVATION VOLUME ACCOUNTS FOR MINOR FILL AREAS SHOWN.

CONTROL POINTS				
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
(40)	2773307.03	1779538.49	192.50	12" ABOVE LINER GRADE
(41)	2773293.40	1780204.81	192.50	12" ABOVE LINER GRADE
(42)	2773306.34	1780204.87	196.90	12" ABOVE LINER GRADE
(43)	2773283.97	1780445.15	256.18	AT EXCAVATION GRADE
(44)	2773204.75	1780989.32	257.27	12" ABOVE LINER GRADE
(45)	2773128.25	1780439.10	253.52	AT EXCAVATION GRADE
(46)	2773088.88	1780463.05	261.00	AT EXCAVATION GRADE
(47)	2773097.04	1780303.10	254.52	12" ABOVE LINER GRADE
(48)	2773278.18	1780389.67	251.66	AT EXCAVATION GRADE
(49)	2773115.70	1780257.63	211.14	AT EXCAVATION GRADE
(50)	2773152.42	1780009.79	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)	2773255.54	1779770.97	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 BASEMAPS:  
 TOPOGRAPHIC BASEMAPS COMPILED BY INDVA, PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED MAY 24, 2013. 2013 TOPOGRAPHIC BASEMAP PREPARED BY AEROMETRIC; 2014 MERRILL FIELD DRIVE, ANCHORAGE, AK 99501 (PH: 907-272-4465).  
 COORDINATES SHOWN HEREON ARE BASED ON NAD83 ALASKA STATE PLANE. VERTICAL ELEVATIONS ARE REFERENCED TO MEAN LOWER LOWWATER.

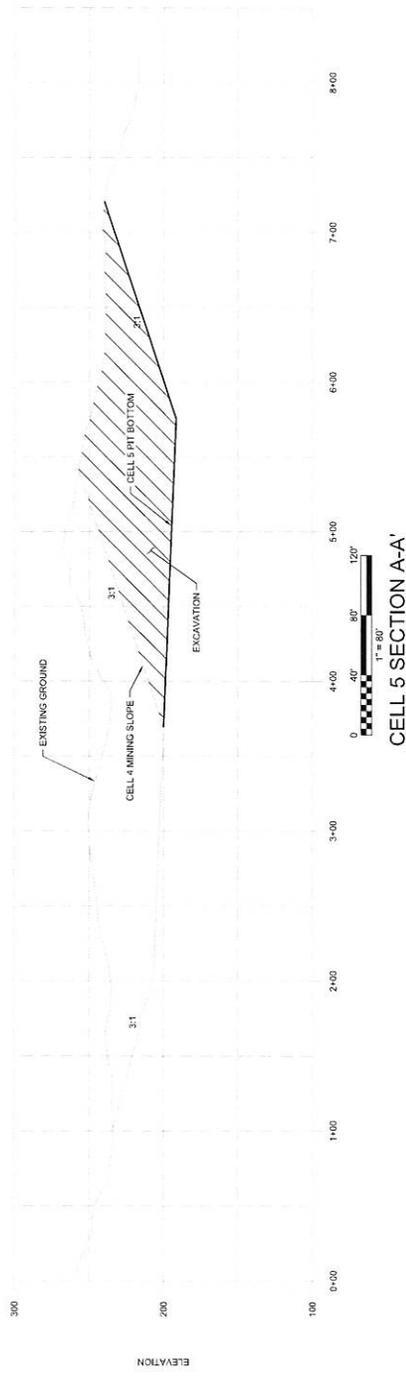
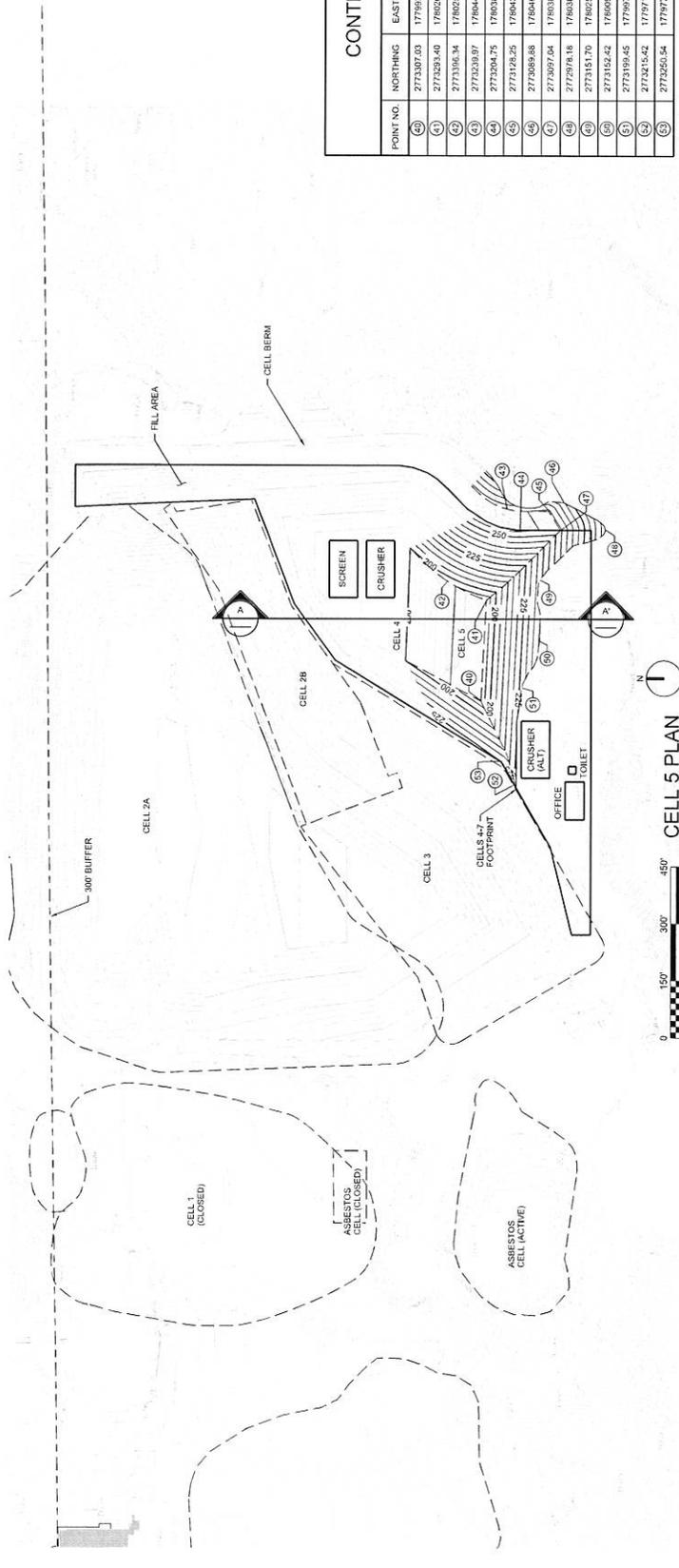
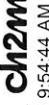


FIGURE A-4  
 LANDFILL CELL 5 MINING PLAN  
 MATANUSKA-SUSITNA BOROUGH  
 CENTRAL LANDFILL GRAVEL MINING PLAN  
 PALMER, ALASKA



FILENAME: GMP\_Figure A-4

PLOT DATE: 2015/11/10

PLOT TIME: 9:54:44 AM

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 INFILLAGE VOLUME AND DOES NOT ACCOUNT FOR SOIL SPILLER OR SHELL.
  4. POINTS 67-71 REPRESENT AN APPROXIMATE ESTIMATING AND ENDING CELL EXCAVATION.
  5. EXCAVATION VOLUME ACCOUNTS FOR MINOR FILL AREAS SHOWN.

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	ELEVATION
60	2733330.97	1776996.08	226.03
61	2733272.67	1776973.57	224.46
62	2733191.64	1776814.06	202.67
63	2733228.25	1776996.32	189.28
64	2732998.38	1780107.43	192.58
65	2732978.38	1780124.48	189.27
66	2733198.32	1780178.74	223.11
67	2733079.91	1780273.60	233.40
68	2733015.43	1780298.57	254.42
69	2732965.43	1780333.65	252.73
70	2732855.73	1780429.10	281.55
71	2732965.43	1780439.10	250.86
72	2733015.43	1780388.10	253.12

- 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 TECHNIQUES (DPT) FROM AERIAL PHOTOGRAPHS TAKEN AT 1:25,000 SCALE. TOPOGRAPHIC BASEMAP PREPARED BY AIRMAPPING, 3014 MERIBILL FIELD DRIVE, ANCHORAGE, AK 99501 (PH: 907-372-4493).
- COORDINATES SHOWN HEREON ARE BASED ON NAD83 ALASKA STATE PLANE 4. VERTICAL ELEVATIONS ARE REFERENCED TO MEAN LOWER LOW WATER.

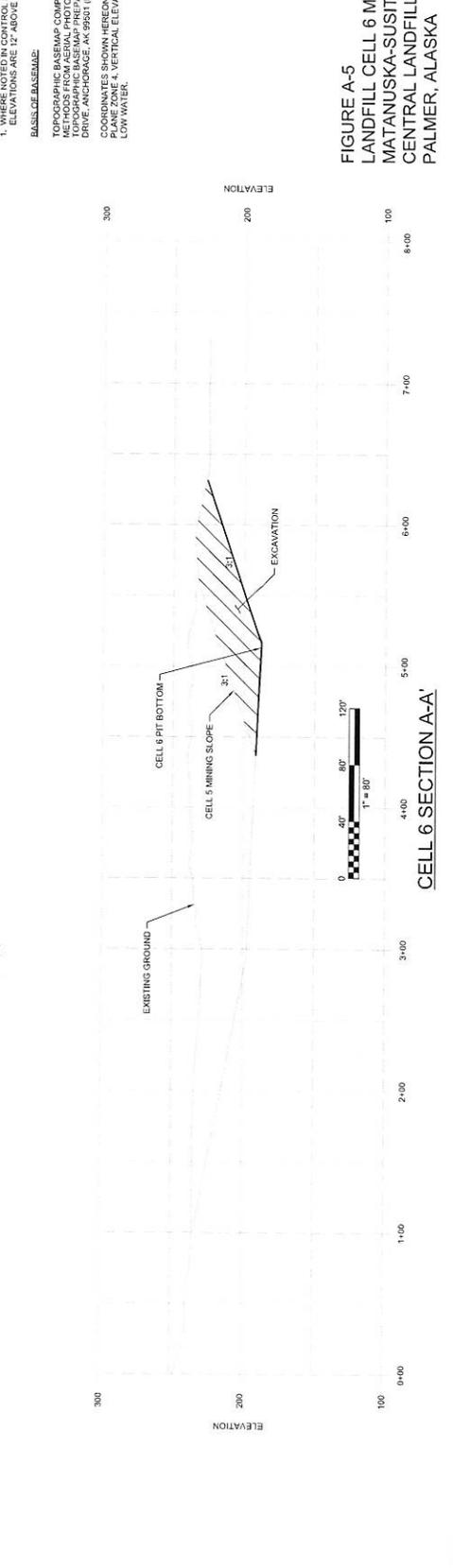
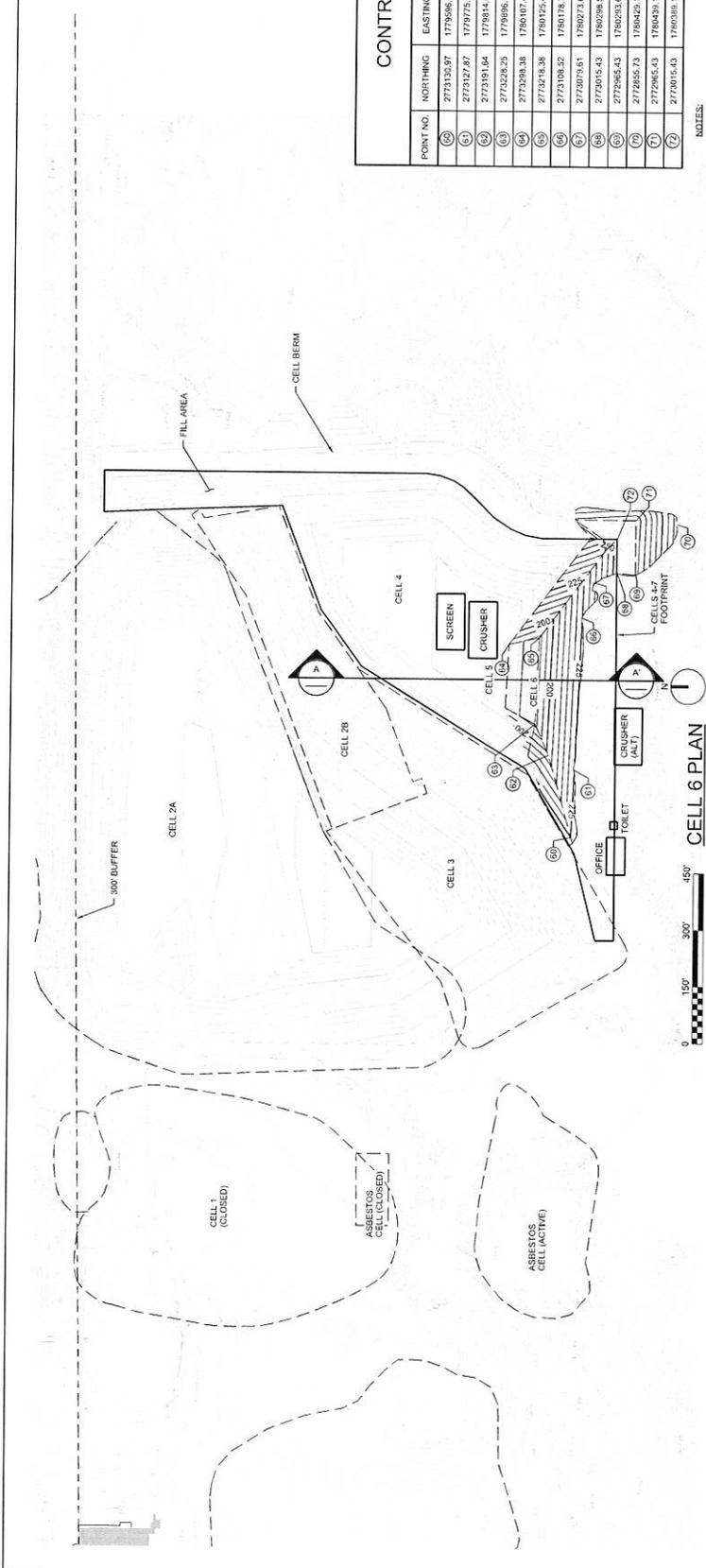


FIGURE A-5  
 LANDFILL CELL 6 MINING PLAN  
 MATANUSKA-SUSITNA BOROUGH  
 CENTRAL LANDFILL GRAVEL MINING PLAN  
 PALMER, ALASKA



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 ESTIMATE OF THE NUMBER OF YEARS DURING CELL EXCAVATION.
  5. EXCAVATION VOLUME ACCOUNTS FOR MINOR FILL AREAS SHOWN.

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	ELEVATION
(6)	2773215.02	1780185.27	188.32
(6)	2773097.04	1780388.10	254.82
(6)	2773045.50	1780397.45	243.22

- NOTES:
1. WHERE NOTED IN CONTROL POINT TABLE DESCRIPTION, EXCAVATION ELEVATIONS ARE 12" ABOVE LINER GRADES SHOWN.
- BASES OF BASEMAP:
- TOPOGRAPHIC BASEMAP COMPILED BY DIGITAL PHOTOGRAMMETRIC SURVEYING (DPS) FOR THE STATE OF ALASKA, PROJECT: 2011 MERRILL FIELD DRIVE, ANCHORAGE, AK 99501 (PH: 907-277-4495).
- COORDINATES SHOWN HEREON ARE BASED ON NAD83 ALASKA STATE PLANE 3. VERTICAL ELEVATIONS ARE REFERENCED TO MEAN LOWER LOW WATER.

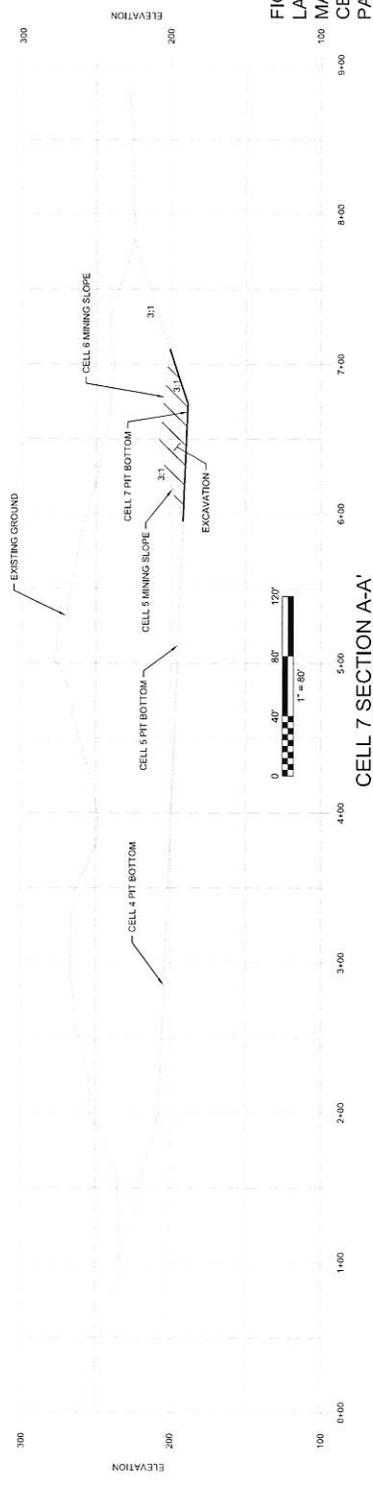
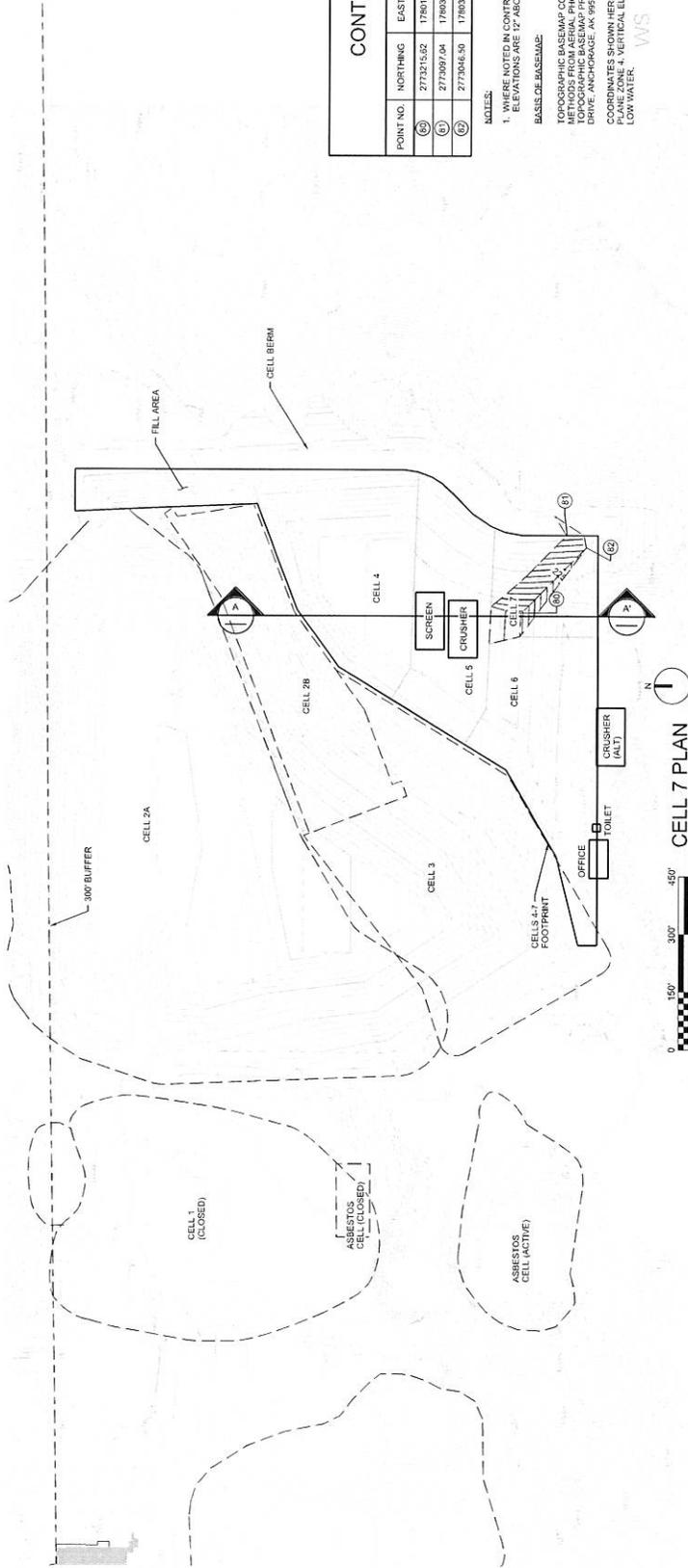


FIGURE A-6  
LANDFILL CELL 7 MINING PLAN  
MATANUSKA-SUSITNA BOROUGH  
CENTRAL LANDFILL GRAVEL MINING PLAN  
PALMER, ALASKA



PLOT DATE: 2015/11/10

FILENAME: GMP\_Figure A-6

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 <sup>2</sup> (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
<b>Total</b>	<b>770,307</b>	<b>393,803</b>	<b>376,504</b>	<b>432,979</b>	
<sup>1</sup> Total volume available for use minus 1 foot above flexible membrane liner as buffer to reach rough grades <sup>2</sup> Includes a swell factor of approximately 15% for gravel  cy = cubic yards					



NOTE: LANDFILL CELL SEQUENCING PLAN SHOWN FOR INFORMATION ONLY. THIS PLAN IS NOT TO BE USED FOR LANDFILL BURY AND COMPACT.

SCALE IN FEET  
0 300' 600' 900'

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



PLOT TIME: 3:02:30 PM

PLOT DATE: 201511106

FILENAME: Figure A-9

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
	<b>11,374,494</b>	<b>2020-2155</b>
cy = cubic yards		



## 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:** 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

RECEIVED  
 NOV 17 2015  
 PERMIT CENTER

### 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.

EXHIBIT 1  
Vicinity Map

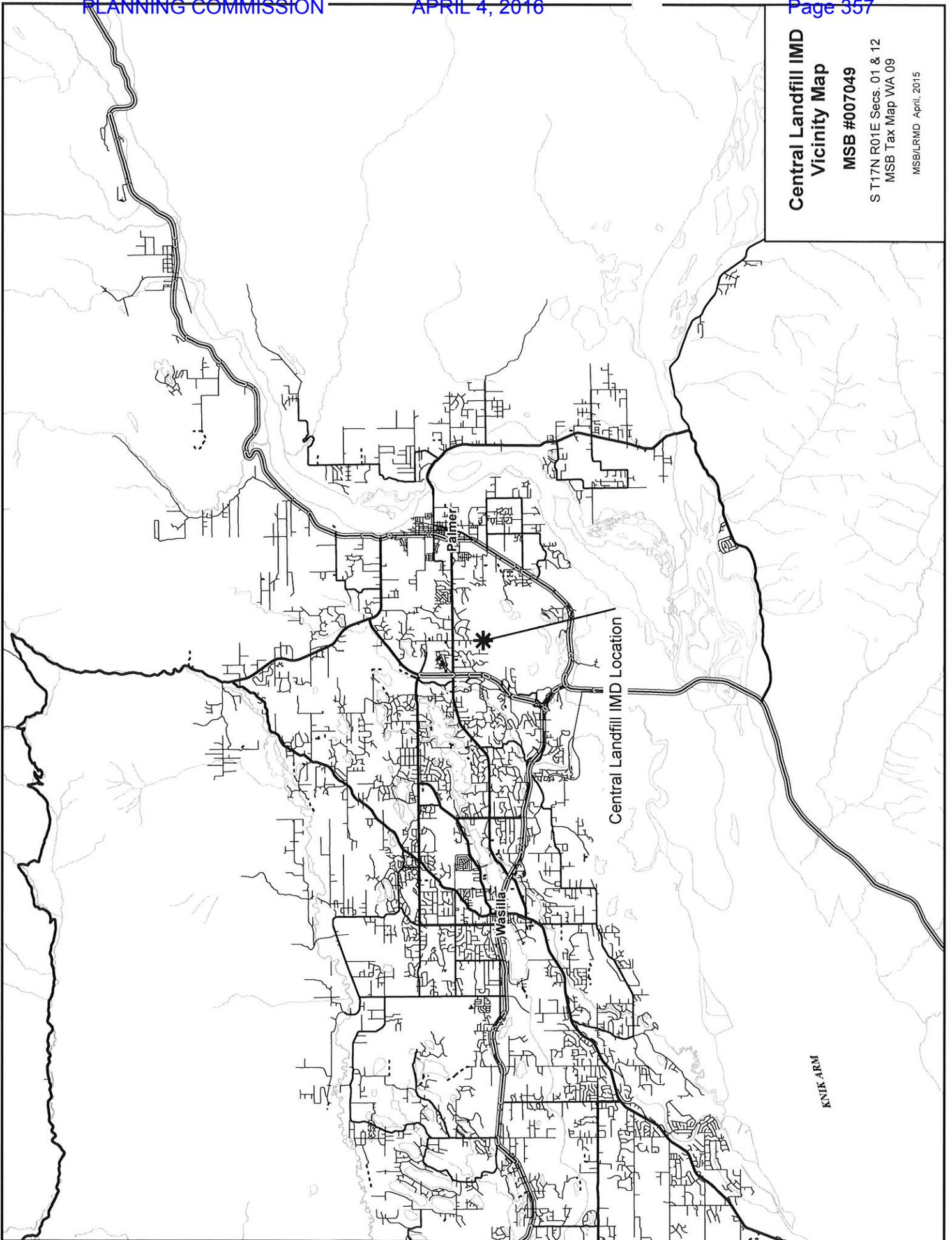


**Central Landfill IMD  
Vicinity Map**

**MSB #007049**

S T17N R01E Secs. 01 & 12  
MSB Tax Map WA 09

MSBLRMD April, 2015



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EXHIBIT 2  
Site Map





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### EXHIBIT 3

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

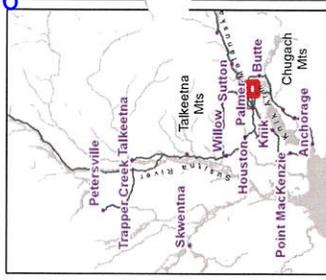


Matanuska - Susitna Borough  
Land and Resource  
Management Division

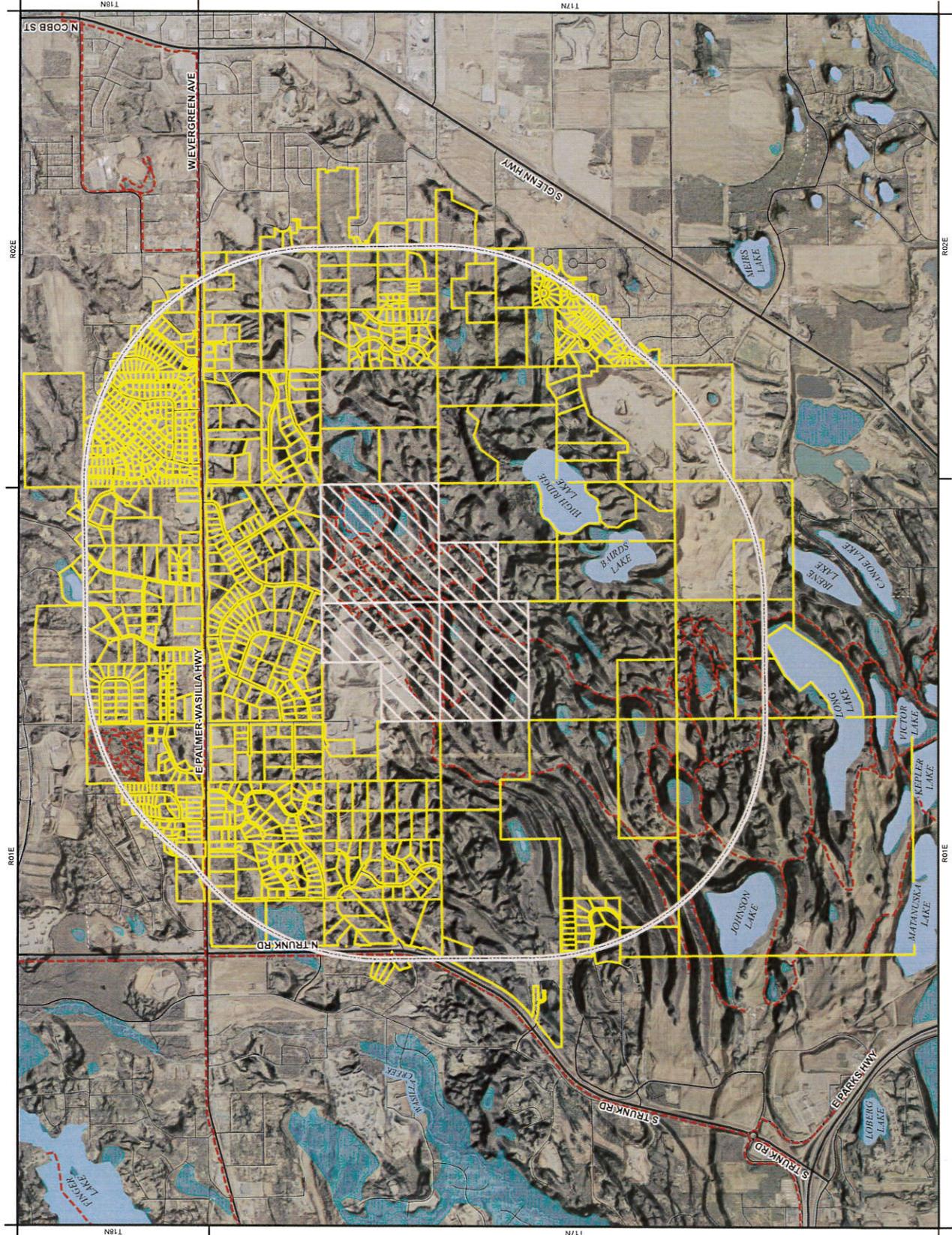


Matanuska-Susitna Borough  
Central Landfill IMD  
Wetland and Properties Map  
MSB #007049

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



Date: April, 2015  
Source: MSB GIS, MSB LIDAR, AKDOT  
Projection: MSB POLICE  
Location: MSB POLICE  
Author: MSB LIDAR



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NO	TAX ID	NAME 1	ADDRESS	CSZ
1	53045B01L005	AAAFEDT SECRET L	8107 FRANK 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 51416B03L009	BECKWITH BRENT AL	1505 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  
125 55197B01L024  
126 52574B04L001  
127 117N01E02D015  
128 52926B02L014A  
129 53015B05L009  
130 53015B05L011  
131 51332B03L004  
132 54946B01L003  
133 52148B5AL004  
134 52946B07L003  
135 52946B07L023  
136 52574B01L013  
137 52994B01L004  
138 52315B02L004  
139 51371B03L005  
140 52841B12L023  
141 51416B03L020  
142 51371B02L011  
143 53015B04L006  
144 52946B05L003  
145 117N01E02C006  
146 51371B06L013  
147 52841B05L019  
148 53015B04L012  
149 53045B02L001  
150 55266B09L005  
151 52841B07L015  
152 52841B07L018  
153 54946B02L022  
154 51332B03L006  
155 52946B07L011  
156 51371B02L006  
157 55094B02L010  
158 51371B02L013  
159 52946B07L014  
160 53261B09L005  
161 53261B12L027  
162 117N01E02B012  
163 55249B11L018  
164 52315B02L001  
165 55249B10L021  
166 51371B03L015  
167 117N02E06B015  
168 53015B04L002  
169 52315B02L015  
170 53015B03L004  
171 54988B06L005  
172 52315B02L011  
173 51354000T002  
174 117N01E02A007  
175 52465B02L024  
176 52946B03L023  
177 51371B01L022  
178 52315B02L006  
179 54644B01L006  
180 51333B03L006  
181 52946B06L005  
182 51371B02L001  
183 52946B01L002  
184 55197B01L027  
185 52994B01L007

BRUNER SAM  
BRYANT JEFFREY I  
BUE BRIAN G & PAMELA W  
BUIRGE DAVID C REV TR  
BUIST JASON T & LAURIE A  
BULAWA ABBEY L  
BULLOCK TROY & ABIGALE  
BURBANK TRENTON D JR & SALLIE B  
BURGAN-KELLY BONNIE G TRE  
BURGOYNE ROBERT D  
BURKE MARY C  
BURKE WM M & AMY D  
BURTON BRIAN JAY  
BUSH DONALD E JR& CAROL G  
BUXBAUM TERRY E& BONITA K  
CAMBRON ROBERT A II & JENNIFER MAE  
CAMPBELL GREGORY SCOTT  
CAMPBELL MARK D & NANCY M  
CAMPBELL WM L  
CANADY RONNA K  
CARDIEL DANIEL CHRISTOPHER JR  
CARLSON HEIDIE CATHRYN  
CARLSON SYLVIA  
CARLYLE KORY P  
CARLYLE MARSHALL J & DAKOTA J  
CARPENTER DOUGLAS&DEBORAH  
CARPENTER WM T & KAREN L  
CARRIER BENJAMIN L  
CARRYER ELIZABETH M  
CARTER ROBERT  
CARUSO BALADSINO & AGNES  
CASILLO RICK JOSEPH  
CASWELL RICHARD A JR & TERRY S  
CHANG TOM & GRACE FAM TR  
CHESNUT LONNIE R& BEVERLY  
CHRISTENSON CAROL  
CHRISTOPHER PETER& DENISE  
CHURCH JANIS M  
CIRI LAND DEV CO  
CLARK ELIJAH L  
CLARK JAMIE C  
CLARK MATTHEW M & JESSICA E  
CLARKSON URIAH J & JESSICA M  
CLEMENS RON  
COILE LEONARD R & PATRICIA D  
COLETTE SEAN A & RACHEL  
COLLIER PAM & ROBERT FAMILY TR  
COLLUM GEO L III& TRACY L  
COMER MICHAEL D & JULIANNE M  
CONN JOHN A III & JAMIE I  
CONNER OMAR IRVING  
CONWAY JAS M  
CONWAY LOIS M  
COOK DUGGER A & PATTI K  
COPSON ADAM D  
CORDIE DAVID & CHERYL  
CORNELISON FORREST DEAN  
COTTER NOEL M  
COUSINEAU RANDY  
COWAN JUSTIN SPENCER & JENNIFER  
COWGILL COREY D  
COX MICHAEL D

PO BOX 4254  
11550 E VERDE CIR  
PO BOX 641  
PO BOX 2428  
1340 N KILDARE CIR  
3290 W SECLUDED MEADOWS LOOP  
11940 E SHOOTING STAR CIR  
PO BOX 551  
PO BOX 172  
179 E NELSON AVE  
PO BOX 3766  
PO BOX 3766  
2180 N MONTE VISTA DR  
PO BOX 871141  
PO BOX 4480  
1581 N CALERO DR  
1980 N MIDTOWN DR  
PO BOX 3075  
PO BOX 2041  
645 S WILDROSE CIR  
PO BOX 872994  
8501 E HIGHLANDS CIR  
9975 E STRAND DR  
126 N WITHERSPOON DR  
PO BOX 271  
1150 S COLONY WAY, STE 3 PMB 236  
912 S REBECCA DR  
PO BOX 870103  
8951 E WESTSIDE DR  
1285 S FRONTIER DR  
2400 N ARABIAN LN  
PO BOX 3088  
1561 N LANI DR  
PO BOX 308  
PO BOX 2506  
10928 E EQUESTRIAN ST  
PO BOX 2271  
10901 E EQUESTRIAN ST  
PO BOX 93330  
1150 S COLONY WAY, STE 3, PMB 320  
1191 N TINA LN  
PO BOX 1991  
PO BOX 1805  
PO BOX 875250  
PO BOX 3759  
701 N MARCELL LOOP  
865 S IRIS CIR  
3408 N ARABIAN LN  
921 N TINA LN  
5610 S OURAY ST  
200 NE 8TH ST  
8925 E KILKENNY DR  
PO BOX 94  
1720 N LOMA PRIETA DR  
1041 N TINA LN  
PO BOX 671733  
2100 N LAUREL DR  
2060 N PALOMINO LN  
6001 130TH ST CT NW  
1875 N BELMONT AVE  
1001 TURK CIR  
9781 E ORTNER LOOP

PALMER AK 99645-4254  
PALMER, AK 99645-5703  
PALMER, AK 99645-0641  
PALMER, AK 99645-2428  
PALMER AK 99645-8972  
WASILLA AK 99623-0315  
PALMER AK 99645-8322  
PALMER AK 99645-0551  
PALMER, AK 99645-0172  
WASILLA AK 99654  
PALMER, AK 99645-3766  
PALMER, AK 99645  
PALMER AK 99645-8147  
WASILLA, AK 99687-1141  
PALMER, AK 99645-4480  
PALMER AK 99645  
PALMER AK 99645-9324  
PALMER, AK 99645-3075  
PALMER, AK 99645-2041  
PALMER AK 99645-7708  
WASILLA AK 99687-2994  
PALMER AK 99645  
PALMER AK 99645-8925  
PALMER, AK 99645  
PALMER AK 99645-0271  
PALMER AK 99645-6967  
PALMER, AK 99645  
WASILLA, AK 99687-0103  
PALMER, AK 99645-9322  
PALMER AK 99645-9365  
PALMER, AK 99645  
PALMER AK 99645-3088  
PALMER AK 99645-8961  
PALMER, AK 99645-0308  
PALMER, AK 99645-2506  
PALMER AK 99645  
PALMER, AK 99645-2271  
PALMER AK 99645  
ANCHORAGE AK 99509  
PALMER AK 99645-6967  
PALMER AK 99645-8955  
PALMER AK 99645-1991  
PALMER AK 99645-1805  
WASILLA, AK 99654-5250  
PALMER AK 99645-3759  
PALMER, AK 99645  
PALMER AK 99645  
PALMER AK 99645  
CENTENNIAL CO 80015-4011  
FRUITLAND ID 83619-5055  
PALMER, AK 99645  
PALMER, AK 99645-0094  
PALMER AK 99645  
PALMER, AK 99645  
CHUGIAK AK 99567-1733  
PALMER AK 99645-5721  
PALMER AK 99645-8899  
GIG HARBOR, WA 98332  
PALMER AK 99645-8897  
WASILLA AK 99654-6348  
PALMER, AK 99645

186 53045B01L011	CRAMER DONNA J	PO BOX 2411	PALMER, AK 99645-2411
187 52777000L001	CRAMER VINCENT C 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  
249 53047000L011  
250 52946B05L016  
251 54946B01L009  
252 52733000L004A  
253 52994B01L009  
254 117N01E02C007  
255 55330B09L021  
256 52574B01L015  
257 52841B12L015  
258 52465B02L023  
259 52946B03L015  
260 52946B05L013  
261 51371B02L018  
262 51371B01L021  
263 52946B07L024  
264 55119B02L002  
265 52841B12L021  
266 55089B10L009  
267 52946B03L008  
268 53045B01L017  
269 53261B06L015  
270 52148B5AL001  
271 51371B03L020  
272 52841B08L007  
273 55249B11L014  
274 52841B08L023  
275 52994B01L011  
276 52994B01L010  
277 55206B12L009  
278 55197B01L021  
279 51332B01L002  
280 52315B01L005  
281 55094B10L011  
282 52841B09L006  
283 54988B03L005  
284 53015B02L010  
285 54946B10L003  
286 55249B09L018  
287 52315000T00C  
288 53045B02L002  
289 54946B10L002  
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292 53045B02L011  
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294 53016B07L002  
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298 52946B07L006  
299 52574B01L012  
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301 54446000T00B  
302 117N02E06A018  
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304 55266B08L004  
305 117N02E06D033  
306 52148B5AL007  
307 52946B01L007  
308 52841B07L003  
309 51371B06L004

DURFEE JOHN & DOROTHY  
DUSENBERY RAMSE  
EAGLE UTILITIES  
EASTERLING ANDREW E  
EATON ERIN JEANETTE  
EDMONDS KEVIN J  
EGELUS RICK & MARGARET  
EHMANN FLOYD L JR  
ELLER DAVID J & TERISHA K  
ELLIBEE DON H  
ELLIOTT WM J & LINDA M  
ELMORE CHARLES NATHAN  
ELSE JAS F REV TR TRE  
EMERY LYNN M  
EMMERSON JACK S & MELISSA  
EMMI ERNEST J & KIMBERLY  
ENLOE GARY S & CAROLYN J  
ERICKSON HOWARD & DOROTHY  
ERNE TONY R & LETICIA  
ESARY CHARLES & CATHERINE G  
ESTERS LAVADA  
EVANS ANDREW G&KIMBERLY K  
EVANS HARRY G  
EVANS JEFFREY L & DARLA L  
EVANS WM DUANE JR & LISA  
EWING MICHAEL R  
EYCHANER JEFFREY M  
EYMANN JAMES M & PEGGY A  
EZZO BRIAN S  
FARRELL ADAM D  
FASSETT GARY A & KIMBERLY  
FAULKNER STEVE A&PATTI JO  
FENNELL KENNETH R  
FERRIS JERRY L & PAMELA J  
FETTERLY JASON G  
FIESER JASON T & STACI S  
FINLEY JARRETT H & AMBER B  
FINNESETH ANGELA G  
FINNSSON DONALD S & ANITA  
FISH STEPHEN C& CHRISTINA  
FISHER DANIEL & KATRINA  
FISHER STEVEN A & SHARON L  
FITCH ROB & KAREN  
FITZPATRICK JAS & DONNA  
FLORA ROBT E JR & STACY A  
FOOTE VIVIAN  
FORRESTER WM J& KRISTEN L  
FOSTER SUSAN K  
FOSTER TIMOTHY & RITA  
FOURNELLE JOSEPH B & JOY E  
FOX JAMES C & LILY A  
FOX JOHN D & BRENDA K  
FRALEY RICHARD J& DIANA K  
FRANCE BONNIE M  
FRANCE MILES D & NANCY L  
FRANCO JOSEPH & CHARITY  
FRANZEN JOSHUA D  
FRAZE ENTERPRISES INC  
FREEMAN JONATHAN & LUANA  
FREIBURGER ANNA M  
FRERICHS ROCKY & VERA  
FREY DON J, FREY DON J EST

PLANNING COMMISSION  
APRIL 4 2016  
PO BOX 2688  
9500 E DOUGLAS ST  
PO BOX 3489  
1204 S FRONTIER DR  
10250 E WITEZ II LN  
1880 GLENN HWY  
2950 S SKY RANCH LOOP  
PO BOX 2144  
PO BOX 1102  
1905 N BATTERY CIR  
8965 E KILKENNEY DR  
2155 N KENTUCKY DERBY DR  
PO BOX 1922  
PO BOX 298246  
1700 N LOMA PRIETA DR  
PO BOX 4340  
1098 N BETTE ALEXIS CIR  
13388 E VERDA DR  
PO BOX 5264  
PO BOX 1911  
810 BUCK CT  
PO BOX 1895  
9600 E STRAND DR  
HC 89 BOX 225  
2130 N BROADWAY DR  
2298 N THUNDER GULCH CIR  
11808 ALDERWOOD LOOP  
9901 E ORTNER LOOP  
9871 E ORTNER LOOP  
1934 N CITATION CIR  
PO BOX 2903  
2001 N ARABIAN LN  
PO BOX 4675  
11619 E ANNIE LN  
2281 N BROADWAY DR  
2351 N LOVE DR  
1802 N KENDY CIR  
1008 S SETTLERS CIR  
PO BOX 3303  
PO BOX 2529  
955 N HELEN DR  
22904 US HIGHWAY 224  
955 N GOLDEN HILLS DR  
995 LOWER CT  
900 N ESTY DR  
PO BOX 55  
PO BOX 2557  
PO BOX 3604  
PO BOX 1282  
2344 N THUNDER GULCH CIR  
PO BOX 3789  
PO BOX 4966  
1680 N CALERO DR  
11338 E FRANCE CIR  
751 N NORTHSHORE DR  
700 CERVANTES CT  
11708 E LORETTA CIR  
13490 E PLACITA EL CENTENO  
9790 E STRAND DR  
PO BOX 770402  
8910 E LEXINGTON ST, #7  
629 TAYLOR ST

PALMER, AK 99645-2688  
PALMER AK 99645  
PALMER, AK 99645-3489  
PALMER AK 99645-9365  
PALMER AK 99645-5725  
PALMER AK 99645-6769  
PALMER AK 99645-9005  
PALMER AK 99645-2144  
PALMER AK 99645-1102  
PALMER, AK 99645  
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PALMER AK 99645  
WASILLA, AK 99629-8246  
PALMER AK 99645-8965  
PALMER AK 99645-4340  
PALMER, AK 99645  
PALMER, AK 99645  
FORT RICHARDSON, AK 99505-5264  
PALMER, AK 99645-1911  
VACAVILLE, CA 95688-3515  
PALMER, AK 99645-1895  
PALMER AK 99645  
WILLOW AK 99688-9703  
PALMER, AK 99645  
PALMER AK 99645-8894  
ANCHORAGE, AK 99516  
PALMER, AK 99645  
PALMER AK 99645-8812  
PALMER AK 99645-8877  
PALMER, AK 99645-2903  
PALMER AK 99645-8840  
PALMER, AK 99645-4675  
PALMER, AK 99645  
PALMER AK 99645-9316  
PALMER AK 99645-8826  
PALMER AK 99645  
PALMER AK 99645-9366  
PALMER, AK 99645-3303  
PALMER, AK 99645-2529  
PALMER AK 99645-9397  
FOSTORIA OH 44830-9624  
PALMER AK 99645-8911  
FAIRBANKS, AK 99712  
PALMER, AK 99645  
PALMER, AK 99645-0055  
PALMER, AK 99645-2557  
PALMER AK 99645-3604  
PALMER, AK 99645-1282  
PALMER AK 99645  
PALMER, AK 99645-3789  
PALMER AK 99645-4966  
PALMER, AK 99645  
PALMER AK 99645-7440  
WASILLA, AK 99654  
EL PASO TX 79922-2103  
PALMER, AK 99645  
TUCSON AZ 85749-9733  
PALMER AK 99645-8924  
EAGLE RIVER, AK 99577-0402  
PALMER AK 99645-9328  
ANCHORAGE, AK 99508

310 51371B01L009 FRITZ CHRISTINE L  
311 52841B11L006 G G P LTD PRTNRSH  
312 53015B04L013 GAINES JACQUELINE E  
313 55206B12L018 GALL TANYA  
314 55206B12L021 GALLOWAY TIMOTHY L  
315 53261B06L010 GARRISON LARRY G & LYNN C  
316 51577B03L001 GATTO CATHY  
317 55197B01L036 GAULKE THOS E  
318 117N02E06D030 GEHRING PAUL & HOLLIS  
319 51371B01L008 GEHRING STEVEN J & BIRDIE  
320 51371B02L012 GERTEISEN GABRIELE M  
321 52841B11L007 GGP LLC  
322 117N02E06D002 GIANOPOULOS STEVEN G  
323 55266B08L012 GIFFORD PHILLIP J & ABY G  
324 53261B06L014 GILBERT SANDRA A  
325 52315B02L005 GILDERSLEEVE RICHARD T  
326 52835000L003 GILL BARBARA A  
327 51416B01L011 GILLETTE THOS P& MICHELLE  
328 117N01E02C016 GILMORE GINA BABETTE  
329 52841B12L017 GILSDORF JASON M  
330 53045B02L010 GLASER JOHN V & CATHY A  
331 53015B03L005 GLASER TYLER A & JEANNE M  
332 52232B01L003 GLEASON JULIANNE  
333 117N01E02C012 GOLD LLC  
334 52994B01L003 GONSKI JAS T & PATRICIA A  
335 51332B03L007 GONZALES JULIAN  
336 51371B03L012 GOODWIN ANDREW S & TINA M  
337 55197B05L006 GOOTEE JASON R  
338 55094B02L004 GOSNELL NORMA JEAN TRUST TRE  
339 52120B03L009 GOSS RUSSELL  
340 52946B04L004 GOUDEY BRITT C  
341 55119B01L003 GRAHAM REBECCA  
342 51371B05L008 GRAUVOGEL LAURA L M  
343 52946B03L009 GRAY BRUCE E III&BONNIE L  
344 55119B01L005 GRAY ROBT L & ROSANNE M  
345 53015B02T00F GREEN VALLEY SUBDIVISION  
346 53015B04T00E GREEN VALLEY SUBDIVISION  
347 52946B01L008 GREENE JAMES P & ESTHER C  
348 52946B03L010 GREMLEY RICHARD& K LVG TR  
349 52946B03L024 GRENDALL DANA S & J M  
350 51577B02L021 GRIFFIN MATTHEW W  
351 51371B06L008 GRIFFITH PETER & BRIANA  
352 53015B05L002 GRIMES DUSTIN L  
353 55197B01L029 GROSZ DAVID H & CATHERINE M  
354 51333B02L001 GROVE DAVID A JR  
355 55094B02L003 GUIKEMA GRANT N & CARA LYNN  
356 55089B12L005 GUMBLETON BRIAN M & C J  
357 55089B10L007 GUNDERSEN LARRY L&DARLENE  
358 51371B06L010 HADDOCK MICHAEL E & KRISTINE D  
359 51371B05L011 HAGERDON PAUL  
360 52148B5AL003 HALE ERIC N  
361 52835000L002 HALE WM ROGER & JEAN M  
362 54988B03L001 HALL JESS PALMER RES TR  
363 52946B02L009 HALL MARTIN  
364 117N02E05C021 HALLEY BRICE C & PATRICIA G  
365 55094B03L006 HALSEY KATIE R  
366 51577B02L017 HAMM DANIEL & JULIE  
367 52946B02L005 HAMMAKER ROBT G& KATHLEEN  
368 54946B10L007 HAMMER JAS D & CATHY L  
369 55266B08L005 HAMMONS ALFRED V JR& DAWN  
370 54988000T00A HAND JOS E & COLLETTE  
371 52232B03L001 HANKINS-TOOKE JANELLE D

PLANNING COMMISSION  
APRIL 4, 2016  
PO BOX 1341  
9131 E FRONTAGE RD, STE 3  
PO BOX 1511  
1779 N CITATION CIR  
1893 N CITATION CIR  
PO BOX 4128  
50 NE BELLA VISTA DR  
16928 LUDLOW CIR  
1231 N ESTY DR  
10225 E STRAND DR  
1255 N LANI DR  
9131 E FRONTAGE RD, SUITE 3  
PO BOX 4326  
11707 E LORETTA CIR  
4061 BROOKSHIRE WAY  
1071 N TINA LN  
PO BOX 1246  
PO BOX 2964  
PO BOX 226  
1975 N BATTERY CIR  
870 N ESTY DR, # A  
885 S IRIS CIR  
1920 N MONTE VISTA DR  
101 W PARKS HWY  
9661 E ORTNER LOOP  
45147 S HWY 3  
10121 E LOMA RICA DR  
2244 N VERDE DR  
7300 E DENELLE ST  
1960 N LAUREL DR  
PO BOX 90410  
8837 E GARRETT WOODSON CIR  
PO BOX 1062  
PO BOX 3984  
PO BOX 134  
GEN DEL  
GEN DEL  
PO BOX 413  
PO BOX 1250  
PO BOX 1565  
PO BOX 670589  
1711 LORE RD, # 307  
11150 E LUPINE RD  
2189 N VERDE DR  
1050 S COLONY WAY, STE # 3 PMB 247  
2030 RAIN DANCE LOOP  
2064 N TABASCO CAT DR  
PO BOX 187  
9905 E STRAND DR  
PO BOX 3378  
10250 E OLIVEWOOD DR  
10355 E CODY ST  
PO BOX 1987  
PO BOX 2205  
650 N NATASHA RD  
1169 S REBECCA DR  
8661 E REGENTS RD  
2145 N BELMONT AVE  
1075 S FRONTIER DR  
11726 E LORETTA CIR  
PO BOX 2092  
PO BOX 3486

PALMER, AK 99645-1341  
PALMER, AK 99645  
PALMER, AK 99645-1511  
PALMER AK 99645-8896  
PALMER AK 99645-8896  
PALMER, AK 99645-4128  
BELFAIR WA 98528-5012  
EAGLE RIVER, AK 99577  
PALMER, AK 99645  
PALMER, AK 99645  
PALMER, AK 99645  
PALMER AK 99645  
PALMER, AK 99645-4326  
PALMER AK 99645-9363  
MONTGOMERY AL 36116-4338  
PALMER, AK 99645  
PALMER, AK 99645-1246  
PALMER, AK 99645-2964  
PALMER AK 99645-0226  
PALMER AK 99645-9319  
PALMER, AK 99645  
PALMER AK 99645  
PALMER AK 99645  
WASILLA, AK 99654  
PALMER, AK 99645-8811  
ST MARIES ID 83861-9001  
PALMER AK 99645-8921  
PALMER AK 99645  
PALMER, AK 99645  
PALMER AK 99645-8807  
ANCHORAGE, AK 99509-0410  
PALMER, AK 99645  
PALMER AK 99645-1062  
PALMER, AK 99645-3984  
PALMER, AK 99645-0134  
PALMER AK 99645-0000  
PALMER AK 99645-0000  
PALMER AK 99645-0413  
PALMER, AK 99645-1250  
PALMER, AK 99645-1565  
CHUGIAK AK 99567-0589  
ANCHORAGE AK 99507-2969  
PALMER AK 99645-9411  
PALMER AK 99645-8845  
PALMER AK 99645  
HARKER HTS TX 76548-7426  
PALMER AK 99645-8818  
PALMER, AK 99645-0187  
PALMER AK 99645  
PALMER AK 99645-3378  
PALMER AK 99645-9623  
PALMER AK 99645  
PALMER AK 99645-1987  
PALMER AK 99645-2205  
PALMER AK 99645-9383  
PALMER AK 99645-9360  
PALMER, AK 99645  
PALMER, AK 99645  
PALMER, AK 99645-9365  
PALMER, AK 99645-9363  
PALMER, AK 99645-2092  
PALMER, AK 99645-3486

Address	City	State	Zip
372 117N02E06D009	HANRAHAN DANIEL	AK	99645-3505
373 51371B06L015	HANSEN LEVI J	AK	99645-8971
374 53015B02L008	HANSEN STEPHANIE M	OR	97850-3381
375 53261B04L015	HARD JOEL L & ANNETTE M	AK	99645
376 52841B08L015	HARD JOHN S	AK	99645-9313
377 52841B11L005	HARDY DANIEL B SR & T M	AK	99687-4092
378 53261B08L002	HARLAMERT MERLIN W JR	AK	99645-8866
379 52994B02L006	HARMAN JOSHUA F & HOLLY N	AK	99645-3466
380 54946B11L002	HARMON TODD A & MIRANDA M B	AK	99645-9366
381 55197B01L032	HARRIS-GAULKE BARBARA L	AK	99645-4740
382 52841B12L024	HARSH CHRISTOPHER M	AK	99645-4560
383 51189B02L011	HART JAMES E	AK	99645
384 51416B01L013	HARTMAN LUKE & RISA	AK	99645-0337
385 57303B02I024A	HAVENS CHRISTOPHER	AK	99645
386 52405B02L005	HEDIGER CRAIG B & KATHLEEN A	AK	99654-6918
387 53015B03L012	HEFFNER HORACE W&SHEILA M	AK	99645
388 52465B02L018	HEFNER LEWIS H JR	AK	99645-2991
389 117N01E02D013	HELGESON JAS P	CA	92677-4752
390 57303B02L023A	HELVESTON DANIEL	AK	99645
391 51333B02L002	HENDRICKSON ANDREW A&LYNN	AK	99645-8820
392 51333B01L003	HENDRICKSON LARRY R	AK	99645-2515
393 51332B01L004	HENRY ROBT F & JANIS A	AK	99645
394 55094B02L008	HETLET LANCE L& NATASHA D	AK	99645-9361
395 54946B05L002	HILL JERRY L & SANDRA L	AK	99645
396 55094B02L013	HILL ROY RAYBURN & LINDSAY	AK	99645-9364
397 55094B03L002	HILTON ADAM & VERONIKA	AK	99645-9360
398 52148B5AL005	HINDIN HOWARD & CAROLEE K	AK	99645-3693
399 52315B02L009	HODGE GLENN A	AK	99645-8953
400 55197B01L031	HODGE TREVOR E & CARISA Y	AK	99645-1813
401 52405B02L003	HODGSON JOEL R & DIANNE M	AK	99645
402 52994B02L002	HODSDON MICHAEL S	AK	99645-3396
403 54946B10L001	HOFFMAN STEVEN C & MONICA P	AK	99645
404 52841B09L008	HOFFMANN LARRY A& JEWELL	AK	99645
405 52946B05L005	HOGAN WM H & CONSTANCE M	AK	99645-3896
406 117N02E06D031	HOLCOMB CARL E	AK	99645
407 52946B03L019	HOLLAND MICHAEL & RUBIELA	AK	99654-0907
408 52148B5BL008	HOLLIBAUGH TERRY R & KIMBERLY L	AK	99645
409 52841B12L011	HOLTZ SHANE D & JENNIFER E	AK	99645-9319
410 52574B03L002	HOPF ROBT G & MARILYN S	AK	99645-2829
411 54988B03L006	HORN DAVID A & GINETTE M	AK	99645
412 52841B07L016	HORST VERNON LEE	AK	99645-4279
413 52926B02L015A	HOTCHKISS VICTOR E	AK	99645-8972
414 51371B05L009	HOUK DONALD R & GISILE E	AK	99645-8920
415 52149000L007A	HRIBAR DAVID M JR	AK	99645-0737
416 53045B03L004	HUDMAN KENNETH L & KELLI L	AK	99645-9378
417 52994B01L008	HUFF JOSHUA A	AK	99645
418 53261B10L003	HUGHES CORY & SARAH I	AK	99687-6818
419 52946B03L021	HUGHES JEAN A	AK	99645-2302
420 51333B03L007	HUNT SAM D & DIANE L	AK	99645
421 51371B03L017	HURT DAVID & AMY	AK	99645-8975
422 52946B01L006	HUSEBY JOHN T & JACQUE F	AK	99645-4521
423 51371B01L010	HUSS ERIC W & MICHELLE	AK	99645-8963
424 54988B04L011	HYSOM GREGORY H	AK	99645-8829
425 53261B06L011	IPPOLITO ANGELO A III & AMY E	AK	99645-5702
426 53015B03T00G	IRIS CIRCLE WATER CORP	AK	99645-7702
427 54946B11L006	ISHMAEL KENNETH B	AK	99645
428 55206B12L019	JACKSON KELLY A	KY	40211-1875
429 53045B01L006	JACOB GLENN C & JANET L	AK	99645
430 53045B01L007	JACOB JANET L SUTTLE	AK	99645
431 51371B03L024	JACOB NATOSHA N	AK	99645-8926
432 52777000L002	JACOBSEN GARY & MARILYN	AK	99687-5191
433 52232B01L009	JAMES JON M	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

498 117N02E07A010 KOTTRA LORRAINE L TR TRE  
 499 54644B01L009 KRAUSE JOSEPH G & DIANE M  
 500 55266B08L009 KRUEGER KRISTI A  
 501 51416B02L003 KUDRYN PYOTR N & GALINA P  
 502 51371B02L021 KUENNING ROBERT B & MARY A  
 503 54644B01L005 LABBE ROBERT B & BONNIE L  
 504 117N01E02D014 LABBY M SCOTT & SUZAN K  
 505 118N01E35C002 LAFRANCE ARTHUR R & D F  
 506 52120B01L002 LAMBERT WILMA J REV LIV TR  
 507 51371B03L016 LANDON TONY  
 508 55089B11L010 LANE MICHAEL R & LORI C  
 509 53015B04L001 LARSEN TRACY  
 510 54946B11L004 LARSON JANELL R  
 511 53015B02L011 LARSON PAUL E & COLLEEN M  
 512 55089B10L008 LARSON RICHARD A  
 513 53261B12L025 LATTA KYLE A & CHRISTINE M  
 514 117N01E02D018 LAUGHLIN BRIAN  
 515 117N01E02D009 LAUGHLIN KAREN LVG TR  
 516 52841B12L013 LAWALTER GREGORY A& KAREL  
 517 52946B07L019 LAWTON CHRISTOPHER K & ELIZABETH M  
 518 52946B07L015 LAYTON TIMOTHY J& KAREN A  
 519 52841B08L006 LEARY KYLE A  
 520 54988B04L009 LECHEMINANT GARTH W& TAMI  
 521 51416B03L017 LECLAIR LIV TR  
 522 55197B01L025 LEE DORIS ROBERTA  
 523 52946B02L010 LEE JASON K & SERENA C  
 524 52946B05L010 LEET CHAS A & KAREN K  
 525 53015B03L006 LEHMAN MARK W  
 526 117N01E02D006 LEIDER WM R & KIMBERLY  
 527 54988B04L003 LEIGH THOMAS E & ANNA P  
 528 52232B01L004 LENZ JULIA K MOOR  
 529 51332B03L003 LESLIE EILEEN S  
 530 51577B02L018 LEUTZINGER JOSHUA D  
 531 55249B11L013 LEWIS MITCHELL C & JEANNE  
 532 52841B08L012 LIFETIME INVESTMENTS LLC  
 533 52841B12L010 LINDSAY MICHAEL G & K K  
 534 51416B03L007 LING MARK E  
 535 52148B5BL002 LINN TOSHA NICOLE  
 536 52315B01L001 LITTLE JACK L & MARY T  
 537 51371B06L007 LITTLE JJ  
 538 52148B5BL007 LOCKLEAR DAREL  
 539 52148B5BL005 LOCKLEAR DAVID L & L P  
 540 53045B02L004 LOGGINS MARVIN  
 541 5304700L008 LOGSDON TARA  
 542 54988B02L002 LOMBARD JACK B  
 543 55266B09L008 LOONEY MICHAEL D& KAREN J  
 544 52841B03L019 LOPEZ MICHAEL C  
 545 51371B01L005 LOPEZ OSCAR J  
 546 52946B06L001 LORIA TIMOTHY J & LINDA S  
 547 51333B03L003 LORRIGAN JACK C  
 548 54946B11L003 LOUDON MATTHEW K&BROOKE L  
 549 54635000T00A1 LOWERY CHAD L  
 550 53045B02L003 LOYER JUANITA  
 551 52315B01L014 LUEVANO JACOB A  
 552 52315B02L012 LUGERS GREGORY S& DARLENE  
 553 52946B02L004 LUSSOW TIMOTHY A  
 554 54644B01L001 LYNCH CYNTHIA L  
 555 53015B02L003 LYON DUSTEN RAY  
 556 51371B06L006 MACAULY ALEXANDER S  
 557 117N01E12D002 MACHETANZ TRAEGER

2412 HIALEAH DR  
 PO BOX 3887  
 11751 E LORETTA CIR  
 501 W PAYSTREAK CIR  
 1541 N LOMA PRIETA DR  
 11750 E ALBERHILL CIR  
 1105 N GOLDEN HILLS DR  
 9251 E PALMER-WASILLA HWY  
 PO BOX 3232  
 10270 E STRAND DR  
 10875 E BLACK EYED SUSAN LN  
 PO BOX 882  
 1072 S SETTLERS CIR  
 860 S IRIS CIR  
 1247 E FOXHILL DR, # 117  
 10961 E EQUESTRIAN ST  
 755 N GOLDEN HILLS DR  
 8731 E TIMES SQUARE CIR  
 1930 N BATTERY CIR  
 1865 N KENTUCKY DERBY DR  
 PO BOX 2111  
 2150 N BROADWAY DR  
 PO BOX 1715  
 PO BOX 2763  
 11540 E VERDE CIR  
 2265 N KENTUCKY DERBY DR  
 PO BOX 1315  
 905 S IRIS CIR  
 PO BOX 1645  
 3435 N ARABIAN LN  
 PO BOX 1528  
 2300 N ARABIAN LN  
 PO BOX 770002  
 PO BOX 461  
 2521 E MOUNTAIN VILLAGE DR, STE B  
 8996 E WESTSIDE DR  
 PO BOX 2882  
 4540 S CAPTAINS CIR  
 1051 N TRUNK RD  
 552 DYE AVE, APT D  
 9800 E LEE ANN DR  
 9800 E LEE ANN DR  
 855 N HELEN DR  
 8901 E KIVA WAY  
 PO BOX 1613  
 850 S REBECCA DR  
 9201 E QUEENSBORO AVE  
 PO BOX 2637  
 PO BOX 3572  
 2300 N LAUREL DR  
 1075 S SETTLERS CIR  
 PO BOX 876811  
 1505 S PHYL CT  
 1100 N TINA LN  
 861 N TINA LN  
 PO BOX 876885  
 1150 S COLONY WAY, PMB 358  
 PO BOX 671534  
 PO BOX 711  
 4110 W BARRETT ST

ANCHORAGE, AK 99517  
 PALMER AK 99645-3887  
 PALMER AK 99645-9363  
 WASILLA, AK 99654  
 PALMER AK 99645-8963  
 PALMER, AK 99645-8800  
 PALMER, AK 99645  
 PALMER, AK 99645  
 PALMER AK 99645-3232  
 PALMER AK 99645-8975  
 PALMER, AK 99645-8875  
 PALMER AK 99645-0882  
 PALMER, AK 99645-9366  
 PALMER, AK 99645  
 FRESNO CA 93720-4297  
 PALMER AK 99645  
 PALMER, AK 99645  
 PALMER AK 99645-9333  
 PALMER, AK 99645  
 PALMER AK 99645-8836  
 PALMER, AK 99645-2111  
 PALMER AK 99645-9315  
 PALMER, AK 99645-1715  
 PALMER AK 99645-2763  
 PALMER AK 99645-5703  
 PALMER AK 99645-5710  
 PALMER, AK 99645-1315  
 PALMER AK 99645-7755  
 PALMER, AK 99645-1645  
 PALMER, AK 99645  
 PALMER, AK 99645-1528  
 PALMER, AK 99645  
 EAGLE RIVER AK 99577-0002  
 KOTZEBUE AK 99752-0461  
 WASILLA AK 99654-7377  
 PALMER, AK 99645  
 PALMER, AK 99645-2882  
 WASILLA AK 99623-9434  
 PALMER, AK 99645  
 ANCHORAGE AK 99505-1140  
 PALMER AK 99645  
 PALMER, AK 99645  
 PALMER, AK 99645  
 PALMER AK 99645-9338  
 PALMER AK 99645-1613  
 PALMER, AK 99645  
 PALMER AK 99645-9343  
 PALMER AK 99645-2637  
 PALMER AK 99645-3572  
 PALMER AK 99645-8809  
 PALMER, AK 99645-9366  
 WASILLA AK 99687-6811  
 PALMER, AK 99645  
 PALMER AK 99645-8955  
 PALMER, AK 99645  
 WASILLA AK 99687-6885  
 PALMER, AK 99645-6967  
 CHUGIAK, AK 99567-1534  
 PALMER, AK 99645-0711  
 SEATTLE, WA 98199-2428

558	52946B01L003	MACK BRENNIA J	PO BOX 4267	PALMER AK 99645-4267
559	52841B08L008	MACKNICKI LARRY & C. STINE	2110 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	MICHELSSEN 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  
621 52148B5AL010 MILAZZO MARK C & LAC...A J  
622 51577B02L022 MILLER KEVIN T  
623 52149000L006A MILLETTE MATTHEW J  
624 54946B01L011 MILLS TIMOTHY M & JOANNA  
625 55089B12L008 MILLS WESLEY J & KAROL A  
626 52841B07L019 MIRANDA JOSHUA S & CHRISTINE G  
627 53261B04L020 MIRANDA LYNN M  
628 55094B03L003 MOELLER MARK J  
629 51354000T001 MOFFITT HOUSE LLC  
630 52946B07L008 MOLNAR EDW A JR & LINDA J  
631 117N02E07D007 MONTANO DONALD A  
632 52574000T00B MOOR KATHERINE J TR TRE  
633 51332B01L007 MOORE CARL ROY  
634 53261B10L001 MOORE JAMES S  
635 54988B04L001 MORE CLINTON W & MONICA A  
636 53188B09L014A MORE STEVE J  
637 51577B03L007 MORENO SHERRY A  
638 51371B06L003 MORRIS BRYAN H & RENEE  
639 55094B02L012 MORRISON JUDITH L  
640 55197B01L034 MORTON NATHAN E  
641 52232B02L002 MOSELEY THOS F & DEBORAH L  
642 51416B01L010 MOUNCE ROBERT LEON  
643 51416B03L019 MRZENA MATTHEW D  
644 51332B04L003 MUCHA MARK S  
645 52946B07L017 MUDD MELISSA G  
646 51371B02L020 MULHOLLAND KEITH & STELLA M  
647 55094B10L010 MURDOCK JOSEPH M & BEVERLY R  
648 53261B08L006 MURPHY BRETT & VALERIE  
649 52232B01L006 MURPHY THOMAS M REV TR  
650 52315B01L002 MUSGRAVE JONAS G & MISTI  
651 51371B02L027 NAGY LOUIS JR  
652 52946B02L012 NARDIN FAM TR  
653 117N02E06B011 NARDINI NEIL & STACY  
654 53015B04L004 NATARTE VIRGILIO E  
655 52835000L006 NEFFENDORF RONALD D & CARLA S REV L  
656 52946B02L008 NELLES JEFF A & HEATHER L  
657 53045B01L002 NELLESEN JOHN P  
658 51371B02L017 NELSON BRYAN & SONJA LVG TR  
659 52405B02L001 NELSON NANCY A  
660 51577B03L004 NEUMANN ROSALIE J L/E  
661 53015B02L002 NEWBERRY DANIELLE M  
662 117N02E07C008 NEWBURY NORMAN K & DEBRA L  
663 55266B08L013 NICHOLS ROBT J & CHERYL A  
664 55206B12L020 NICODEMUS TIMOTHY A & TENDRA L  
665 55249B11L012 NORMAN SHAWN A & SHEENA A  
666 52841B07L004 NORRIS JAMIE L  
667 53261B08L004 NORTON DAVID C & KIM Z  
668 55089B12L002 NOYCE JOHN W & SANDRA O  
669 52232B01L002 NYE THOMAS MICHAEL & KATHLEEN A  
670 52574B01L014 OATHOUT-WELCH MARY T  
671 52946B04L002 O'BRIEN WM C  
672 51371B03L001 OGLE BRUCE J  
673 52841B08L009 OLAYVAR RODENDO B  
674 117N02E06A004 OLD 302 LLC  
675 53047000L002 OLD APOSTOLIC LUTHERN CHR  
676 51416B01L012 OLIVER DAVID A & YVONNE M  
677 53261B04L016 OLIVER JENNIFER L  
678 51371B01L012 OLIVERSON DOUGLAS P & B A  
679 55266B09L006 OLSON BOYD & MICHELE N  
680 117N01E02D005 OLSON DOUGLAS L & MARY A E  
681 51371B01L025 OLSON GRANT E D & KIMBERLY J

PLANNING COMMISSION  
APRIL 4, 2016

PO BOX 870988  
PO BOX 3842  
1401 N OLD TOWNE DR  
9850 E STRAND DR  
1152 S FRONTIER DR  
1250 3 1/2 AVE NW  
8911 E WESTSIDE DR  
PO BOX 2363  
1233 S REBECCA DR  
6250 N LOSSING RD  
PO BOX 301  
PO BOX 1905  
1210 G ST  
2301 N ARABIAN LN  
PO BOX 876653  
PO BOX 1546  
2101 N BROADWAY DR  
PO BOX 4030  
1601 N 49TH STATE ST  
11604 E ANNIE LN  
2099 N VERDE DR  
1900 N BASIN ST  
1405 N GOLDEN HILLS DR  
PO BOX 876023  
PO BOX 448  
PO BOX 876658  
PO BOX 672264  
11601 E ANNIE LN  
PO BOX 1803  
PO BOX 3087  
1001 N OLD TRUNK RD  
11545 DISCOVERY VIEW DR  
PO BOX 4944  
2451 N LAKESPUR HILL CIR  
5210 CHENA AVE  
3065 ARCTIC FOX DR  
PO BOX 4436  
PO BOX 870258  
1500 N LANI DR  
8975 E GOLD PAN DR  
3251 AQUARIUS CIR  
PO BOX 391  
9693 E VALLEY CREST DR  
11689 E LORETTA CIR  
1859 N CITATION DR  
PO BOX 455  
8940 E LEXINGTON ST  
PO BOX 2742  
PO BOX 701  
2433 LEARY BAY CIR  
2210 N MONTE VISTA DR  
PO BOX 1342  
PO BOX 111311  
2090 N BROADWAY DR  
39901 N GLENN HWY  
PO BOX 2658  
PO BOX 2858  
645 G ST, #1188  
12730 RIVULET CIR  
890 S REBECCA DR  
1150 N GOLDEN HILLS DR  
174 E SCHROCK RD

WASILLA AK 99687-0988  
PALMER AK 99645-3842  
PALMER AK 99645-7743  
PALMER AK 99645-8924  
PALMER, AK 99645-9365  
BYRON MN 55920-1397  
PALMER AK 99645-9322  
PALMER AK 99645  
PALMER AK 99645-9360  
PALMER, AK 99645  
PALMER AK 99645  
PALMER, AK 99645-1905  
ANCHORAGE AK 99501-4353  
PALMER, AK 99645  
WASILLA, AK 99687-6653  
PALMER, AK 99645-1546  
PALMER AK 99645-9315  
PALMER AK 99645-4030  
PALMER AK 99645  
PALMER, AK 99645  
PALMER, AK 99645  
PALMER AK 99645-9162  
PALMER, AK 99645  
PALMER AK 99645-8914  
WASILLA AK 99687-6023  
PALMER, AK 99645-0448  
WASILLA, AK 99687-6658  
CHUGIAK, AK 99567-2264  
PALMER AK 99645-9364  
PALMER, AK 99645-1803  
PALMER AK 99645-3087  
PALMER AK 99645  
ANCHORAGE AK 99515-2752  
PALMER, AK 99645-4944  
PALMER AK 99645  
ANCHORAGE, AK 99508-2517  
WASILLA AK 99654-2731  
PALMER, AK 99645-4436  
WASILLA, AK 99687-0258  
PALMER AK 99645-8961  
PALMER, AK 99645  
ANCHORAGE AK 99517  
PALMER AK 99645-0391  
PALMER AK 99645-7759  
PALMER, AK 99645  
PALMER AK 99645-8896  
PALMER AK 99645-0455  
PALMER AK 99645-9328  
PALMER, AK 99645-2742  
PALMER, AK 99645-0701  
ANCHORAGE AK 99515-2735  
PALMER, AK 99645  
PALMER, AK 99645-1342  
ANCHORAGE, AK 99511-1311  
PALMER, AK 99645-9314  
SUTTON AK 99674-8005  
PALMER, AK 99645-2658  
PALMER, AK 99645-2858  
ANCHORAGE AK 99501-3443  
ANCHORAGE AK 99516-7317  
PALMER, AK 99645-9361  
PALMER, AK 99645  
WASILLA AK 99654-9012

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682	51416B04L004	OLSON TREVOR G & RACHEL J	1260 N GOLDEN HILLS DR	PALMER, AK 99645
683	51416B03L012	O'NEAL PATRICK S & REBECCA	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	REDA 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

Address ID	Address Name	Address	City, State, ZIP
806	SHAW ROBERT W & DC VIA M	2990 N MONTE VISTA DR	PALMER, AK 99645
807	SHAY GWYNNE B	PO BOX 2768	KODIAK, AK 99615-2768
808	SHEETS ERIK M	3035 E PALMER-WASILLA HWY	WASILLA AK 99654-7279
809	SHELTON MICHAEL T & EDIE A	9600 E ORTNER LOOP	PALMER AK 99645-8811
810	SHEN HENRY J & ASA B	11030 E EQUESTRIAN CIR	PALMER AK 99645-8805
811	SHERANT MATTHEW	11671 E ANNIE LN	PALMER, AK 99645
812	SHERMAN JACK D & REBECCA C	PO BOX 2609	PALMER, AK 99645-2609
813	SHERMAN JARED E & MIRANDA L	11425 E KANGAROO CT	PALMER AK 99645
814	SHULTZ STEVEN M & NANCY	PO BOX 876880	WASILLA, AK 99687-6880
815	SIMAC VINCENT L	2061 N MIDTOWN DR	PALMER AK 99645-9325
816	SIMEROOTH ANTHONY J	PO BOX 193	PALMER, AK 99645-0193
817	SIMMERMAN MELISSA A	11669 E LORETTA CIR	PALMER AK 99645-9362
818	SIMMONS SHANNON W	1161 N TINA LN	PALMER AK 99645-8955
819	SIMPLE PLEASURES LLC	PO BOX 3349	PALMER, AK 99645-3349
820	SISCO BRET A	626 N BOBBY DAY CIR	WASILLA AK 99654-7369
821	SITBON RICHARD G & TAMELA	1810 N BELMONT AVE	PALMER AK 99645-8897
822	SIZEMORE JAS F & CAROL M	PO BOX 2581	PALMER, AK 99645-2581
823	SKOW ERIC W & BETH A	1250 N LANI DR	PALMER AK 99645-8960
824	SKUBE ANDREW J	2041 N BROADWAY DR	PALMER AK 99645
825	SMITH BRIAN E & TERESA L	11680 E CRIMSONVIEW DR	PALMER, AK 99645
826	SMITH D & D JOINT REV TR	3332 E TAMARAK AVE, # 3	WASILLA, AK 99654-7429
827	SMITH LLOYD T JR&KATHLEEN	PO BOX 357	PALMER, AK 99645-0357
828	SMITH MICHAEL E	2521 E MOUNTAIN VILLAGE DR, STE B	WASILLA AK 99654-7377
829	SMITH MICHAEL L	13340 M32/M33	ATLANTA MI 49709-8825
830	SMITH NICOLE E	1805 N EQUESTRIAN PL	PALMER AK 99645-5718
831	SMITH PAUL A & RUTH A	2832 MORGAN LOOP	ANCHORAGE AK 99516
832	SMOOT DAVID S	PO BOX 2983	PALMER, AK 99645-2983
833	SMYERS JAS E	1905 CLEVELAND AVE	ANCHORAGE AK 99517-2657
834	SMYLIE THOS M JR & DIANA	10835 E BLACKKEYED SUSAN	PALMER AK 99645
835	SORENSEN KEVIN L & DIANA J	PO BOX 4136	PALMER, AK 99645-4136
836	SORENSEN A'LEISHA	PO BOX 4265	PALMER AK 99645-4265
837	SOUTHWICK SHANE & MARIANNE	PO BOX 3973	PALMER, AK 99645-3973
838	SOVERNS RICHARD C & REBECCA J	8614 E PROSPECT HILLS CIR	PALMER, AK 99645
839	SPAHR DON & KATHERINE	5571 KENNYHILL DR	ANCHORAGE, AK 99504-3719
840	SPARKS EDWARD N	1150 S COLONY WAY, STE 3 PMB 342	PALMER AK 99645-6967
841	SPARKS JOLENE ANN L/E	PO BOX 876823	WASILLA AK 99687-6823
842	SPENCER BYRON NEIL	3450 HARRIER CIR	ANCHORAGE AK 99504-3964
843	SPENCER MICHAEL & CLAUDIA	PO BOX 4801	PALMER AK 99645-4801
844	SPINELL HOMES INC	1900 W NORTHERN LGTS BLVD, # 200	ANCHORAGE, AK 99517-3342
845	ST CLAIR ROBERT B	11745 E LORETTA CIR	PALMER, AK 99645
846	ST SAVIOUR ADAM	9825 E LEE ANN DR	PALMER AK 99645-8919
847	STALEY JEFFERY R	PO BOX 872668	WASILLA AK 99687-2668
848	STANLEY GINA	1150 S COLONY WAY, STE 3 PMB 614	PALMER AK 99645-6967
849	STANLEY JAMES B & LARA W	950 N GOLDEN HILLS DR	PALMER AK 99645-8911
850	STANTON W MICHAEL	PO BOX 2067	PALMER AK 99645-2067
851	STARK HEATHER	PO BOX 2756	PALMER, AK 99645-2756
852	STEADMAN BRANDEN & TYE	10876 E TIMBER COUNTRY CIR	PALMER AK 99645
853	STEARNS DAMIAN & CATHERINE	1206 W RANDOM WAY	PAYSON, AZ 85541
854	STEARNS SAMUEL M	9601 E ORTNER LOOP	PALMER AK 99645-8811
855	STEFANSKI JOEL M & MELINDA	2251 N HASSEN BEY DR	PALMER, AK 99645
856	STEFFENS CLAIRE	PO BOX 101847	ANCHORAGE, AK 99510-1847
857	STEINKE LONNIE W & KATRINA S	PO BOX 398	PALMER AK 99645-0398
858	STELCK LARRY L	8101 E COTTRELL CAMPUS DR	PALMER AK 99645-8958
859	STENBERG PETER ANN	PO BOX 2525	PALMER AK 99645-2525
860	STEVENS RODNEY L & CANDICE D	3563 N ARABIAN LN	PALMER AK 99645-8830
861	STEVENSON CHERYL A	PO BOX 670746	CHUGIAK AK 99567-0746
862	STEWART BRYAN P & LA SONYA M	135 BULLARD AVE	FT LEAVENWORTH KS 66027-1204
863	STEWART MARK & STACEY	PO BOX 1167	PALMER AK 99645-1167
864	STEWART SCOTT D & LAURA A	PO BOX 771758	EAGLE RIVER, AK 99577-1758
865	STEWART STEVEN L & RUTH M	1800 N ARABIAN LN, STE A	PALMER, AK 99645
866	STOGDILL DAVID & DEBRA	2350 N HASSEN BEY DR	PALMER, AK 99645
867	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 V LLIAM	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

PLANNING COMMISSION	APRIL 4, 2016	Page 382
930 52841B12L012	VANGORDER NEAL R & VIRGENIA	1960 N BATTERY CIR PALMER, AK 99645
931 55197B05L012	VANHOOMISSEN BERNARD 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 KELLS	18899 E TIMBER COUNTRY C	PALMER AK 99645
993 117N02E06D034	WIRTANEN HOLDINGS LLC	5305 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

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EXHIBIT 4  
Reclamation MOU

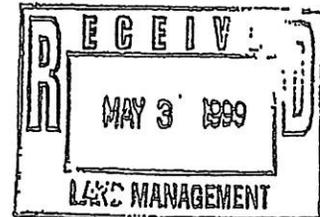


**MATANUSKA-SUSITNA BOROUGH**

Borough Manager

350 E. Dahlia Avenue, Palmer, Alaska 99645-6488  
Phone (907) 745-9689 FAX (907) 745-9669

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,

A handwritten signature in black ink, appearing to read "Michael J. Scott".  
Michael J. Scott  
Borough Manager

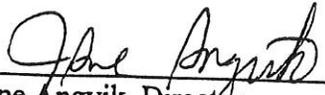
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EXHIBIT 5  
DNR MSB Reclamation Cooperative  
Management Agreement

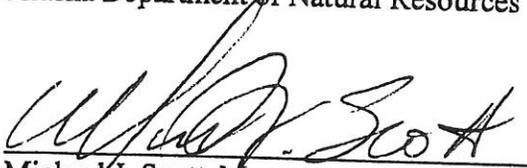


COOPERATIVE MANAGEMENT AGREEMENT BETWEEN  
ALASKA DEPARTMENT OF NATURAL RESOURCES AND  
MATANUSKA-SUSITNA BOROUGH FOR  
MINING RECLAMATION ON BOROUGH-OWNED LAND

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

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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.

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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

APR 04 2016

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](http://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.

-2-

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](mailto: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  
Regulatory Specialist

Enclosures

High Ridge Lake  
Matanuska-Susitna Borough  
October 21, 2015

POA-2015-303  
Approved Jurisdictional Determination  
1 of 1



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

Applicant: Matanuska-Susitna Borough		File Number: POA-2015-303	Date: <i>October 30, 2015</i>
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	
<b>X</b>	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](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:
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**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.

-2-

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

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

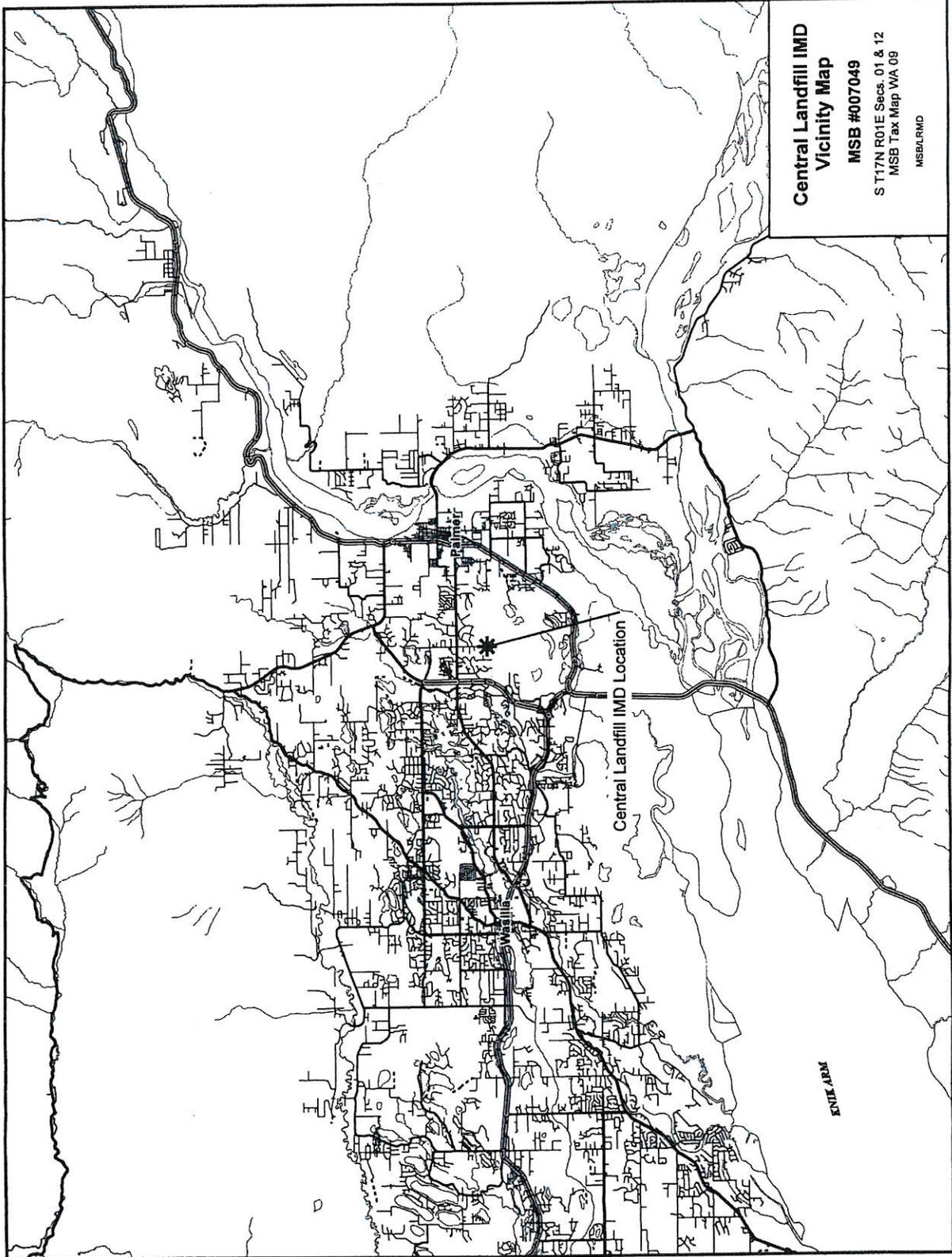
Please contact me via email at [Matthew.L.Beattie@usace.army.mil](mailto:Matthew.L.Beattie@usace.army.mil), by mail at the address above, by phone at (907) 753-2791, or toll free from within Alaska at (800) 478-2712. If you have questions, For more information about the Regulatory Program, please visit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

Sincerely,

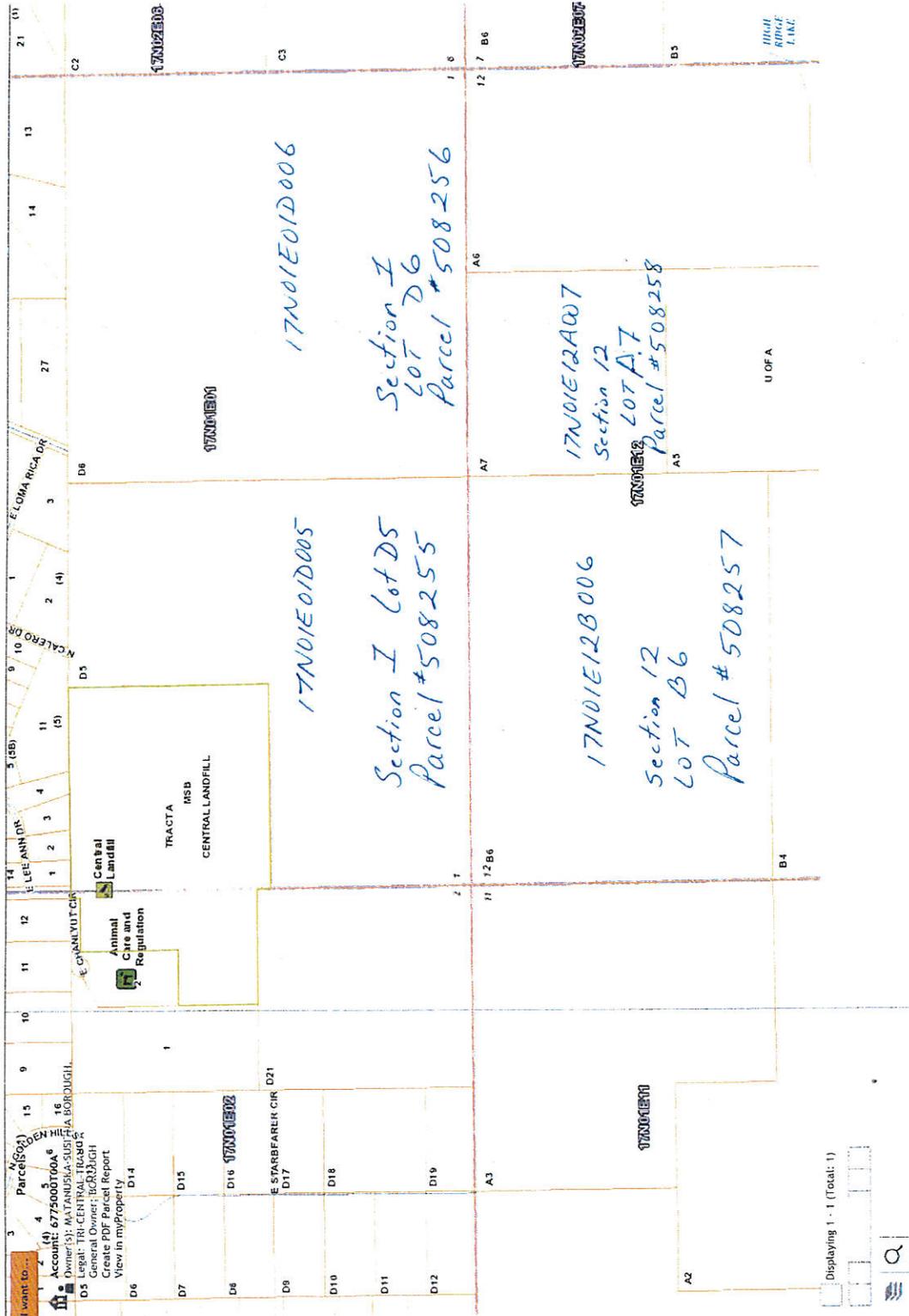
A handwritten signature in blue ink that reads "Matthew L. Beattie". The signature is written in a cursive style.

Matthew L. Beattie  
Regulatory Specialist

Enclosures



Geocortex Viewer for HTML5



## 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

907-355-9607

NAME

PHONE - HOME

350 East Dahlia Avenue

907-861-8572

MAILING ADDRESS 1

PHONE - WORK

907-861-8635

MAILING ADDRESS 2

FAX

Palmer Alaska 99645

CITY

STATE

ZIP

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/rqls/rql08-02.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)

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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:

<u>Pay Item No.</u>	<u>Pay Item</u>	<u>Pay Unit</u>
641(1)	Erosion and Pollution Control Administration	Lump Sum
641(2)	Temporary Erosion and Pollution Control	Contingent Sum
641(3)	Temporary Erosion and Pollution Control	Lump Sum
641(4)	Temporary Erosion Pollution Control Amendments	Contingent Sum

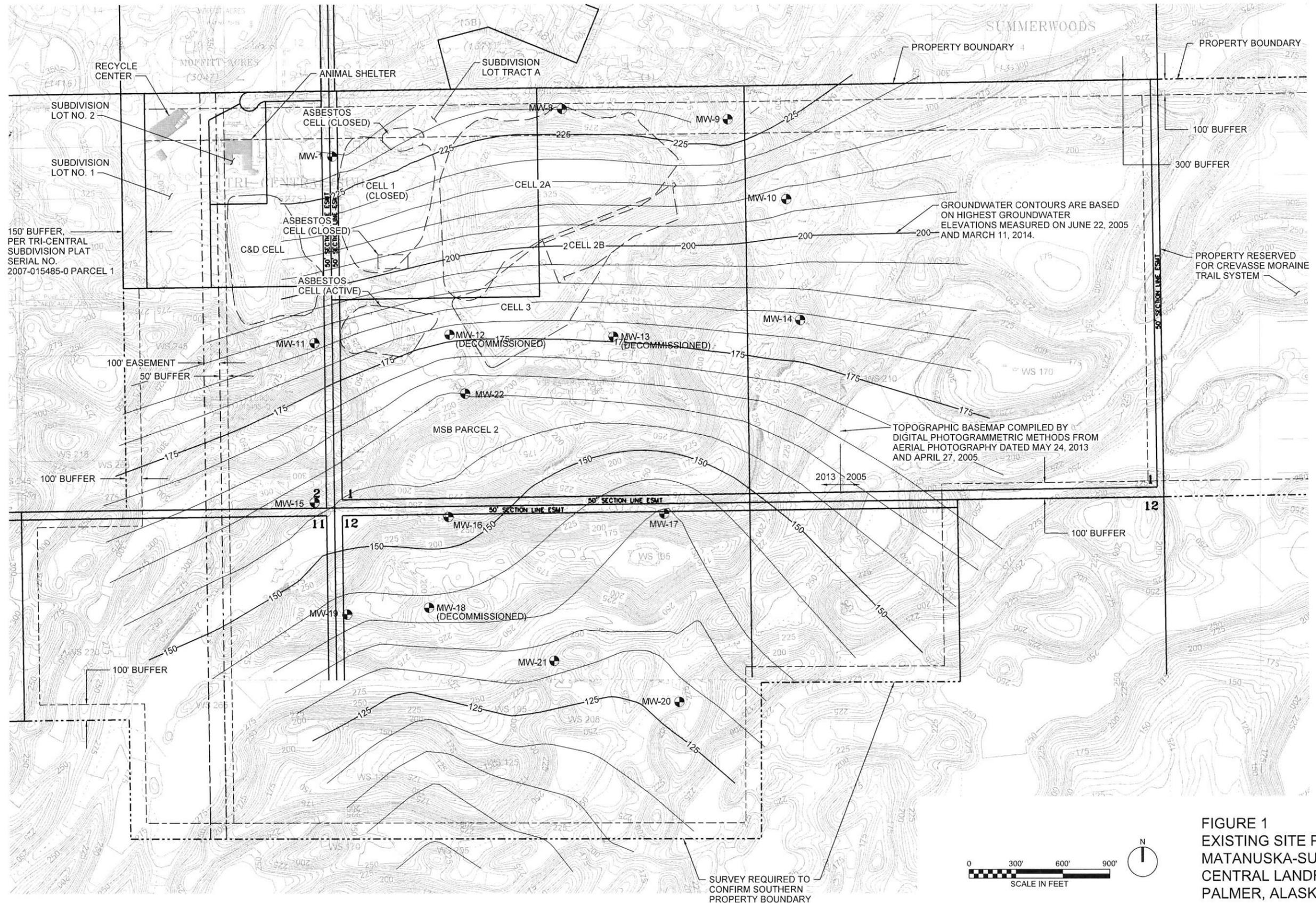
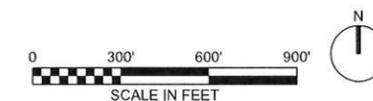
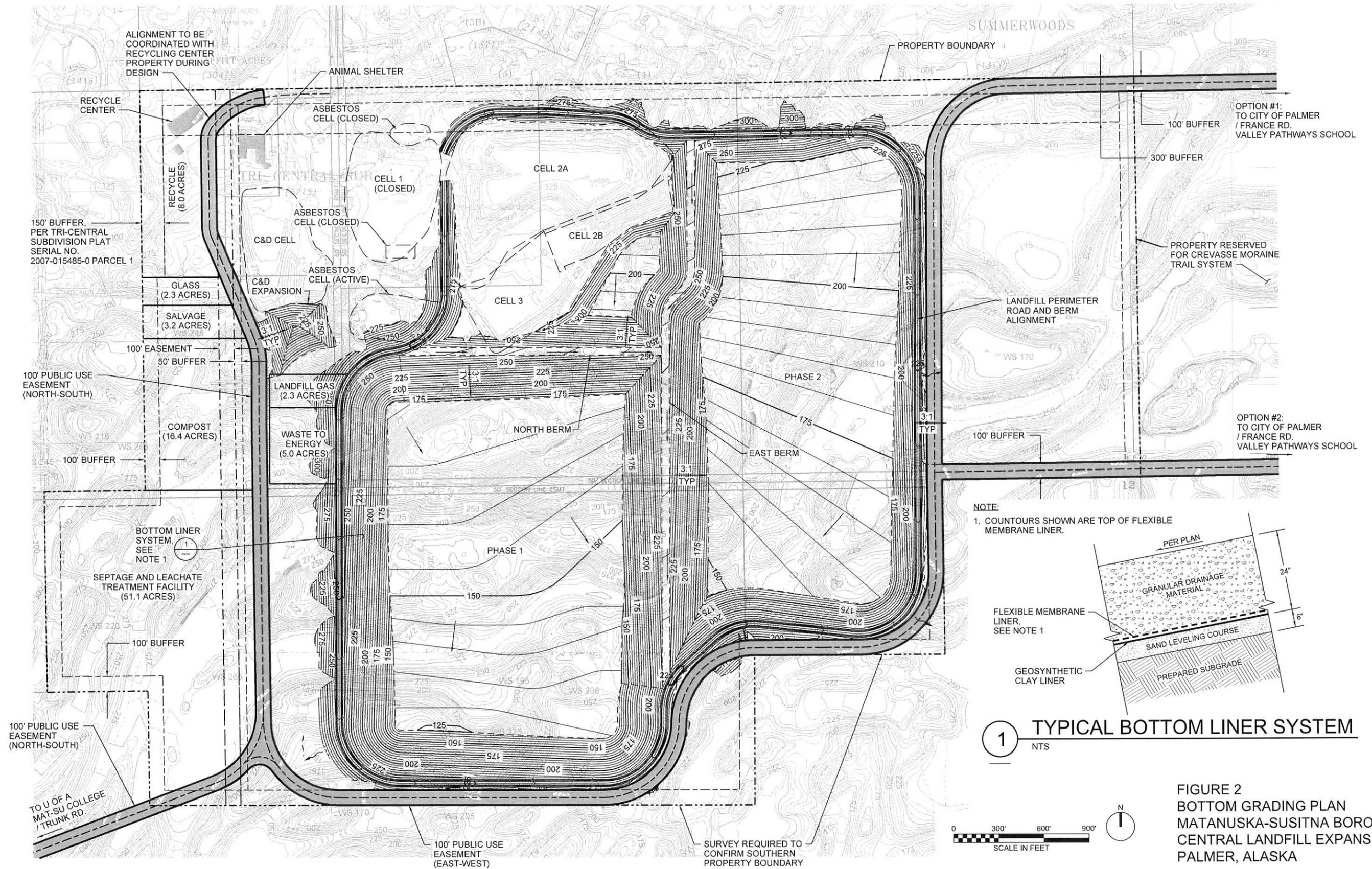


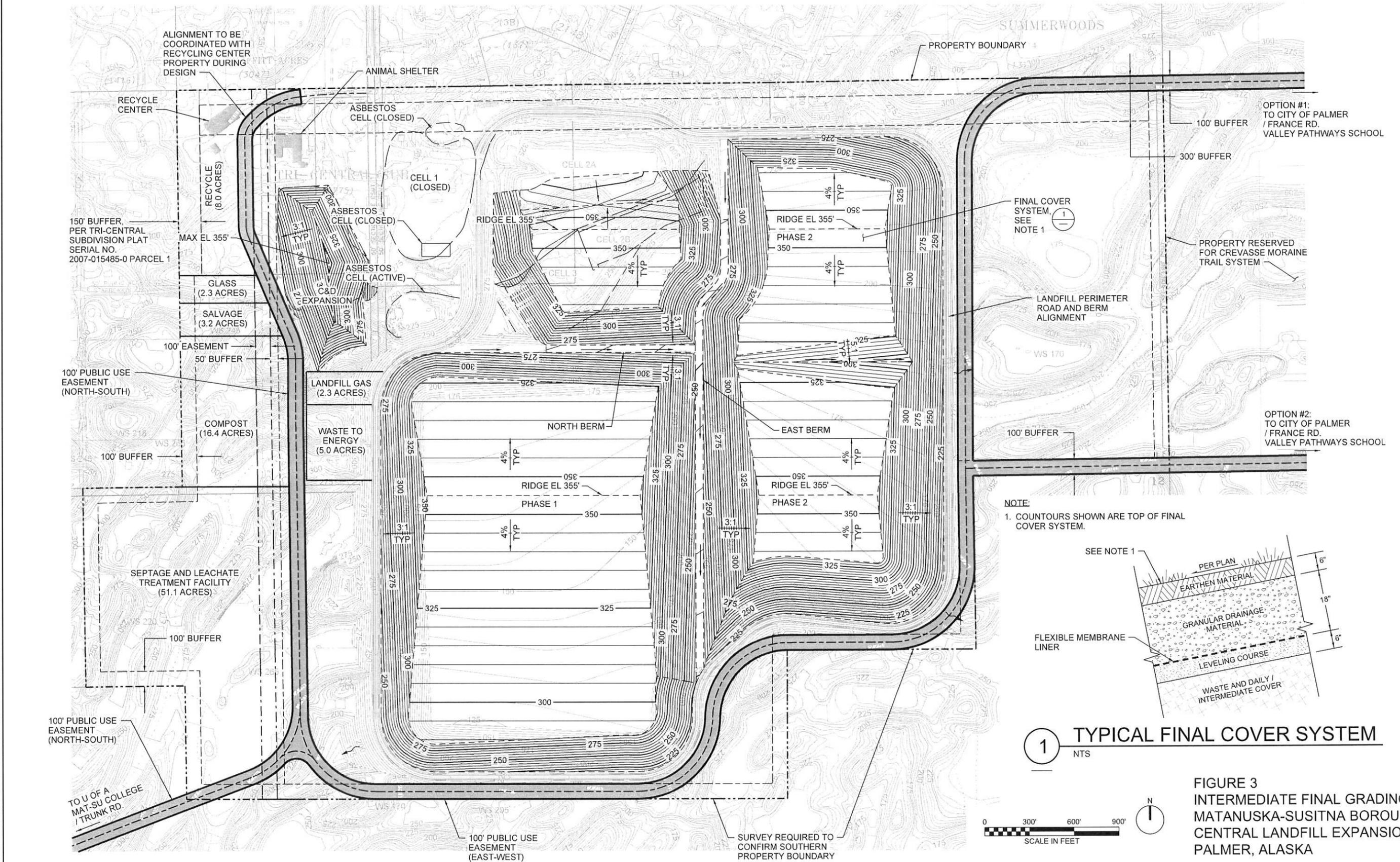
FIGURE 1  
EXISTING SITE PLAN  
MATANUSKA-SUSITNA BOROUGH  
CENTRAL LANDFILL EXPANSION  
PALMER, ALASKA

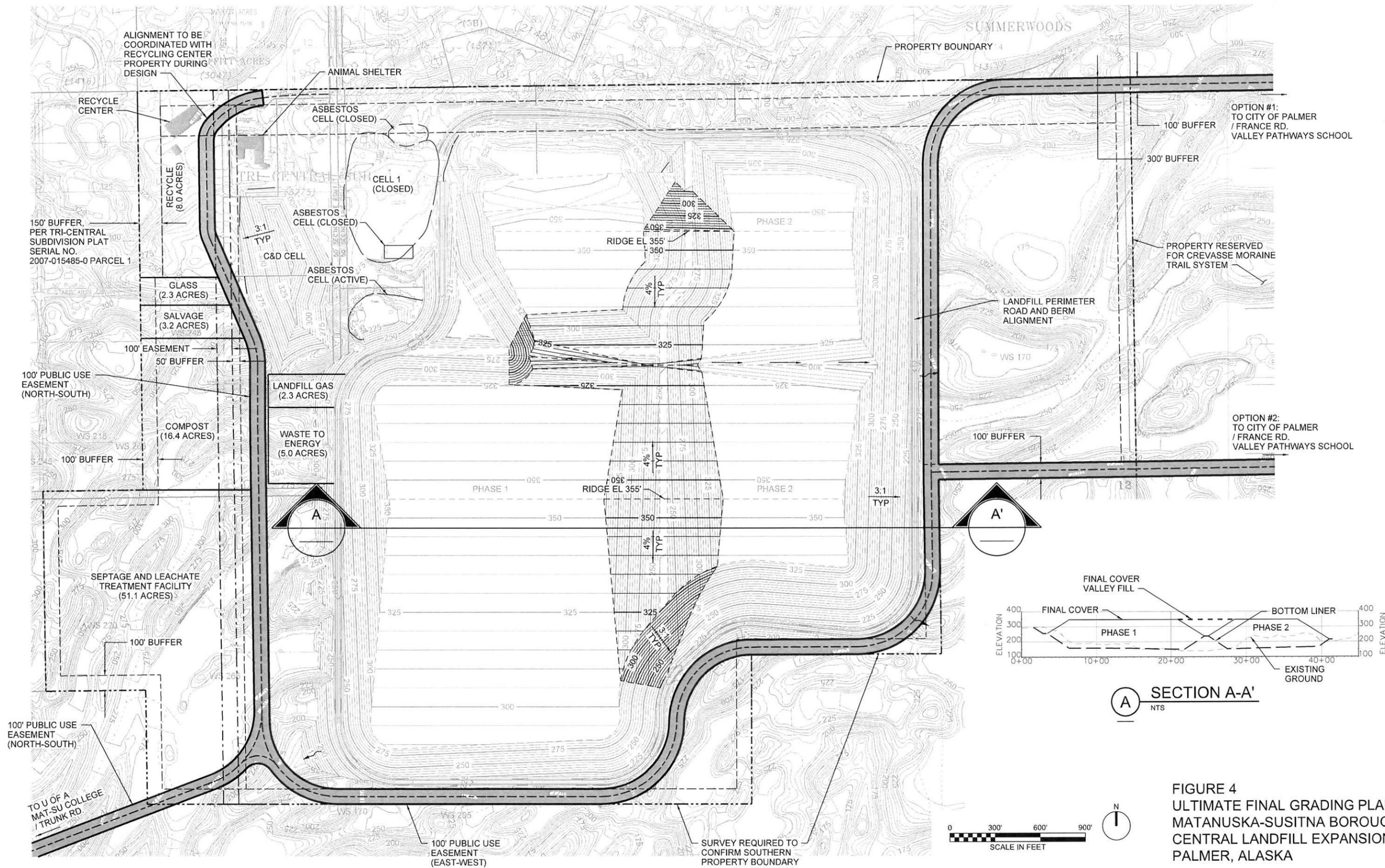




1 TYPICAL BOTTOM LINER SYSTEM NTS

FIGURE 2  
BOTTOM GRADING PLAN  
MATANUSKA-SUSITNA BOROUGH  
CENTRAL LANDFILL EXPANSION  
PALMER, ALASKA





**A** SECTION A-A'  
NTS

**FIGURE 4**  
ULTIMATE FINAL GRADING PLAN  
MATANUSKA-SUSITNA BOROUGH  
CENTRAL LANDFILL EXPANSION  
PALMER, ALASKA

# COMMENTS



**Mark Whisenhunt**

---

**From:** K Kittredge <kittrat@hotmail.com>  
**Sent:** Monday, March 14, 2016 1:19 PM  
**To:** Mark Whisenhunt  
**Subject:** Crevasse moraine

I view access and use of this land as a renewable resource in the form of tourist dollars as well as quality of life in the valley.

I understand this has been borough/landfill property. I hope the trailhead can be spared until such time the property on France rd can be developed.

Maybe it is time to discuss relocating the landfill?

Kim Kittredge  
10150 E. Witez II In  
Palmer, AK 99645

Sent from my iPhone

**Mark Whisenhunt**

---

**From:** Kara Gately <gately.kara@gmail.com>  
**Sent:** Monday, March 14, 2016 7:23 PM  
**To:** Mark Whisenhunt  
**Subject:** Crevasse Moraine

I think beyond the trail issue, many people have forgotten what a unique geological legacy the Crevasse-Moraine area is to our glaciated past. The land-forms themselves should be treasured and the park seen as an educational opportunity and preserved. Crevasse Moraine is a beautiful natural landscape window into our past and an incredibly rare geological site. It should not be used for rocks and landfill.

-Kara

Thomas J Reber

Kay A Slack

PO Box 2587

Palmer AK 99645

Property Legal Description: SUMMERWOODS RSB B/3 L/9/10/11

Comments regarding Application "*Request for an Interim Materials District (IMD)*" scheduled to be heard by the Planning Commission on Monday, April 4, 2016.

Via E-mail on March 14, 2016 to [mwhisenhunt@matsugov.us](mailto:mwhisenhunt@matsugov.us)

1. Our home is approximately a quarter of a mile from the proposed IMD. We have a well which supplies our water. Each time the ground is disrupted our well water is full of silt, such as following an earthquake or if another well is drilled on the water vein. The silt problem lasts two to three weeks after the ground disruption requiring filtration of our water during that time.

In section 2 of the Earth Material Extraction Application it states: "No blasting is anticipated to occur on the site." We would be greatly impacted by blasting and request the Plan be revised to remove the word "anticipated" and would then read: "No blasting is to occur on the site."

2. In section VII of the Plan, Noise Mitigation, we believe the makers of the Plan are not being realistic that existing landfill cells and forested areas around the landfill will provide noise buffers to the surrounding neighborhoods. The existing beeping noises that come from the landfill are very loud, and especially in summer months when windows are open, become very annoying. We would request either less hours during the day for operation of the IMD or a better noise mitigation plan be developed.

3. We are also very concerned about dust control as we take daily walks in the subdivision and increased dust affects our breathing and lungs. In section IX Dust Plan, it refers to "measures to reduce any by-product dirt transfer from the borough site by vehicle tires will be implemented." As stated in the Plan, it is anticipated there will be up to 20 trucks PER HOUR on 49th State Street – the road leading to and from the land fill and adjacent to our subdivision. What exactly is anticipated to reduce the increased dust from the trucks? And, will it be sufficient to contain the dust?

4. Lastly, we feel the information supplied to the surrounding residents is poorly constructed and misleading. The maps on the notice and in the Plan poorly demonstrate what is planned for the IMD. It is impossible for a lay person to decipher the maps, cells and parcels that will become the IMD. There has been much confusion within the community and we feel the Borough Planning Commission should require better communication to the residents prior to their approval of the Application.

Tom Reber & Kay Slack

PO Box 2587

Palmer, AK 99645

907-354-0331 (Cell)

**Mark Whisenhunt**

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**From:** wjm@alaska.net  
**Sent:** Monday, March 14, 2016 2:49 PM  
**To:** Mark Whisenhunt  
**Subject:** Future of the Crevasse Moraine

Dear Mr. Whisenhunt,

I am writing to urge that the Mat-Su Borough do everything possible to protect the Crevasse Moraine trail area from future development. By luck - or perhaps by someone's foresight long ago - we have a green belt that is enjoyed every year by thousands of Mat-Su residents. Its value as parkland is beyond calculation.

In fact I suspect that a lot already IS being done by the Borough to help preserve this treasure. But it's hard to tell. I received a letter discussing the establishment of an interim materials district, and the map that accompanied it was unhelpful because it did not show the relationship of the blocked-out area to the trails system. It took work to compare it, and the result seems to show the ENTIRE trails system in the area that will be mined for gravel.

Calling the Borough to ask when this would occur, I received the answer, "as soon as we get the OK."

Naturally my concern was high at that point. Subsequent announcements by the Borough have eased my mind only somewhat. Does the IMD cover the entire trail system or only a portion? Is the start date, "as soon as we get the OK," or is it decades from now? Better information would certainly help.

In the end, however, I feel that the Borough's green belt, which includes the Crevasse Moraine is a legacy that should be preserved for all future generations, even those beyond a few decades from now. I hope all possible steps will be taken to prevent such a gem from being carted away in gravel trucks or buried in landfill cells.

Thank you for any assistance you can give in this regard.

Bill Mackreth  
Palmer

**Mark Whisenhunt**

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**From:** Dot <aktrailrun@gmail.com>  
**Sent:** Monday, March 14, 2016 6:57 AM  
**To:** Mark Whisenhunt  
**Subject:** IMD in Central Landfill comments

I'd like to comment on the proposed IMD in the Central Landfill.

I'm a trail user and volunteer in the Matanuska Greenbelt system and have talked with the Landfill manager a number of times over the couple years he's been here (and other managers before him). He helped us develop the popup map with the landfill sequencing over the trails. <http://arcg.is/1UUkeZ4> IOW, I'm well aware of where cells 4-7 are, the fact that no open trails will be impacted by the proposed IMD, and CMT is a temporary use of Landfill land until they need it. The Manager's FB post on MSB's FB page summarized nicely many of the things he has discussed with our group.

The maps in your documents do not show where cells 4-7 are relative to the trails. Some of them, esp. the notice sent to neighbors (I'm not one, but saw that notice this afternoon) give the impression that the whole area could be mined almost immediately. That's what scared many people initially and led to a lot of confusion. We recognize the CMT trails are on Landfill property, but were under impression that the development would be a little slower. And if technology advances, the Landfill may not need that much.

My understanding is that as the cells are closed and reclaimed (a long time from now), trails may be able to established on some areas, possibly some suitable for physically challenged people. And it still might be possible to drop a trail down from the closed leg of Landfill Loop (now named Landfill Trail on maps) to the lower leg. As I understand it, that was closed both for the construction at the edge of the trail (safety for users) and because some people were shooting into the Landfill (safety for landfill staff).

However, Table A-10 is a bit confusing. It looks like all cells 8-29 could be started in year 2020 with completion dates varying from 2041 (cell 8) to 2155 (cell 29). Or is that intended to mean that each cell could begin as soon after a prior cell is closed and before next one is needed?

Exhibit 3 shows all the Matanuska Greenbelt trails as being MSB trails. In reality, some are owned by Alaska State Parks (Matanuska Lakes SRA) and UA Lands (UAF Matanuska Experiment Farm and UAA Mat-Su College). (Kepler Park is just off the map)

Thanks for taking comments.

Dot Helm

**Mark Whisenhunt**

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**From:** James and Chris Walker <[aewalker@mtaonline.net](mailto:aewalker@mtaonline.net)>  
**Sent:** Sunday, March 13, 2016 9:19 PM  
**To:** Eileen Probasco  
**Cc:** Mark Whisenhunt  
**Subject:** Proposed Central Landfill Interim Materials District  
**Attachments:** Central Landfill Comments 3-12-16.docx

Ms. Probasco, a public notice mailed February 24, 2016 invited comments on the proposed Central Landfill Interim Materials District (IMD). That public notice stated that comments could be e-mailed to Mr. Whisenhunt at the e-mail address shown above, and stated that comments received prior to March 14, 2016 will be included in the Planning Commission packet for the Commissioner's review and information. The public notice further stated that comments received from the public after that date will not be included in the staff report to the Planning Commission. Earlier this evening, March 13, 2016, I e-mailed my comments on the proposed Central Landfill IMD to Mr. Whisenhunt. I have subsequently received an automatic out-of-office response from Mr. Whisenhunt, indicating that he will be out of his office until March 21, 2016. To ensure that my comments are received by the Borough before March 14, 2016, I am re-sending to you. I would appreciate having my comments included in both the Planning Commission packet and in the staff report to the Planning Commission. If you have any questions, please e-mail them to me at [aewalker@mtaonline.net](mailto:aewalker@mtaonline.net)

Thanks!  
James L. Walker

March 13, 2016

Matanuska-Susitna Borough  
Development Services Division  
350 E. Dahlia Avenue  
Palmer, Alaska 99645

c/o [mwhisenhunt@matsugov.us](mailto:mwhisenhunt@matsugov.us)

Re: *Request for Interim Materials District (IMD)*, by the Matanuska-Susitna Borough Land Management Division for the Central Landfill

I am writing in opposition to the request by the Matanuska-Susitna Borough Land Management Division (MSB) for authority to create an Interim Materials District (IMD) under Chapter 17.28 of the Borough Code for the land referred to in the application as the “Central Landfill” (referred to in the public notice mailed out on February 24, 2016, as MSB Tax ID# 17N01E01D005 & D006, 17N01E12A007 & B006). Although the MSB refers this property as the Central Landfill, most people I know refer to it as Crevasse Moraine and apply the name Central Landfill to only the land within Crevasse Moraine that has been disturbed by landfill activities.

As an initial matter, I believe that the MSB’s application should be re-noticed to the public. The public notice issued for this action states: “Application material may be viewed online at [www.matsugov.us](http://www.matsugov.us) and clicking on ‘Public Notices’.” I followed that instruction, and I found an Application by the MSB dated February 16, 2016. However, the application posted online was for Earth Material Extraction on sites less than 20 acres and not an application for an IMD. In the posted application, the MSB is seeking authority to extract 770,000 cubic yards of material from 13 acres, referred to as “Cells 4 to 7 footprint” for a period ending in 2020. The public notice indicates that the Application is for extraction of 12,140,000 cubic yards of material from 260 acres over a period ending in 2055. This is a significant difference in scope of activity, and the public notice does not provide a brief description of the identified application as required by MSB Code Section 17.03.040(A)(2). I believe that the actual application for an IMD must be put out for public review before the Planning Commission can take this matter up under MSB Code Section 17.03.010. Otherwise, the public does not know the full scope of what it is being asked to comment upon.

As a secondary matter, I object to the strong inference that the MSB’s application has been decided prior to the Planning Commission’s hearing. That inference comes from Page B5 of the March 11, 2016 Frontiersman, which includes an advertisement for bids on the MSB gravel sale designated as Bid #16-078R. That advertisement indicates that bid documents were available on March 8, 2016, and that bidding will be closed March 30, 2016. The bid documents indicate that this is a sale of 500,000 cubic yards of pit run material from Cell 4, in an IMD. In other words, the MSB is proceeding as if the Planning Commission review of its application is a completely meaningless exercise and it already has authority to extract the material identified in its application.

I recognize that the Planning Commission has little control over the MSB. By copy of these comments to the Borough Mayor, Borough Manager, and Assembly, I am asking that Bid #16-078R be rescinded immediately. However, the Planning Commission must protect the appearance of propriety in its proceedings or risk losing all credibility with the public. I believe

that the Planning Commission can reasonably show the public that it is taking its responsibilities seriously by exercising its authority to require republishing of public notice of the MSB's application for a Central Landfill IMD, by making the actual IMD application available to the public, and by postponing action on the MSB's Central Landfill IMD application until a public meeting at least thirty days after re-publication of the revised public notice.

I do want to respond to the public notice itself, even though I am not entirely sure what mining activities the MSB is proposing to accomplish. Under Section 17.28.010 of the Borough Code, the purpose of an IMD is:

to allow extraction activities as an interim use of land while promoting the public health, safety, prosperity and general welfare of the Matanuska-Susitna Borough through regulation of land use to reduce the adverse impacts of land uses and development between and among properties. It is the further purpose of this chapter [MSB Code 17.28] to promote compatible, orderly development.

This purpose is to be accomplished by a number of specific actions, which I will address in the order they are listed in MSB Code Section 17.28.010(A).

**(1) designating areas for the extraction of earth materials important for the development of the Matanuska-Susitna Borough;**

The public notice does not identify why extraction of earth materials from the MSB's Crevasse Moraine property is important for the development of the Matanuska-Susitna Borough. The MSB's application, at page 1 of the textual portion of the application, states that extraction is "for beneficial use onsite as cover material and/or sale." Bid #16-078R clearly shows that the primary use of the earth materials proposed for extraction from the Crevasse Moraine property is for sale, at a price of at least \$0.10 per cubic yard. The MSB presents no information indicating why, in the Palmer-Wasilla area with its many active private gravel pits, it is important for the development of the Matanuska-Susitna Borough that the MSB place another 500,000 cubic yards of earth material into the market. The low price being asked for this material indicates that demand is low. The MSB has not established in its application, and probably cannot establish, that extraction of earth materials from Crevasse Moraine is important for the development of the Matanuska-Susitna Borough, and thus the Planning Commission cannot grant the MSB's application based upon compliance with Section 17.28.010(A)(1).

**(2) enhancing the character and stability of residential, agricultural, business, commercial, and industrial areas, and promoting the orderly and beneficial development of such areas by the owner/permittee in a manner that will not devalue the extraction site or neighboring properties for future beneficial uses upon completion of graven extraction;**

I attended public meetings hosted by MSB (or more likely its predecessor agency) during the winter of 1984-1985, when creation of the Central Landfill was originally presented to the public. At that time, we (the public) were told that the Central Landfill would only affect a very limited portion of the Crevasse Moraine property, that it would be closed after approximately 20 years of operation, and after closure the land impacted by landfill operations would be made into recreational ball fields and related parking. The MSB has already operated the Central Landfill for a substantially longer period than originally presented, and it is past time for closure of that facility. Granting the MSB's application will have the inevitable result of extending the life and

scope of the Central Landfill. The MSB does not, and cannot, claim that extension of the life of the Central Landfill beyond its original proposed life enhances the character of the surrounding residential neighborhoods. The MSB does not, and cannot, claim that further extension of the life of the Central Landfill will not devalue the neighboring properties.

If any member of the Planning Commission doubts that continued operation of the Central Landfill devalues the neighboring properties, I invite you to walk down the neighboring street shown on the public notice, Lee Ann, during a warm afternoon when the wind is not blowing. The sour stench of landfill gas, a highly contaminated version of methane, escaping from the landfill is nauseous and certainly cannot do anything except devalue those affected neighboring properties.

I also invite you to go to the end of Calero, also shown on the public notice, and look at the artificial landfill mountain blocking our view of the Chugach Range. If you do so, ask yourself how such viewshed contamination cannot devalue neighboring properties. Neighbors with normal hearing tell me that industrial noise from the landfill permeate our neighborhood. I am not as sensitive to noise pollution as many, but it cannot be argued that industrial noise pollution adversely affects the value of neighboring property.

Dust from previous landfill excavation activities has always escaped into our neighborhood, and I have no confidence in MSB's ability to contain dust in the future. Dust pollution is already a significant air quality problem in the Palmer area, and we do not need further industrial excavation making it worse. Planning Commission authorization of ongoing earth material extraction related dust pollution adjacent to our neighborhood for another thirty years will certainly devalue our property.

I actually live a couple blocks from the Central Landfill, and several times a year I have to pick up litter from the landfill deposited on my property by the gulls, ravens and eagles that feed there. This ongoing litter problem devalues property in our neighborhood, and is probably unavoidable until the Central Landfill is closed and fully remediated, or MSB incurs substantial expense to exclude large birds from the site.

The bird litter problem is completely separate from the littering problems caused by people dumping their garbage in our subdivision when they get to the Central Landfill and find it closed, and the people hauling trash to the Central Landfill without properly securing their loads. Yes, the MSB does periodically pick up litter from these sources. But such litter often contaminates the neighboring roads for weeks, or months, between MSB clean-ups. This is an ongoing and unavoidable devaluation problem.

Finally, Crevasse Moraine and its trail system have substantial value as a recreational property. Granting the MSB application will irreversibly and significantly reduce that value, and the recreational area access value of the neighboring properties. Such devaluation is an unavoidable impact of granting the MSB's application. The MSB has proposed no mitigation for such impacts, and given the limited public recreational land available in the Palmer-Wasilla area, mitigation is probably not possible.

During the winter of 1984-1985, those of us who lived near Crevasse Moraine agreed to not fight establishment of the Central Landfill on the condition that the Borough build public trails on those portions of Crevasse Moraine not scheduled for landfill use. The Borough built trails in

Crevasse Moraine beginning in 1985, consistent with that agreement. Most of the original Crevasse Moraine trail system has since been destroyed, typically without advance public notice, by expansion of the Central Landfill. I read yet again in today's Frontiersman an assertion by MSB that the Crevasse Moraine trail system is an interloper on Central Landfill property. That is untrue, particularly for those original trails. It is the Central Landfill that has encroached onto Crevasse Moraine recreational lands, which was once referred to as the Borough's Central Park.

It is true that in 1989 the Assembly designated Crevasse Moraine for landfill use. I personally had no advance notice that this significant piece of legislation was under consideration by the Assembly, but I assume it was lawfully enacted. However, what the Assembly has done, the Assembly can undo. It is past time for the Assembly to redesignate Crevasse Moraine as park, specifically prohibiting any further expansion of the Central Landfill's footprint. Denial of MSB's application by the Planning Commission will give the Assembly more time to accomplish this much-needed remedial action.

The MSB has not established in its application that extraction of earth materials from Crevasse Moraine will be, or can be, done in a manner that enhances the character or stability neighboring residential property. Nor has it shown how such extraction can be done in a manner that does not devalue both the Crevasse Moraine property and the neighboring residential properties for future beneficial use. Therefore, the Planning Commission cannot grant the MSB's application based upon compliance with Section 17.28.010(A)(2).

### **(3) promoting diversified land use and economic opportunity;**

The MSB application does not, that I can find, explain how extraction of earth materials from Crevasse Moraine will promote diversified land use and economic opportunity. There are a number of existing gravel pits in the vicinity of Crevasse Moraine, and creating another earth material site will not promote diversified land use and economic opportunity. On the other hand, as noted by others in the Frontiersman today, there is a significant shortage of public trails in the Palmer-Wasilla core area. Granting the MSB application will have the inevitable effect of reducing diversified land use, whether the public trails are lost to landfill use this year or forty years from now.

While the landfill function is necessary, there is no good reason for serving that function with the Crevasse Moraine property. If the MSB's application is denied, it appears that such denial could result in relocation of the landfill function. That will promote retention the current diversity of land use by maintaining access to the Core Area Greenbelt (the interconnected Crevasse Moraine, Kepler-Bradley Park, and University of Alaska lands) from the Palmer-Wasilla Highway where the bulk of the Borough's population resides. This will promote economic opportunity in the recreation, public health, and veterinary industries. Walking dogs and riding horses have been activities on the Crevasse Moraine property since before creation of the Central Landfill, or before creation of the existing trail system. These uses continue to grow, but now there are also organized trail runs by groups promoting community health and a rapidly growing number of off-road bicycle users.

Relocating the landfill function to the industrial lands near Port MacKenzie will better promote diversified land use and economic opportunity than keeping that function at Crevasse Moraine. It is my understanding that Juneau and other municipalities in Alaska have to barge their garbage to landfills located outside of Alaska. It is also my understanding that many rural Alaska

communities are having difficulty maintaining their local landfill in a manner consistent with state and federal law. Many of these rural communities have supplies brought in by barge, with the barges returning downriver empty. If MSB established a regional landfill by the Port, I would expect that through the Port it could provide landfill service to these exporting communities. This would not only increase the economic use of the Port, but could create a landfill operation of sufficient scale to warrant installation of the infrastructure required to convert landfill gas into a useful energy resource.

I expect that there are other sites where relocation of the landfill function would better promote diversified land use and economic opportunity than expansion of landfill operations at Crevasse Moraine. The MSB has not established in its application that extraction of earth materials from Crevasse Moraine will promote diversified land use and economic opportunity. Therefore, the Planning Commission cannot grant the MSB application based upon compliance with Section 17.28.010(A)(3).

**(4) encouraging the most appropriate uses of land;**

I cannot find where the MSB addresses appropriate uses of land in its application, and I expect that MSB would rather avoid discussion of subjective criteria in its efforts to convert public recreational land into industrial use. However, in enacting Section 17.28.010(A)(4), the Assembly has clearly tasked the Planning Commission with examining the appropriate uses of land. Based upon my limited knowledge of MSB land, I posit that the Alsop Pit IMD (Section 17.28.090(A)(4)) is a substantially more appropriate site for the landfill function than Crevasse Moraine. There are probably many more sites in or near the Port District where the MSB could perform its landfill function.

Given the MSB's failure to address the appropriate use of land, it would be arbitrary and capricious for the Planning Commission to grant the MSB's application based upon compliance with Section 17.28.010(A)(4). In exercising its authority to encourage the most appropriate uses of land, I believe that the Planning Commission needs to look at the lack of other land in the Palmer-Wasilla area of the Borough where the recreational functions served by the Crevasse Moraine trail system can be relocated. The Planning Commission also needs to look at the existence of other sites where the landfill function served by the Central Landfill can be relocated. Based upon this examination, the Planning Commission should reject the MSB's application under Section 17.28.010(A)(4).

**(5) enhancing the natural, manmade, and historical amenities of the Matanuska-Susitna Borough;**

In my dictionary, the term amenity is defined as the quality of being pleasant or agreeable. In the plural, this term is defined as having pleasant aspects, convenience, or social courtesies. Crevasse Moraine as a recreation property, and its existing trail system, indisputably qualifies as amenities. Pleasant aspects of Crevasse Moraine include opportunities for hiking, jogging, biking, skiing (when there is snow), horse riding, berry picking, wildlife viewing, and communing with nature. Crevasse Moraine is convenient as a recreational property, in that it is easily accessible to a substantial portion of the Borough's population.

Based upon landfill gas, visual, noise, dust, and litter pollution issues discussed above, the Central Landfill cannot be considered an amenity. It is an unpleasant neighbor, and has been so

for over thirty years. Closing the Central Landfill will serve to enhance the natural, manmade, and historical amenities of the Matanuska-Susitna Borough through preservation of the Crevasse Moraine recreational qualities. Granting the MSB's application will extend the Central Landfill's life at the unavoidable cost of Crevasse Moraine recreational qualities will have the opposite affect. The Planning Commission cannot grant the MSB's application under Section 17.28.010(A)(5).

**(6) recognizing and preserving traditional uses of land within the Matanuska-Susitna Borough;**

I know from personal experience that Crevasse Moraine was used for recreational purposes prior to the Central Landfill's existence. I walked my dog almost daily on the old Crevasse Moraine logging roads prior to either creation of the Central Landfill or the Crevasse Moraine trail system, and I rarely made such a walk without running into other people also recreationally using that land. Preventing the Central Landfill from further expansion into Crevasse Moraine will be a recognition and preservation of that traditional use of land within the Matanuska-Susitna Borough.

The Central Landfill is by its very nature a temporary use of land, which, if not properly undertaken will result in a virtually permanent blight, a Brownfield, in the Borough. We have not yet heard any information from MSB about how they are going to cure the groundwater contamination and landfill gas pollution that has resulted from past Central Landfill operations. The Central Landfill cannot be considered a traditional use of land, other than in the context that it is just one of many landfill operations that have historically existed in the Borough. The Planning Commission cannot grant the MSB's application under Section 17.28.010(A)(6), and should deny that application based upon this ordinance.

**and (7) protecting and enhancing the quality, peace, quiet and safety of the Matanuska-Susitna Borough neighborhoods.**

Extending the life of the Central Landfill cannot, under any set of circumstances, be an action that would protect or enhance the quality, peace, quiet or safety of my neighborhood. Removing the landfill function from Crevasse Moraine, and competently enclosing the existing garbage retention cells so that the Crevasse Moraine land already impacted by landfill operations can be safely used recreationally may protect and enhance the quality, peace, quiet and safety of my neighborhood. The Planning Commission cannot grant the MSB's application under Section 17.28.010(A)(7), and should deny that application based upon this ordinance.

**Matanuska-Susitna Borough Code 17.30**

The MSB application posted on the Borough's website was for material extraction from less than 20 acres of land. Should the Planning Commission decide to consider MSB's application under Chapter 17.30 of the Matanuska-Susitna Borough Code, a new public notice and comment period should be implemented. However, I note that the purpose of Chapter 17.30, as set out in Section 17.30.010(A), is substantially identical to the purpose of Chapter 17.28 discussed above. I further note that the means for accomplishing the Chapter 17.30 purpose set out in Section 17.30.010(A) are identical to the means established in Section 17.28.010(A) for meeting the purposes of Chapter 17.28. For the reasons discussed above, the Planning Commission must also reject MSB's application under Chapter 17.30.

### **RECLAMATION**

MSB claims, at page 1 of the textual portion of its application, that: “No reclamation of the mined area is required prior to use as landfill cells. Final reclamation will be concurrent with closure of each landfill cell.” I can find no exemptions from the reclamation plan requirements of Section 17.28.063, or 17.30.035, for landfill operations. If MSB is seeking Planning Commission approval of a waiver of this ordinance, MSB should identify the authority under which such exemption may be granted in its application and the updated public notice should specifically identify the waiver request as an item for public comment. As filed, the MSB application is incomplete for failing to have the required reclamation plan, and should be rejected for that reason.

I note that MSB has previously concluded excavation of cells now closed without complying with the requirements of Section 17.28.067(D)(2). Again, the truth of this assertion is readily visible should any Planning Commission member choose to go to the end of Calero shown on the public notice and view MSB’s work that is clearly visible there.

### **CONDITIONS**

Going back to the purpose of regulating IMDs, and the methods of accomplishing that purpose, the Planning Commission is required under Section 17.28.010(A) to enhance the character and stability of residential areas, prevent devaluation of Crevasse Moraine and the neighboring properties, encourage the appropriate uses of land, preserve traditional uses of land, and protect and enhance the quality, peace, quiet, and safety of neighborhoods. I believe that the MSB application should be denied, for all of the reasons addressed above. However, if the Planning Commission disagrees with me on that, it must at least condition approval of the MSB application with the following minimum conditions to comply with the purposes of Section 17.28.010:

1. No further extraction of earth materials is allowed for Central Landfill purposes until all existing closed landfill cells have been reclaimed such that no groundwater contamination can occur, no exhaust of untreated landfill gas into the atmosphere occurs (all produced landfill gas must be treated by combustion at a temperature sufficient to break down all methane and other organic molecules, with exhaust gas scrubbed to remove all heavy metals and pollutants regulated by federal and state law), and each closed landfill cell is made safely available for public recreational use.
2. No further extraction of earth materials is allowed for Central Landfill purposes until off-site littering problems are remediated by: weekly litter pick-up by MSB from all public right-of-ways within three miles of the Central Landfill entrance; daily litter pick-up by MSB from the 49<sup>th</sup> State Street public right-of-way between the Palmer-Wasilla Highway and the Central Landfill entrance; monthly litter pick-up from all public lands within one mile of the boundary of lands disturbed by Central Landfill activities; and absolute exclusion of all birds from uncovered garbage.
3. Extraction of earth materials at the Central Landfill may only be conducted under conditions where no dust pollution is created. This may require continuous wetting of excavation activities, in which instance the water used must be certified as free of contaminants and suitable for use as drinking water without further treatment. Contaminated ground water from the Central Landfill may not be used for this purpose.

4. The MSB shall minimize noise pollution from the earth material extraction activities to the maximum extent legally and technically possible. Recognizing that noise pollution from earth material extraction activities will unavoidably leak out into surrounding neighborhoods, MSB shall contribute from Central Landfill revenue an amount considered appropriate by the Planning Commission for each hour earth material extraction occurs for Central Landfill purposes to the Matanuska Susitna Borough Department of Community Development, Recreational Services, to be expended creating, maintaining, and operating outdoor recreational resources within three miles of the Central Landfill active footprint.

These four conditions will require substantial effort on the part of MSB to comply with. However, they are the minimum conditions required to meet the criteria set out in Sections 17.28.010(A), and 17.30.010(A). These Sections both state that a primary purpose of regulating resource extraction activities is to promote compatible, order development. No other municipal government I am aware of maintains its landfill function in the center of its population, because landfill use is undeniably incompatible with adjacent residential use. Again, the Planning Commission should deny MSB's application. If it chooses not to do so, it must condition its approval in a manner that fully complies with Section 17.28.010(A), or Section 17.30.010(A).

### **CONCLUSION**

I have not addressed the public health and welfare benefits created by having a free recreational facility like Crevasse Moraine readily available to the public at a site that is close to a majority of the Borough's population. To me, that is self-evident and I choose to not take up the Planning Commission's time espousing those benefits. But the Planning Commission must consider those benefits in fulfilling its obligation under Section 17.28.010(A)(4) to encourage the most appropriate use of the Borough's Crevasse Moraine property

The public notice of the MSB's application is defective, in that it gives summary of an application that differs from the application the public is directed to review. For that reason, I ask the Planning Commission to delay action on the MSB's application until a new public notice has been issued and the public has been given at least a thirty-day period to review the IMD application and submit comments.

By copy of these comments, I ask the Borough Mayor, Manager, and Assembly to require withdrawal of Bid #16-078R until after the public review process mandated by Borough Code is complete, and if necessary until all appeals have concluded. This will eliminate the need for the Borough and its citizens to incur the cost seeking injunctive relief from the MSB's premature bid solicitation through the court system.

If the Planning Commission chooses to proceed with consideration of the MSB's application on the schedule currently in effect, then denial of that application is the only way forward under Matanuska-Susitna Code Section 17.28.010(A), or 17.30.010(A). Any other action would be contrary to the expressly stated purpose of Chapter 17.28, and thus arbitrary and capricious on the public record currently available.

The residential subdivisions adjacent to the Central Landfill are legal uses of land. Recreational use of Crevasse Moraine is a legal use of land. The Planning Commission has no authority to disregard these uses. The Assembly designated Crevasse Moraine for landfill use, and the Assembly adopted Chapters 17.28 and Chapters 17.30 without explicit or implicit exemption of

the Central Landfill from compliance with these Chapters. Therefore, resource extraction by MSB to extend the life of the Central Landfill must be done in a manner that complies with the purposes of these Chapters. That appears to be impossible, and therefore the MSB's application should be denied.

It is my hope to attend the public hearing currently scheduled for April 4, 2016, at 6:00 p.m. on the MSB's application. At that time, I would be more than happy to answer any questions that the Planning Commission might have regarding these comments.

Sincerely,

James L. Walker  
P.O. Box 1693  
Palmer, Alaska 99645

[aewalker@mtaonline.net](mailto:aewalker@mtaonline.net)

cc: Mayor Vern Halter, [Vern.Halter@matsugov.us](mailto:Vern.Halter@matsugov.us)  
John Moosey, Borough Manager, [john.moosey@matsugov.us](mailto:john.moosey@matsugov.us)  
Assembly Member Jim Sykes, District 1, [jimsykesdistrict1@gmail.com](mailto:jimsykesdistrict1@gmail.com)  
Assembly Member Matthew Beck, District 2, [matthew.beck@matsugov.us](mailto:matthew.beck@matsugov.us)  
Assembly Member George McKee, District 3, [george.mckee@matsugov.us](mailto:george.mckee@matsugov.us)  
Assembly Member Steve Colligan, District 4, [stevecolligan@mtaonline.net](mailto:stevecolligan@mtaonline.net)  
Assembly Member Dan Mayfield, District 5, [dan.mayfield@matsugov.us](mailto:dan.mayfield@matsugov.us)  
Assembly Member Barbara Doty, District 6, [Barbara.Doty@matsugov.us](mailto:Barbara.Doty@matsugov.us)  
Assembly Member Randall Kowalke, District 7, [randall.kowalke@matsugov.us](mailto:randall.kowalke@matsugov.us)  
Matt Tunseth, Managing Editor, Frontiersman, [matt.tunseth@frontiersman.com](mailto:matt.tunseth@frontiersman.com)

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**Mark Whisenhunt**

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**From:** gregory <gregory@formsinword.com>  
**Sent:** Saturday, March 12, 2016 11:58 AM  
**To:** Mark Whisenhunt  
**Subject:** Central Landfill - Request for Interim Materials District

Dear Planning Commission:

I am writing to ask you to preserve the Crevasse Moraine Trail System as a park, and not to let it become part of the landfill. I am adamantly opposed to the "mining" plan.

These trails are amazing, and frankly, this area of the Mat-Su Borough needs this trail system. It is close to Palmer, to two high schools, which often use it for training.

I have also seen community groups hold fun runs here, such as cancer research fundraisers for DeeDee Jonrowe. I have seen the Boy Scouts spend weeks planting trees on the hills next to the road that went to the old parking lot, and then for no reason, a new parking lot was put in three years ago, and all those carefully planted trees, as well as old trees on the hill next to the new lot, were destroyed. A road was cut through the sledding hill that all the neighborhood children used...sometimes dozens at a time...for no reason that I can see.

I have watched volunteers put in rubber grates to strengthen the trails. I have seen biking associations build narrower trails.

I have spent 17 years on these trails, met hundreds of other trail users on my various hikes, and I just cannot imagine why the Borough would want to destroy a place so beautiful, with the trails already constructed, the signs already put up throughout it.

Please reject this latest "Request for Interim Materials District" and protect this park from any future landfill operation. If you would officially declare it a Matanuska-Susitna Borough Park, as the brochures and websites seem to claim it is (leaving alone charging for parking there), then the landfill could no longer claim it is "their" property.

Shouldn't it belong to the community instead?

Thank you.

Sincerely,

Gregory L. Drummond

**Mark Whisenhunt**

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**From:** Lori Jo Oswald at Wordsworth LLC <loswald@wordsworthwriting.net>  
**Sent:** Saturday, March 12, 2016 11:48 AM  
**To:** Mark Whisenhunt  
**Subject:** Central Landfill - Request for Interim Materials District

Dear Planning Commission:

Please add my voice to those who oppose any expansion of the landfill into the Crevasse Moraine Trails, which I use daily, and have hiked since 1999.

These trails are unique. A great deal of expense and borough and volunteer time has been spent creating them. We request that you immediately designate the Crevasse Moraine Trail System an official park and no longer part of the landfill.

That will stop the horrendous expense of constant new permitting, proposals, and plans that come from the Mat-Su Borough's Solid Waste Division. (For example, I have seen plans from various companies in 2002, 2013, and 2014, as well as the recent 2016 mining request).

Additionally, as a Summerwoods Subdivision home owner, I was told by the original builder that a concession for having a "small community landfill" in our neighborhood was that we would have a park. I pay over \$5,000 a year in property taxes even though my property is near a landfill, just so that I can live near a park. I have been appalled by the destruction of Trail 12, by what appears to be dumping of sewage off Trail 12, by the lack of care on the part of the borough over what this park means to the residents of the Valley and the trail users, as well as the neighborhood. The neighbors have certainly been put through enough, don't you think? And now I hear the MSB is putting a septage facility in the landfill as well, in the heart of our beloved subdivision.

The Crevasse Moraine Trail System is a treasure, and it needs to be preserved for future generations.

There is no need for landfill expansion into the Crevasse Moraine Trails. It is time to officially declare this a park (which the borough does when it wants funds, such as a parking lot project 3 years ago or by charging fees to park there "as if" it were a park, yet then we are told it is not a park and was "always" a landfill).

Please, I beg you to walk these trails and see why they are so important to the various hikers, dog walkers, horseback riders, skiers, sledders, families on picnics, bicyclists, GPS enthusiasts, birdwatchers, athletes in training, school sports teams, community organizations, and more.

I ask you to immediately stop the destruction of Trail 12 and have the part cut out restored.

Thank you.

Sincerely,

Lori Jo Oswald, Ph.D.

Summerwoods Resident and Daily User of the Crevasse Moraine Trail System

**Mark Whisenhunt**

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**From:** Dan Monarch <dan@monarch.org>  
**Sent:** Friday, March 11, 2016 10:20 PM  
**To:** Mark Whisenhunt  
**Cc:** 'Rick Keil'; 'David Germer'; keith miller; Cynthia Cantrell  
**Subject:** IMD Comments From Hermon Heights HOA  
**Attachments:** 2016\_MSB\_GravelExtractionComments.docx

Mr. Whisenhunt,

Attached are comments from the Hermon Heights HOA related to the Borough's request for an Interim Materials District. Please let me know if you have any questions.

Sincerely,

Dan Monarch

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Hermon Heights Homeowner's Association  
P.O. Box 791  
Palmer, AK 99645

March 9, 2016

Mark Whisenhunt  
Matanuska-Susitna Borough  
Planning & Land Use Department  
Development Services Division  
350 East Dahlia Avenue  
Palmer, AK 99645

Dear Mr. Whisenhunt,

The Board of Directors (BOD) of the Hermon Heights Homeowner's Association, Inc. has reviewed your application for an Interim Materials District for the removal of 12,140,000 cubic yards of material until the year 2055, on a 260-acre mining area with 440 acres. We respectfully submit the following comments.

1. The Mat-Su Borough recently completed a 2014 Cell Buildout plan for future development of the landfill. This cell buildout plan has changed several times since the early part of the century. We strongly encourage the Borough to adhere to the current buildout plan until the landfill has reached its end of life. This will minimize impacts on the Crevasse-Moraine trail system and adjacent homeowners for the longest duration possible.
2. Any use of France Road as an extraction route for materials removal would be unacceptable. There is already too much light and heavy traffic on France Road from other activities. This road was never designed to handle the weight of heavy machinery and the associated loads that gravel extraction would require.
3. Any identified or planned easterly extraction route would have to include completion of the South Hemmer Road Extension identified on the 2015 Road Bond list. This would allow heavy traffic to connect to the Palmer-Wasilla Highway without having to utilize France Road.
4. The Valley Pathways school is currently located at the end of France Road. If a gravel extraction route was built including France Road it would be a significant hazard to the children who attend school there.
5. We expect that the landfill design is adequate to ensure that the surrounding water supply is never impacted by the gravel extraction process or future landfill use. Any impacts to the water supply would be devastating to homeowners with wells located nearby.

We understand that we live near a landfill but we want to insure that the impacts of being neighbors is minimized as much as possible. It does have the potential for significant impact

to property values in the area. We live in a nice neighborhood with a good quality of life. We want to make sure that it stays that way.

Sincerely,

Dan Monarch, President  
Hermon Heights Homeowner's Association, Inc.

**Mark Whisenhunt**

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**From:** Rick Keil <aknitesky@yahoo.com>  
**Sent:** Friday, March 11, 2016 6:50 AM  
**To:** Mark Whisenhunt  
**Subject:** MSB 17.28 – Interim Materials District (IMD)

MatSu Borough Planning Commission,

I wanted to take a moment to voice my concern regarding the plan for material extraction under MSB 17.28 – Interim Materials District (IMD), submitted by Matanuska-Susitna Borough Land Management Division. The applicant is requesting the removal of approximately 12,140,000 cubic yards of material from a 260-acre mining area with 440 acres

We are current homeowners in the Hermon Heights subdivision and have been for a quite a few years now. After reviewing the plan for material extraction, I was alarmed by the France Rd route that is to be utilized. France Rd is already over utilized by Scarsella Construction's heavy equipment that runs up and down the road (dump trucks, front end loaders, backhoes, pilot trucks, tractor trailers, etc.) as well as school traffic and pedestrian traffic. Due to the winding, unlit nature of the road itself, hazards already exist. There is currently pedestrian traffic consisting of Valley Pathways students and also families with small children from our subdivision that walk along this road. The students walk this road in the dark of morning. With no bike path, sidewalk, or street lights, I have come up upon these students while driving these unlit winding corners. I have yet to see any of these kids wearing reflective clothing. Adding more traffic via dump trucks and additional heavy equipment worries me. This presents a real safety hazard.

Another issue is the amount of traffic using France Rd. Valley Pathways, Scarsella Construction, and Hermon Heights homeowners generate a substantial amount of traffic already. This road often gets backed up at the Palmer-Wasilla intersection. There is no traffic light or turning lanes at this intersection. We have personally seen accidents there when someone has either turned left onto the Palmer-Wasilla highway off of France and been struck or waiting to turn left off of the Palmer-Wasilla highway onto France Rd.

Please consider utilizing a different route for the safety of students and staff at Valley Pathways, families from Hermon Heights, and others that use France Rd. We do not want to see anyone injured or killed by increasing traffic on this already over utilized winding road.

Respectfully,  
Rick and Melissa Keil  
10953 East John Henry Circle  
Palmer, Alaska 99645

**Mark Whisenhunt**

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**From:** Hindin <chhindin@mtaonline.net>  
**Sent:** Thursday, March 10, 2016 3:55 PM  
**To:** Mark Whisenhunt  
**Subject:** IMD for Material Removal

Mark Whisenhunt,

Thank you for speaking with me earlier today.

As I stated in our phone conversation I have been a resident and property owner in the Summerwoods subdivision for the past twenty-five years and have been appreciative of the cooperation the borough and Central Landfill has has with the property owners in our subdivision.

Some of the concerns I have include the following;

- 1) A provision listed in the awarded contract that limits the hours of operation in an effort to mitigate the noise that will be generated from a gravel mining, crushing and transporting operations. I would like it proposed that all gravel exavation and related activities be limited to the hours of operation as the Central Landfill.
- 2) Traffic, egress and public safety. The Central Landfill has attempted to process vehicle traffic through their scales with the goal being limiting the vehicles parked on 49th State Street while waiting. However when this occurs and vehicles are backed up on a public roadway thereby limiting access for emergency personnel to respond if needed to homes or property that are on or near on 49th State Street. With only one access into the Central Landfill I implore the borough to develop and build an alternative access that does not intersect a residential subdivision. Studies and planning for this project has been underway and I believe it would be in the borough's best interest from a public safety perspective to prioritize this project.

If you have any questions regarding the above please feel free contact me at your convenience.

Thank you for your time and consideration.

Howard Hindin  
PO Box 3693  
9730 E. Strand Dr  
Palmer, AK 99645  
(907) 746-3921

**Mark Whisenhunt**

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**From:** Sara Sanderling <sara\_in\_ak@yahoo.com>  
**Sent:** Wednesday, March 09, 2016 7:33 PM  
**To:** Mark Whisenhunt  
**Subject:** Central Landfill - Request for IMD

Mark,

I would like to speak towards the landfill request that will have its public hearing April 4th. I won't make it to the meeting but want to state that any additional clearing of land in the valley should not be approved. Any further clearing of land, especially so near established trail systems, is a shame. We do not need to have a massive landfill in such a central location.

Thank you for your time,  
Sara Dickson  
Valley resident since 1985

Sent from my iPhone

**Mark Whisenhunt**

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**From:** Danielle Eggelston <dleggelston@gmail.com>  
**Sent:** Wednesday, March 09, 2016 2:46 PM  
**To:** Mark Whisenhunt  
**Subject:** Crevasse moraine

Hello,

My name is Danielle Owens. I am writing because of the crevasse moraine trail system. Although I understand the original purpose of this land, these trails are beloved and well used by the community. The valley does not have many easily accessible trail systems that are safe for recreation. Palmers paved trails are so inconsistent and never allow you to leave the road noise behind. Please take the community into consideration when planning the destruction of this trail system. Consider rerouting the trails, or strategically closing sections so that we can continue using this area as long as possible. Thank you for your time and consideration.

Sincerely,

Danielle Owens  
907-830-7210

Sent via the Samsung Galaxy S® 5 ACTIVE™, an AT&T 4G LTE smartphone

**Mark Whisenhunt**

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**From:** Kate Arnold <kevans.arnold@gmail.com>  
**Sent:** Wednesday, March 09, 2016 11:44 AM  
**To:** Mark Whisenhunt  
**Subject:** Crevasse Moraine

Hello!

My name is Kate and I am the Marketing Director here at Active Soles Performance Footwear, in downtown Palmer. I would like to send an email in regards to the mining and landfill production in the current trails of Crevasse Moraine park.

I would like to speak against this action for many reasons, my main concern of course, comes from my background of being a local trail user that frequents the trails at Crevasse - it would be a devastating loss to the trail user community. The second reason I am against this project is that as a local business providing healthy events for the community, we use the crevasse moraine system to put on a series of trail races through the Summer and Fall to keep the community active. Crevasse has offered the unparalleled terrain for us to host these events as well as the location being optimal for the entire community of Palmer and Wasilla. We have, in the past, hosted 4 races in one summer at these very trails and have had many participants paying their user fees and exploring their local trail system. We also offer a challenge through-out the Summer to persuade families to get outside and be healthy and active - navigating part of the Crevasse system is a large part of this community challenge.

I am very aware that there are reasons for this that are well out of my scope of understanding and can certainly appreciate that there are other matters at hand regarding this decision - however, taking away the trail system that is helping our community to stay active and healthy would be a step in the very opposite direction of what the Palmer community is working hard to represent and what it stands for. The Crevasse trail system offers a unique opportunity to "market" Palmer to tourism as a healthy, active and beautiful community and those tourism dollars directly affect all of our local businesses.

Thank you for your time, consideration and help with this. I understand this will be a very challenging topic for everyone on board - so thank you for taking all the time to help.

Kate Arnold

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**Marketing Coordinator/ Personal Trainer/ Race Director**

[Active Soles Performance Footwear](#)

Ph# 907-746-0600

[Body In Balance Physical Therapy](#)

Ph # 907-746-0722

Fx # 907-746-0732

[Active Body Downtown Gym](#)

Ph# 907-746-3700

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**Mark Whisenhunt**

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**From:** Tosha Linn <TLinn@alaskacdc.org>  
**Sent:** Wednesday, March 09, 2016 9:18 AM  
**To:** Randall Kowalke; Barbara Doty; Dan Mayfield; stevecolligan@mtaonline.net; George McKee; Matthew Beck; jimsykesdistrict1@gmail.com; John Moosey; George Hays; Mark Whisenhunt; Eileen Probasco; Vern Halter  
**Subject:** Response to Interim Materials District destroying Crevasse Moraine Trails  
**Attachments:** Scan\_20160309\_101453.pdf

Good Morning,

I have attached my comments regarding the letter sent to me as a homeowner in Summerwoods Subdivision. I am responding before the deadline to get this into the packet before the meeting. Please read and consider what I as a property tax payer have to say. I know there are many out there with like opinions.

Thank you,  
Tosha Mittlestadt

March 9<sup>th</sup>, 2016

Mat-Su Borough Mayor and Assembly, Manager John Moosey & Assistant Manager George Hays,

The Crevasse Moraine Trail system has once again been brought up to be demolished. The need for gravel/landfill expansion apparently outweighing the value to you of having a beautiful unique local trail system.

As a person who uses the trails I question how anyone could actually think like this. So my question is, have you walked them? Have you got out of your car and spent a few hours just walking through the trails all the way back to the lakes? Have you looked at the trails of mountain bikers, skiers, horseback riders and people walking? They are everywhere because the trails are always being used. Have you walked through the trees greeting all the people and their dogs just enjoying the beauty of all the old growth trees. Have you participated in GeoCaching and found unique treasure back there?

If your answer to these questions is no, why do you think that you should be deciding they are nothing but garbage? Get out see what you are taking away from the town. Once they are gone we won't have that back. The money you have already spent building the trails up adding restrooms and a pay station will be wasted. The time and effort that is put in each year to clean and maintain the massive trail system for all these years scoffed out and thrown out a useless. There are special trails back there made by volunteer groups. People that took their own precious time to make this system even greater. Are you aware of any of this? Do you think these people did this out of boredom? No, they did it because they love the trails, they love the area.

The system is one of the nicest we have in the Valley. It isn't too tough of terrain. People can walk these trails from toddler all the way to senior. It can be used for anyone. I know because I use our trails. I have climbed mountain trails, I have walked bike trails, I have been on every trail this Valley has to offer. This one trail allows for biking, horseback riding, skiing, running, walking, snowshoeing, bird watching, geocaching, and pretty much any other non-motor vehicle activity you can think of. There are lakes connected to the backside some of them you can fish at. The trail system gives you access from Palmer Wasilla Highway to the Glenn by Kepler Bradley Lakes all while walking through beautiful scenery and serenity. All of this is offered on beautifully groomed trails that are clear and easy to walk. If you haven't seen these trails they are the best maintained trails the Valley offers. Also no one has to worry about their children getting hit by a car next to all the turnouts like our bike trails. There are multiple loops some more strenuous than others. There is a large sledding hill and big open field to play in. All of this already built maintained and used.

Taking away these trails for the landfill is a terrible decision. You will suck the gravel away make some money off that. Expand the landfill make a little more money. Then 10 years down the road someone is going to complain there are no accessible parks. All the money that was earned will go into finding new property to build what we already have. Only eventually there won't be anywhere to build. The trees will be gone. How long will it take to recreate what we already have available? More time than anyone of us is willing to wait. For example, look at all the money being invested in Government Peak. That is just for winter sports and it also is on the outskirts of town not easily accessible. No one can just stop on the way home from work to take a nice walk there. After you demolish this park someone in the not too

distant future is going to be planning a trails system just like this because it is something needed and used. All the while wasting away tax dollars for something that was literally thrown in the dump.

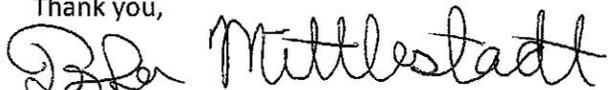
Yes we live in Alaska, yes there are other trails. But how many of those trails are on the way home from work for all of us? How many of those trails are completely protected from cars and noise? How many of those trails are not straight up the mountains? Crevasse Moraine Trails offer something you won't be able to get back once you remove it. Look at all the big cities in the world. They have found the importance of parks. Even New York City has Central Park. Don't you think at one time they considered what that land could hold to make them more money? Sometimes you have to sit back and realize what you lose to gain a lot of nothing.

There are several gravel pits in the Valley that could be used. Buy those, consider moving the landfill somewhere else that has the space you need. Look at more options before you collectively make a terrible decision that can't be taken back without even more resources being used. One of the most precious being the time it takes for the trees to return to their current beauty. Another being the fact we are rapidly running out of land in the Valley that isn't being bulldozed and destroyed for "progress."

I ask that all the Assembly Members, The Mayor, Manager John Moosey, Assistant Manager George Hays and the Landfill Director take some time out of their busy lives. I am aware some of you are not from the area and probably have not had the time to see what these trails have to offer. Explore the trails for real. Don't just park in the lot and say "yep they are nice." Take the time to really see what you are looking to take away from your citizens. Think about what it would cost to replace this. Think about what people in the other cities you have lived in would be willing to give for something so amazing.

Then after that take the time to go visit the gravel pits around town. Look at what you are wanting to leave us with. You are wanting to take something beautiful and replace it with a dismal hole. What is the true value of what you are doing compared to the true value of leaving something beautiful for all of us to enjoy? A lot more of the people that are voting you into office are going to be using those parks and seeing the good you can do by keeping them.

Thank you,

  
Tosha Mittlestadt

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**Mark Whisenhunt**

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**From:** neil waggoner <akneil@yahoo.com>  
**Sent:** Wednesday, March 09, 2016 8:22 AM  
**To:** Mark Whisenhunt  
**Subject:** Just Say No to Crevasse Moraine gravel Pit

Hello,

I am writing in opposition to gravel pit/landfill expansion in and adjacent to crevasse moraine. I am an anchorage resident who frequently comes to palmer to mountain bike in kepler bradley and crevasse moraine. Every time I have ridden in the park, trash (primarily plastic bags) from the landfill is seen in the forested area that the trails pass through in the park.

This trail system and open space is a recreational gem that makes palmer special and leads to a higher quality of life for locals and tourism dollars from visitors. It is something that should be preserved for future generations to enjoy.

When I come visit palmer to mountain bike, I frequently come into downtown to purchase food at local restaurants which supports the local economy.

Please do not approve the landfill/gravel pit expansion.

Best Regards,  
Neil Waggoner

**Mark Whisenhunt**

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**From:** Dan Monarch <dan@monarch.org>  
**Sent:** Monday, March 07, 2016 8:24 PM  
**To:** Mark Whisenhunt  
**Subject:** Request for an Interim Materials District (IMD)

Hi Mark,

I am a homeowner in the Hermon Heights Subdivision. I wanted to provide you with my comments related to the Request for an Interim Materials District (IMD) at the Central Landfill. I am making a couple of assumptions about this request. First, this mining is necessary to continue the cell buildout plan that is contained in 2014 Cell Buildout Plan. Second, there is no plan to complete an extraction route that would connect the landfill to France Road. As you have already heard from other property owners in Hermon Heights, using France as a route for large mining extraction would be an issue. The TAB and Borough Assembly are already aware that any additional traffic on France is problematic and should be avoided unless the Hemmer Road Extension is completed. They seem to strongly agree. There have been numerous accidents at the intersection of France and PWH and unfortunately it's probably only a matter of time until someone is seriously injured or killed at that location. There has to be another solution and adding more traffic to the road isn't it. I did see in the public notice that material extraction would happen to within 4 feet of the existing water table. I'm no gravel pit expert but that seems very close for heavy machinery to be working. A little bit off on the survey or an unskilled operator and the surface could be breached. Also, the saturation level could change especially due to winter snow conditions in our area. This may be the same criteria as what has been used for Cell 1 and Cell 2 but I don't know that. We are trusting that the experts know what they are doing but if the water table is contaminated for any reason there are going to be a lot of homeowners who have a well and an expensive situation to deal with.

I am the current President of the Hermon Heights HOA. I can't make it to the upcoming public meeting but I did want you to have my comments and am writing you this letter as a homeowner and not as a representative of the HOA. If you do need anything from the neighborhood, please feel free to contact me.

Sincerely,  
Daniel Monarch  
907-745-3326  
10902 E John Henry Circle

**Mark Whisenhunt**

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**From:** Rich Owens <rich\_r\_owens@hotmail.com>  
**Sent:** Monday, March 07, 2016 12:54 PM  
**To:** Mark Whisenhunt  
**Subject:** Landfill Gravel Extraction Proposal Comment

Mark,

I would like to express my comments toward the Landfill Gravel Extraction Proposal adjacent to Hermon Heights. As one of the first landowners in Hermon Heights, I have seen the subdivision develop into a beautiful neighborhood with upper end homes surrounded by a fantastic view. It has been a very desirable place to live in Palmer.

All homeowners of Hermon Heights including myself have been concerned about the increase in traffic on France Road. With the addition of the Valley Pathway school, dangerous traffic has increased dramatically, including curious school kids driving in and out of our dead end streets just to kill time. This has added to many safety concerns for the children who live in our neighborhood!

Adding mining traffic to the small curvy France Rd would be a huge mistake! This is the only street serving our subdivision. We already have a large road construction company Scarcella, Valley Pathway schools traffic w/ buses etc.... Our road already gets backed up daily around the corner, due to the inability to turn out onto the busy Palmer/Wasilla Hwy. I have personally seen several accidents due to this congested traffic on France Road.

I strongly oppose the use of adjacent lands to Hermon Heights for landfill and or mining activity. Especially the use of France Road for such transport of their activities.

I would like to see the Mat-Su Borough consider our properties in Hermon Heights to preserve the value and safety our neighborhood.

Respectfully,

Richard & Ardena Owens  
10993 E. John Henry Circle  
Palmer, AK 99645

**Mark Whisenhunt**

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**From:** Paul Wheeler <pwheeler@gci.net>  
**Sent:** Sunday, March 06, 2016 9:52 AM  
**To:** Mark Whisenhunt  
**Subject:** Crevasse Moraine Trail System

Mark,

We are totally against destroying the Crevasse Moraine Trail System. I understand the system is secondary to landfill use, but there must be another way. Are there no other lands south of the current landfill that could be used? Land swap with the University?

Paul Wheeler  
Lot 2 Block 2 Summerwoods Subdivision

**Mark Whisenhunt**

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**From:** Scott <denali1973@gmail.com>  
**Sent:** Tuesday, March 01, 2016 7:16 AM  
**To:** Mark Whisenhunt  
**Subject:** MSB 17.28-Interim Materials District (Central Landfill)

01 MARCH 2016

Mr Whisenhunt,

I am writing today to voice my concern about an application for an Interim Materials District under MSB 17.28 – Interim Materials District (IMD), submitted by Matanuska-Susitna Borough Land Management Division. The applicant is Request for the removal of approximately 12,140,000 cubic yards of material from a 260-acre mining area with 440 acres. Extraction activities are expected to terminate in 2055. The location in question is : Central Landfill (MSB Tax ID# 17N01E01D005 & D006, 17N01E12A007 & B006); within Township 17 North, Range 1 East, Sections 1 & 12, Seward Meridian.

After reviewing the proposal, I am deeply disturbed at the thought of mineral extraction activities taking place in an area that is currently part of the Crevasse Moraine Trail system. The primary routes identified for mineral extraction activities utilize France Road near Valley Pathways School.

France Road is a small road that is already at capacity due to the school busses and associated school traffic on an otherwise residential street. Allowing for additional heavy machinery, trucks, and other mine activities on such a small residential street will not only create a hazard within our neighborhood, but will also present a real and lasting hazard to the children that attend school at Valley Pathways.

I am also concerned that the neighborhood that will be directly impacted by this, Hermon Heights, will become another sad story of high end homes built with the expectation of maintaining value only to have their property values greatly diminished due to activities that move in next door.

I urge you to please deny this activity within what would otherwise be a world class “Green-Zone” within the Borough. Allowing new mining activities to utilize residential roadways creates a hazard to residents, and diminishes the quality of life for all of us property owners who will be subjected to the additional noise, dust and heavy machinery traffic in our neighborhoods.

**Sincerely**

**Scott and Anthony Langley**

**Phone: 907-315-1296**

**Mailing Address: 1150 S Colony Way STE 3 PMB 321  
Palmer, Ak 99645**

**Physical: HEROMON HTS PH II BLOCK 1 LOT 14**

**Parcel ID : 58898**

**Mark Whisenhunt**

---

**From:** Jim Conway <jconway@kenbrady.com>  
**Sent:** Monday, February 29, 2016 8:08 AM  
**To:** Mark Whisenhunt  
**Subject:** MSB 17.28-Interim Materials District Public Comment  
**Attachments:** SKMBT\_C55016022909010.pdf

Good morning Mr. Whisenhunt,  
Attached please find my comments on the above referenced subject for your consideration.  
Thank you,  
Jim Conway

**From:** [admin@kenbrady.com](mailto:admin@kenbrady.com) [<mailto:admin@kenbrady.com>]  
**Sent:** Monday, February 29, 2016 8:01 AM  
**To:** Jim Conway  
**Subject:** Message from KMBT\_C550

James M. Conway  
8925 Kilkenny Dr.  
Palmer, AK 99645  
52465B02L025

Matanuska-Susitna Borough  
Planning & Land Use Department  
Development Services Division 350 East Dahlia Avenue  
Palmer, Alaska 99645

Re: Request for Interim Materials District  
MSB 17.28-Interim Materials District  
Public Comment

Gentlemen:

After reviewing both the Public Notice I received and the Application for Earth Materials Extraction Submitted by the MSB to the MSB on Feb. 16, 2016 I find some very serious discrepancies as well as a lack of vital studies and due diligence for this application.

- 1- The Public Notice states that the application for the IMD was submitted for removal of 12,140,000 cubic yards of material until the year 2055, on a 260 acre mining area.
- 2- The application states the area to be 13 acres and 133,000 cubic yards of material per year for a total of 777,000 cubic yards will be extracted and will be completed by the year 2020.
- 3- Nowhere can I find an Environmental Impact Analysis.
- 4- There does not appear to be a Traffic Impact Analysis. The Mining Plan for the application (777,000 total cubic yards of extraction) states that there may be up to 20 truck trips/hour. The haul route will be to the Palmer Wasilla Highway. Because of this a TIA may be necessary, and even if not required it should be completed.

Because of these concerns I respectfully request that the Planning Commissioner reject this application until such time as the discrepancies and oversights are resolved.

Very truly yours,

  
James M. Conway

**Susan Lee**

---

**From:** Jessica Clarkson <jessicamclarkson@hotmail.com>  
**Sent:** Monday, March 14, 2016 10:15 AM  
**To:** Susan Lee; Alex Strawn; t.taranto@matsugov.us  
**Subject:** Fwd: Crevasse Moraine

To whom it may concern;

It is my understand Mr. Whisenhunt is out of the office until March 30th. His name and email address was provided in the public notice. Since he is out, I am forwarding the email I sent him.

Please accept this forwarded email for the Planning Commission.

If you have any questions, please don't hesitate to contact me.

Thank you,  
Jessica Clarkson

Sent from my iPhone

Begin forwarded message:

**From:** <[jessicamclarkson@hotmail.com](mailto:jessicamclarkson@hotmail.com)>  
**Date:** March 14, 2016 at 10:00:50 AM AKDT  
**To:** <[mwhisenhunt@matsugov.us](mailto:mwhisenhunt@matsugov.us)>  
**Subject:** Crevasse Moraine

Mr. Whisenhunt,

I recently received a notification in the mail regarding the gravel extraction at the landfill. After reading the proposed permit, I was alarmed for many reasons.

The first and foremost is the extent of the application. If I'm lead to believe what is in the papers regarding this expansion, maintaining current trails are very important. However, the application covers the entire trail system. Why can't permits be issues for specific cells?

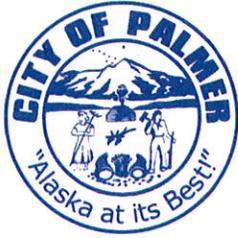
The notice regarding impact on the neighbor is slim at best, with very few details. This explanation affects an entire neighborhood! I think it's imperative more details are provide. What will be the watering schedule? How exactly will noise be kept to a minimum? What are the times of operation? The permit reports 20 trucks an hour! Surely damage will be done to North 49th State Street with all those additional loads; however, this was not addressed in the permit.

I understand the need to expand. However, there doesn't seem to be a clear plan of action moving forward. The plan seems to change depending on who is employed with the borough at the time of permitting. This is not acceptable. The entire community, especially those directly affected, deserve a clear plan of action. Obviously exact dates can't be provided, but at least a clear general plan - other than one posted on Facebook, which I do not consider formal communication.

I live in this neighborhood and enjoy the trails daily with friends and family. Please provide me

Thank you,  
Jessica Clarkson  
10300 E Strand Drive  
PO Box 1805  
Palmer, Alaska 99645

Sent from my iPhone



## MEMORANDUM - **UPDATED**

David Meneses  
Building Inspector

Beth Skow  
Library Director

TO: Eileen Probasco  
FROM: Kimberly McClure, Planning Technician  
DATE: ~~March 14, 2016~~ **March 21, 2016**  
SUBJECT: Earth Materials Extraction Application within Tax Parcels D005 & D006 in Section 1, Township 17 North, Range 1 East, and Tax Parcels A007 & B006 in Section 12, Township 17 North, Range 1 East, Seward Meridian

Inside City Limits

Outside City Limits

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We have distributed the abbreviated plat for the subject project and have received the following comments from the following departments:

1. City Manager: No changes necessary.
2. Building Inspector: No changes necessary.
3. Community Development: It is located adjacent to the 155 acres that the City of Palmer leases on France Road.
4. Fire Chief: No changes necessary.
5. Public Works: No comments.
6. Planning and Zoning Commission: ~~This application is scheduled to be reviewed at the March 17 Planning and Zoning meeting; any additional comments will be forwarded.~~ **The improvements to the trail system that will go along with this project will be very beneficial. The following questions were raised:**
  - a) **Will this project affect any surrounding residential zones/areas with the increased noise and dust?**
  - b) **Will final extraction activities conclude in 2020 (referenced on page 1 of application) or 2055 (referenced on MSB Memorandum)?**
  - c) **What is the future traffic impact on City of Palmer as a result of this project coming through the City?**

**Mark Whisenhunt**

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**From:** Peggy Horton on behalf of Platting  
**Sent:** Wednesday, February 17, 2016 4:34 PM  
**To:** Mark Whisenhunt  
**Subject:** RE: Request for comment: Central Landfill IMD

There does not appear to need a platting action. Platting Staff have no objection.

Peggy Horton  
Platting Technician  
Matanuska-Susitna Borough  
(907) 861-7881 direct  
(907) 861-8407 fax  
[peggy.horton@matsugov.us](mailto:peggy.horton@matsugov.us) (email)

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**From:** Mark Whisenhunt  
**Sent:** Wednesday, February 17, 2016 3:16 PM  
**To:** Platting  
**Subject:** FW: Request for comment: Central Landfill IMD

An application for an Interim Materials District (IMD) under MSB 17.28 – Interim Materials District has been submitted for the removal of 12,140,000 cubic yards of material, with extraction activities concluding in 2055. The Planning Commission will conduct a public hearing on this request on April 4, 2016. Return written comments by **March 14, 2016**.

Thank you for your review.

Respectfully,

Mark Whisenhunt, CFM  
Planner II  
Matanuska-Susitna Borough  
Office: (907) 861-8527  
Fax: (907) 861-7876  
[mark.whisenhunt@matsugov.us](mailto:mark.whisenhunt@matsugov.us)

**Mark Whisenhunt**

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**From:** Theresa Taranto  
**Sent:** Friday, February 26, 2016 1:57 PM  
**To:** Mark Whisenhunt  
**Subject:** RE: Request for comment: Central Landfill IMD

FIRM 8130 & 8135, X Zone/ Core Area  
No other comments

Theresa Taranto  
Development Services  
Administrative Specialist

Mat-Su Borough  
350 E Dahlia Ave.  
Palmer, Alaska 99645  
907-861-8574

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**From:** Mark Whisenhunt  
**Sent:** Wednesday, February 17, 2016 11:59 AM  
**To:** 'allen.kemplen@alaska.gov' ([allen.kemplen@alaska.gov](mailto:allen.kemplen@alaska.gov)); 'kevin.vakalis@alaska.gov' ([kevin.vakalis@alaska.gov](mailto:kevin.vakalis@alaska.gov)); 'tucker.hurn@alaska.gov' ([tucker.hurn@alaska.gov](mailto:tucker.hurn@alaska.gov)); [melanie.nichols@alaska.gov](mailto:melanie.nichols@alaska.gov); 'steven.banse@alaska.gov' ([steven.banse@alaska.gov](mailto:steven.banse@alaska.gov)); [eric.moore@alaska.gov](mailto:eric.moore@alaska.gov); 'george.horton@alaska.gov' ([george.horton@alaska.gov](mailto:george.horton@alaska.gov)); 'dave.schade@alaska.gov' ([dave.schade@alaska.gov](mailto:dave.schade@alaska.gov)); 'mike.bethe@alaska.gov' ([mike.bethe@alaska.gov](mailto:mike.bethe@alaska.gov)); [mark.fink@alaska.gov](mailto:mark.fink@alaska.gov); [holly.zafian@alaska.gov](mailto:holly.zafian@alaska.gov); [usswcd@mtaonline.net](http://usswcd.mtaonline.net); 'mearow@matanuska.com' ([mearow@matanuska.com](mailto:mearow@matanuska.com)); 'rglenn@mta-telco.com' ([rglenn@mta-telco.com](mailto:rglenn@mta-telco.com)); [jthompson@mta-telco.com](mailto:jthompson@mta-telco.com); Jennifer Diederich; Robin L. Leighty; 'ospdesign@gci.com' ([ospdesign@gci.com](mailto:ospdesign@gci.com)); 'dblehm@gci.com' ([dblehm@gci.com](mailto:dblehm@gci.com)); Richard Boothby; [jmccnutt@palmerak.org](mailto:jmccnutt@palmerak.org); Elizabeth Weiant; Eric Phillips; Sandra Cook; [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); Capital Projects; Cindy Corey; Bob Walden; Brad Sworts; Sheila Armstrong; Tracy McDaniel; Jennifer Ballinger; Terry Dolan; Jim Jenson; Nicole Wilkins; Theresa Taranto; Eileen Probasco; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner  
**Cc:** [gatewaycommunitycouncil@gmail.com](mailto:gatewaycommunitycouncil@gmail.com); [sdukes@houston-ak.gov](mailto:sdukes@houston-ak.gov); [tcopelin@houston-ak.gov](mailto:tcopelin@houston-ak.gov); [chumble@houston-ak.gov](mailto:chumble@houston-ak.gov); [kmclure@palmerak.org](mailto:kmclure@palmerak.org); Sandra Garley; [planning@ci.wasilla.ak.us](mailto:planning@ci.wasilla.ak.us); [publicworks@ci.wasilla.ak.us](mailto:publicworks@ci.wasilla.ak.us); Matthew Beck  
**Subject:** Request for comment: Central Landfill IMD

An application for an Interim Materials District (IMD) under MSB 17.28 – Interim Materials District has been submitted for the removal of 12,140,000 cubic yards of material, with extraction activities concluding in 2055. The Planning Commission will conduct a public hearing on this request on April 4, 2016. Return written comments by **March 14, 2016**.

Thank you for your review.

Respectfully,

Mark Whisenhunt, CFM  
Planner II  
Matanuska-Susitna Borough  
Office: (907) 861-8527

**Mark Whisenhunt**

---

**From:** Vakalis, Kevin A (DOT) <kevin.vakalis@alaska.gov>  
**Sent:** Monday, February 29, 2016 9:38 AM  
**To:** Mark Whisenhunt  
**Cc:** Linnell, John R (DOT); Thomas, Scott E (DOT); Amundsen, James (DOT); Kemplen, Allen (DOT); Nichols, Melanie A (DOT); Brad Sworts  
**Subject:** RE: Request for comment: Central Landfill IMD

Hi Mark,

The Department of Transportation has no objection to the Central Landfill IMD but would like to offer the following comment:

A northbound signal change to the protected/ permitted left turn operations is desirable to MSB and DOT. DOT would support a MSB project to make these changes otherwise; this is not a major State project need and will have to wait for the next major project opportunity that has adequate funding.

If there are questions please call me direct.

Respectfully,

Kevin Vakalis  
Right of Way Agent  
(907) 269-0688



*"Keep Alaska Moving through service and infrastructure."*

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**From:** Mark Whisenhunt [<mailto:Mark.Whisenhunt@matsugov.us>]  
**Sent:** Wednesday, February 17, 2016 11:59 AM  
**To:** Kemplen, Allen (DOT); Vakalis, Kevin A (DOT); Hurn, John T (DOT); Nichols, Melanie A (DOT); Banse, Steven J (DOT); Moore, Eric A (DNR); Horton, George C (DNR); 'dave.schade@alaska.gov' ([dave.schade@alaska.gov](mailto:dave.schade@alaska.gov)); Bethe, Michael L (DFG); Fink, Mark J (DFG); Zafian, Holly K (DFG); [usswcd@mtaonline.net](mailto:usswcd@mtaonline.net); 'mearow@matanuska.com' ([mearow@matanuska.com](mailto:mearow@matanuska.com)); 'rglenn@mta-telco.com' ([rglenn@mta-telco.com](mailto:rglenn@mta-telco.com)); [jthompson@mta-telco.com](mailto:jthompson@mta-telco.com); Jennifer Diederich; Robin L. Leighty; 'ospdesign@gci.com' ([ospdesign@gci.com](mailto:ospdesign@gci.com)); 'dblehm@gci.com' ([dblehm@gci.com](mailto:dblehm@gci.com)); Richard Boothby; [jmcnutt@palmerak.org](mailto:jmcnutt@palmerak.org); Elizabeth Weiant; Eric Phillips; Sandra Cook; [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); Capital Projects; Cindy Corey; Bob Walden; Sworts, Brad (DOT sponsored); O'Donnell-Armstrong, Sheila (DNR sponsored); McDaniel, Tracy (DNR sponsored); Jennifer Ballinger; Terry Dolan; Jim Jenson; Wilkins, Nicole (DNR sponsored); Theresa Taranto; Eileen Probasco; Jessica Smith; Frankie Barker; Andy Dean; John Aschenbrenner  
**Cc:** [gatewaycommunitycouncil@gmail.com](mailto:gatewaycommunitycouncil@gmail.com); Dukes, Sonya (GOV sponsored); [tcopelin@houston-ak.gov](mailto:tcopelin@houston-ak.gov); [chumble@houston-ak.gov](mailto:chumble@houston-ak.gov); [kmcclore@palmerak.org](mailto:kmcclore@palmerak.org); Sandra Garley; [planning@ci.wasilla.ak.us](mailto:planning@ci.wasilla.ak.us); [publicworks@ci.wasilla.ak.us](mailto:publicworks@ci.wasilla.ak.us); Matthew Beck  
**Subject:** Request for comment: Central Landfill IMD

An application for an Interim Materials District (IMD) under MSB 17.28 – Interim Materials District has been submitted for the removal of 12,140,000 cubic yards of material, with extraction activities concluding in 2055. The Planning



**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

March 2, 2016

Mark Whisenhunt, Planner II  
Matanuska-Susitna Borough  
Planning & Land Use Department  
350 East Dahlia Avenue  
Palmer, Alaska 99645-6488

Subject: Conditional Use Permit for Earth Materials Extraction  
For the parcel located at 8870 N. Buffalo Mine Moose Creek Road; within  
Township 18 North, Range 2 East, Section 3, Seward Meridian.

Dear Mr. Whisenhunt:

ENSTAR Natural Gas Company has reviewed the application for subject Conditional Use Permit Application for Earth Materials Extraction.

We have no comments or concerns related to this activity.

If you have any questions, please feel free to contact me at 907-334-7944 or by email at [cassie.wohlgemuth@enstarnaturalgas.com](mailto:cassie.wohlgemuth@enstarnaturalgas.com).

Sincerely,

A handwritten signature in blue ink that reads "Cassie Wohlgemuth".

Cassie Wohlgemuth  
Right-of-Way and Compliance Technician  
ENSTAR Natural Gas Company

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**Mary Brodigan**

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**From:** Mary Anderson <mpanderson61@gmail.com>  
**Sent:** Friday, March 18, 2016 9:33 PM  
**To:** Mary Brodigan  
**Subject:** Central Landfill and Crevasse Moraine  
**Attachments:** Central Landfill Site History.pdf; France Rd 160 Workshop\_summary 5-1-07.pdf; France\_Road\_Aug\_draft.pdf

Hi Mary:

I was digging through my old files and found some information regarding the Crevasse Moraine trails and the landfill sequencing.

The Central Landfill Site History document was a handout by the Landfill Dept director during a presentation to the PRT. I believe it was in connection with France Road issue we were discussing.

Could not find a PRT resolution so maybe we didn't have one. Elizabeth would know. Anyways, I am sending you what I did find and hopefully this will give you background information.

Take care,

Mary

### Central Landfill/Crevasse Moraine Trails Time Line

The Central Landfill began operations at its current site in the 1979/1980 time period with a small unlined disposal area (Cell 1). Filling continued in this area for several years until landfilling in this area was discontinued and an area immediately to the east of Cell 1 one was chosen for the second cell (Cell 2A). This became the primary disposal site at the Central Landfill and filling continues in this area up to the present day. An area immediately to the South of Cell 2A was chosen as the first lined expansion of the Central Landfill as mandated by the EPA and ADEC Solid Waste Regulations. This Cell was designated as Cell 2B. Presently a new cell is being designed to be tied in to Cells 2A and 2B. This new cell is designated as Cell 3 and is immediately south of Cell 2A and West of 2B.

Extensive hydro geological testing has been performed at the Central Landfill site that has determined that the subsurface geology of this site is unique due to a significant confining layer of silt which lies between the upper (unconfined) aquifer and the lower (confined) aquifer. It was determined that due to the unique characteristics of this confining silt lens and its ability to prevent leachate from the landfill site from migrating to the confined aquifer, that the site selected was ideal for landfilling purposes.

In January of 1988 the Parks and Recreation Division applied for a permanent 25' wide easement across Borough land for the Crevasse Moraine Trail System –Phase I. The trail system and trailhead were constructed by the Parks and Recreation Division over a period of years starting in late 1986. An attempt to dedicate the trail easement was made in 1989 (Resolution 89-060). The dedication of the trail easement and the classification of the Borough land were not reserved prior to construction, therefore, the application and subsequent legislation for the easement was an “after the fact” request.

The Public Lands staff reviewed this application and found that a portion of the trail system crossed the Borough's Central Landfill Site. It was thought at that time that the Central Landfill encompassed only the SW  $\frac{1}{4}$  of Section 1, Township 17 North, Range 1 East, approximately 160 acres. These findings were forwarded to the Planning Commission and the Assembly.

After the Assembly meeting on April 4<sup>th</sup> 1989 and after staff meetings between the Department of Public Works and the Planning Department, the boundary of the Central Landfill was clarified. The landfill site actually encompasses 620 acres, and was described in the Discretionary Waiver Resolution No. 86-67 as parcel #2. This parcel is formally described as:

The S  $\frac{1}{2}$  of Section 1, the E  $\frac{1}{2}$  SE  $\frac{1}{4}$  of Section 2, the NE  $\frac{1}{4}$  NE  $\frac{1}{4}$ , E  $\frac{1}{2}$  NW  $\frac{1}{4}$  NE  $\frac{1}{4}$  of Section 11, the N  $\frac{1}{2}$  NW  $\frac{1}{4}$ , N  $\frac{1}{2}$  SW  $\frac{1}{4}$  NW  $\frac{1}{4}$ , N  $\frac{1}{2}$  SE  $\frac{1}{4}$  NW  $\frac{1}{4}$ , NW  $\frac{1}{4}$  NE  $\frac{1}{4}$  of Section 12, Township 17 North, Range 1 East, Seward Meridian, Alaska.

Legislation was introduced which rescinded Resolution 89-060 and passed Resolution 89-182. The body of this resolution states “A Resolution of the Assembly of the

Matanuska-Susitna Borough Rescinding Assembly Resolution No. 89-060 and Classifying as Reserve lands the Borough Central Sanitary Landfill (described above). The new resolution (89-182) made provisions to allow for a temporary permit for Crevasse Moraine Trail System. An Interagency Property Management Agreement and Temporary Permit Agreement were established on May 6<sup>th</sup>, 1994 to allow for “the issuance of revocable land use permits or licenses including temporary permits for the Crevasse Moraine Trail System and Animal Control Facility”.

In 2006 Central Landfill Sequencing Plan determined that a plan was necessary to develop a time line for development of the Central landfill and the potential impacts to the Crevasse Moraine Trail system. This plan discusses the need to begin the planning process for the relocation of the Crevasse Moraine Trail head and to evaluate the potential for the France Road Parcel to become the new trail head. This plan also discusses that the trails that become displaced due to landfill development will be replaced as portions of the landfill are filled to capacity and closed, revegetated, and made ready for recreational use.

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# France Road 156 Asset Management Plan

May 10, 2007

## Workshop Summary

The France Road 156 work session on May 10 was well-attended by a cross-section of recreation users and neighborhood residents. The meeting began with an overview of the site characteristics and the existing policies that create the framework for the forthcoming France Road 156 Asset Management Plan.

### Main Background Points:

- The site is characterized by steep ridge and pit terrain, with semi-open birch and spruce forest.
- Valley Pathways High School is the only developed use on the property. Currently portable classrooms the school is in the process of obtaining funding for a permanent school to serve 250 students.
- France Road is the only developed access, although there are other platted and potential access points.
- Adjoining uses and plans that affect this parcel include:
  - Crevasse Moraine trail displacement: The Borough's Central Landfill Plan proposes that the landfill's eastward expansion will close most of the adjoining Crevasse Moraine trails in the coming decades. The Central Landfill Plan is in draft form: public review of the draft plan has not been scheduled.
  - Residential neighborhoods: Residents in the bordering subdivisions have a high stake in how future use of this parcel may affect groundwater, traffic, road maintenance, security/trespass, and aesthetics.
  - Regional land ownership pattern: Most of the land in the fast-growing Core area between Palmer and Wasilla is private land. The University of Alaska has over 1,000 acres of largely undeveloped land south of this parcel. This University land is managed for specific benefits to or purposes of the University, rather than the general public.
  - Existing plans: Several Borough plans identify a deficit of public open space acreage in the Core Area, and a need for centrally-located trails and recreation areas. These plans identify the high public value in obtaining a continuum of open space and recreational trails in the Core, specifically the connection from Crevasse Moraine trail system to Kepler-Bradley Lake State Recreation Area.



## Discussion of alternatives

The following pages contain the three preliminary, concept-level alternatives discussed on May 10. All three alternatives proposed to commit roughly 10-20 acres for a permanent high school site for up to 250 students. There would also be approximately 2-5 acres set aside for a Borough Parks Department Maintenance Facility that would consist of a 5,000 square foot shop, covered vehicle and storage area as well as a greenhouse. A trailhead for a trail corridor to eventually connect south to Kepler Bradley Lakes State Recreation Area is also included that would have a capacity for 60-120 parking spaces with some parking at the school, toilets, a picnic shelter, a sledding hill, equipment storage shed, minimum of 3-5 km of trails connecting into the remaining Crevasse-Moraine trails system and, if this is a large trail system, an open field for staging events and recreation building. Alternative 1 emphasizes recreation, Alternative 2 blended large-lot residential and recreation and Alternative 3 proposed gravel extraction with recreation or landfill as subsequent uses.

The meeting participants gave a strong, unified recommendation that:

- The management plan for the France Road parcel should emphasize open space and trail-based recreation; and
- The MSB should consider the France Road parcel not as a replacement for Crevasse Moraine trails but as step toward designating a larger public open space and recreation area that is sorely needed at the heart of the fast-developing Core Area; and
- The MSB should use this plan to launch a broader planning effort for Core Area open space and recreation lands, and
- This parcel should be retained in public ownership and should not be developed for gravel extraction, landfill, or residential use.
- Don't consider this parcel as a discrete planning area. The plan should consider how this parcel fits with the Core Area land pattern and recommend broad actions regarding Core Area open space.



# France Road I56 Asset Management Plan

May 10, 2007

## Main Issues Raised

*These issues, as well as other issues raised by the public through written or phone comments, will be considered during development of the Draft Plan. This is by no means a complete list of issues, and the planning staff will attempt to identify opposite perspectives before drafting the plan.*

- Some members of the public oppose the Borough Landfill Plan to expand into Crevasse Moraine trail system, and want a chance to be involved in reviewing and changing that plan.
- France Road needs to be upgraded to safely handle student and recreation traffic, preferably with a pathway separated from the roadway, and preferably when the road is paved (this summer).
- Future trails in this area should have some specific goals and design criteria:
  - Serve a variety of uses, and provide different challenge levels, from strenuous training for athletes, to universal access for the mobility impaired
  - Provide both loop trails, and trails with a sense of destination
  - Design trails to be sustainable/low maintenance
  - Design trails to reduce conflicts among users, with possible separate trails for equestrians.
- Security at trailheads, and trespass onto adjoining private lands, is a concern.
- Collaborate in designing the high school site, the trailhead, and the Parks Department maintenance site. This can help provide security, and allow for shared use of parking and possibly other facilities. Locating a school near recreation trails would benefit the school through outdoor recreation and education.
- Initiate collaboration between the various University campuses, MSB School District, and the Borough to manage the Core Area undeveloped lands for both resource education and recreation benefits.
- Don't put play fields on the France Road parcel. Playfields that require clearing and grading should be put on already-impacted land, not virgin land. The Operators Training Center might be a good site for playfields.
- This area isn't appropriate for motorized recreation use: it's the only non-motorized public trail system in the area, and motorized uses have dominated areas like Knik River.
- Preserving open space for public use is a one-time opportunity, and in the Core Area it will only get harder to do as time goes on.
- Funding for recreation development is never easy to come by, but the important first step is to get public land designated for recreation and open space. Money to develop facilities can come later.
- Don't consider this parcel as a discrete planning area. The plan should consider how this parcel fits with the Core Area land pattern and recommend broad actions regarding Core Area open space.

# France Road I56 Asset Management Plan

May 10, 2007

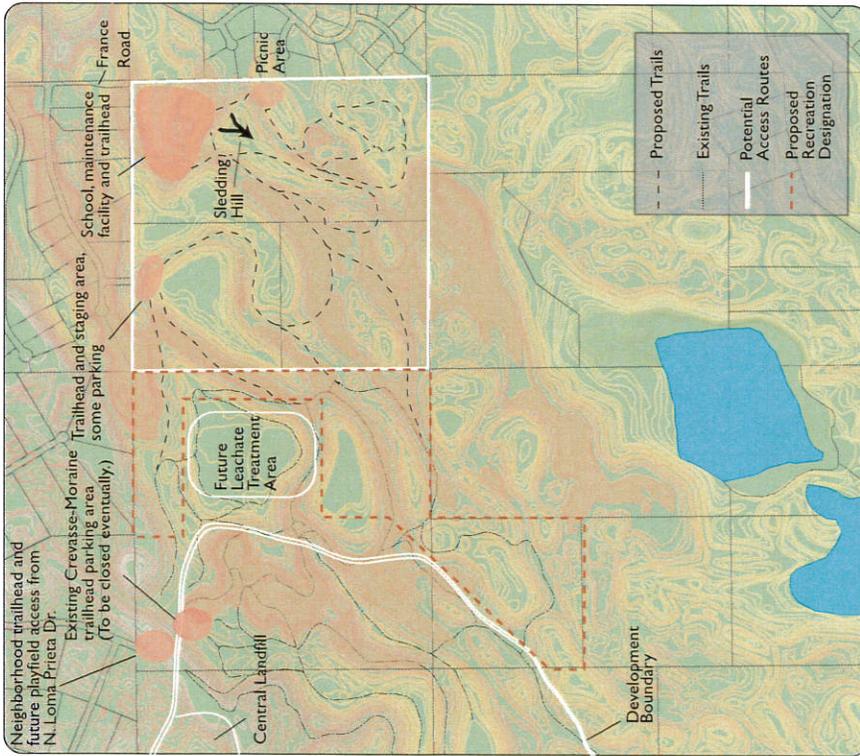
## Alternative I: Recreation - Emphasize trails and regional open space.

### Land use pattern

- Designate most of the acreage (140-150 acres) for public recreation and open space.
- Recommend designating additional MSB land (80 - 110 acres) to the south and west of France Road for recreation.
- Recommend future restoration of closed portions of the landfill for playfields, with trailhead at N. Loma Prieta.
- Main trailhead for trail use & events near school site. Secondary trailheads give neighborhood access and future playfield access.

### Specific features

- Multi-use unpaved loop trails with range of challenge levels (5-7 km total length).
- Scenic viewpoints and destination points.
- Separated or designated equestrian trail – flatter gradient, durable surface.
- Possible paved, low-gradient, universal access trail on the landfill perimeter road for use after it's closed (3-4 km).
- Staging area to include timing/officiating building and areas for spectators.
- Identify options for indoor space (gathering, warm-up, gear changing).



**France Road I56 - Recreation**  
 Alaska State Plane, Zone 4, NAD 1927  
 May 2, 2007

All data courtesy of MSB.  
 0 0.1 0.2 Miles

May 10, 2007

**Alternative II: Residential** - Develop up to half of parcel (50 to 75 acres) as large-lot residential neighborhoods; remaining acreage for community-scale trails and open space.

### Land use pattern

- Sell 50 to 75 acres with conditions for large-lot residential subdivision.
- Retain 75-100 acres in public ownership and designate for public recreation and open space.
- Recommend designating additional MSB land (80-110 acres) to the south and west of France Road for recreation.

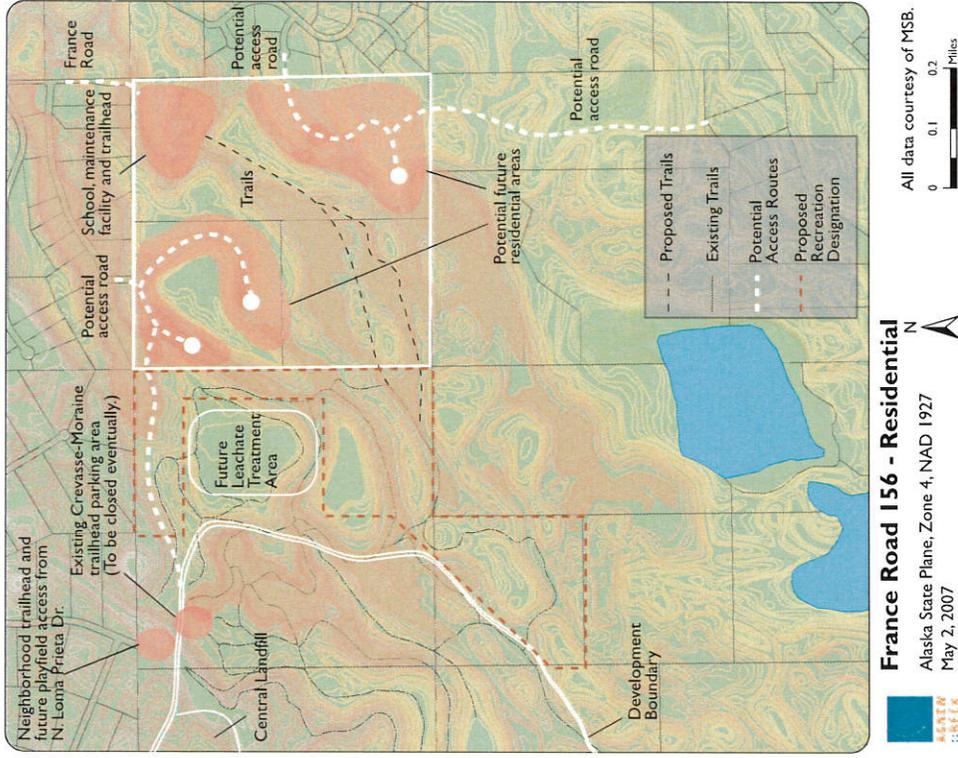
### Specific features

#### Housing

- House lots of 1-5 acres would be created on high terrain with views.
- Housing would be located to minimize road costs and retain public recreation values.

#### Recreation

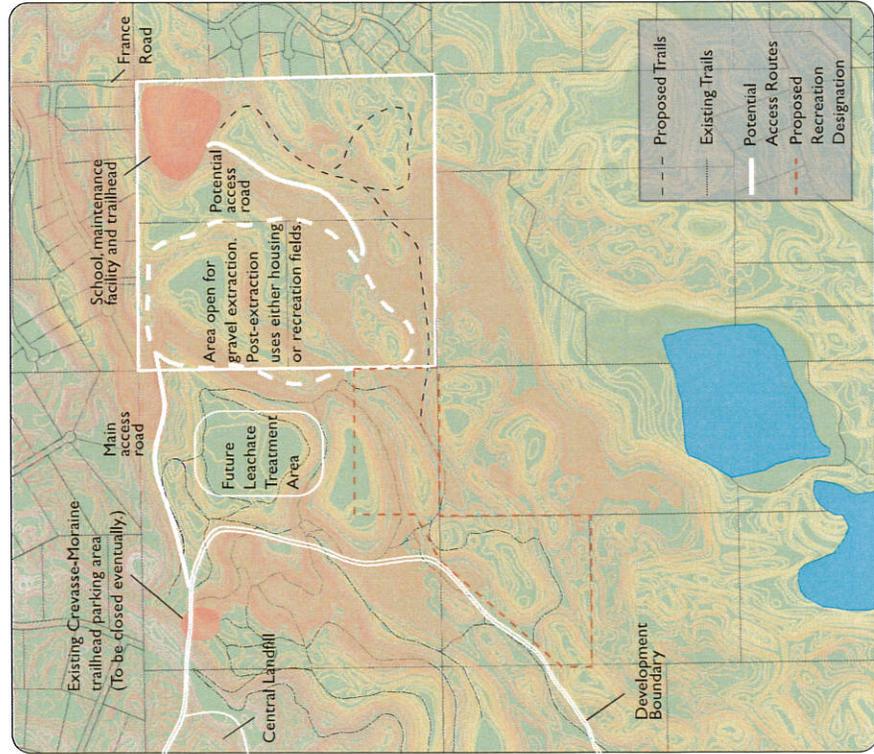
- A trailhead near school site would have a mid-sized parking area, toilets and trails to connect to the existing Crevasse Moraine trails.
- The overall length and variety of trails at France Road is less than in Alternative I. There would be 3-4 km of continuous trail. Trails near housing areas would be designed more for neighborhood recreation.
- Large recreation events such as high school ski meets would not be easy to accommodate.



**Alternative III: Extraction** - Sell most of the parcel for gravel extraction, private or public landfill, future mixed-density residential neighborhoods.

## Land use pattern

- Sell 75 – 100 acres in west and south parts of parcel, with conditions for gravel extraction and potential land fill or housing.
- Access road for resource extraction would be across MSB land to the western side of the parcel.
- An open space corridor would be retained to connect neighborhoods to the Well Monitor Road/trail.



## Specific features

### Resource (gravel) extraction

- MSB could require a master plan for gravel extraction to minimize impacts on surrounding uses. Master plan could specify post-extraction uses: either landfill, housing, or recreation.

### Following gravel extraction: landfill

- The protection of the aquifer would have to be ensured.
- Landfill would restore some of the original elevation of the parcel.
- Reclamation of the landfill as public playfields is a possible end-use.

### Following gravel extraction: mixed-density housing

- Finish grades and elevations in the gravel pits will have to be configured to allow road connectivity to the surrounding, mostly-high terrain.
- Small lots and or clustered housing on future reclamation areas would meet affordable housing needs and would retain open space for public use.

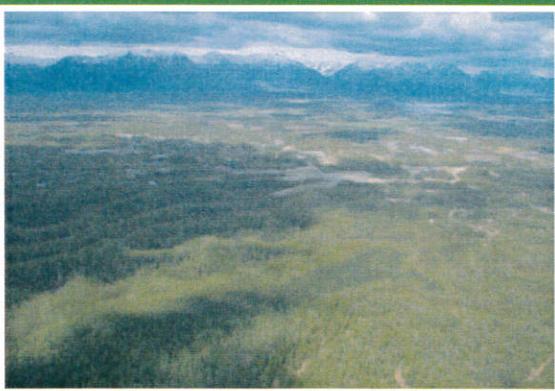
### Recreation

- Smaller trailhead than other alternatives; no events staging area.
- Trails would be located to skirt the areas of extraction, within greenbelt corridors to maintain some natural feel.
- Trails would connect neighborhoods and through-travelers to the Well Monitor Road/trail, rather than be a community or regional trail network.

# France Road Asset Management Plan

*Final Draft*

August 2007



Completed for the Matanuska-Susitna Borough  
by Agnew::Beck Consulting, LLC

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## INTRODUCTION

The Matanuska Susitna Borough (MSB) in cooperation with the City of Palmer is developing an asset management plan for 156 acres of Borough land south of the Palmer-Wasilla Highway, on North France Road, along the eastern border of the Crevasse Moraine trail system.

The broad motivation for this plan is the continued rapid growth in the core area of the Borough and related demands for new land for recreation, residential and other uses. An additional, specific reason for the France Road 156 plan is the planned incremental expansion of the adjoining MOA Central Landfill. The Crevasse Moraine trail system is located on this landfill property. The trails were built under a 1989 agreement between several borough departments. The agreement makes clear that landfill-related activities have precedence over other uses, but allows trails on an interim basis. The expansion of the landfill, which will occur gradually over the next 50 years, will result in at least portions of the existing trail system being lost, but also in the eventual reclamation of the site for trails and other recreation uses.<sup>1</sup>

This project provides the chance to determine the best future use of the France Road parcel, in light of general growth trends, as well as the changes on the landfill/Crevasse Moraine parcel.

### Purpose

The purpose of this plan is to establish policies to manage this land for the benefit of the surrounding community, based on a consideration of future public and private needs and the suitability of this parcel to meet those needs.

The policies for this parcel will be shaped by anticipated land uses and development trends on the parcel itself as well as immediately surrounding lands and uses in the broader Palmer-Wasilla area.



View over the site, looking north

### Scope

This Asset Management Plan will recommend policies for the MSB's 155.69 acres on North France Road. It is also likely to propose policies for integrated management with adjoining public lands, especially those in the Crevasse Moraine trail area.

This plan will include a concept-level site plan showing approximate locations of future uses. Certain types of future development may require master planning or detailed site planning, subsequent to adoption of this general land use plan.

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<sup>1</sup> The proposed landfill plan, "MSB Future Cell Sequencing Plan, Onsite Leachate Treatment Evaluation, and Closure Cost Evaluation," which has not yet been approved by the MSB calls for the closure of the existing Crevasse Moraine trailhead by 2019 and the gradual closure of 40 percent of the existing trails (in miles) by 2057. The remainder of the trails will remain intact, with minor realignment possibly required for some trails. Filled landfill cells may also become available for recreation and trail usage over this time period.

The France Road 156 Asset Management Plan will provide:

- Recommendations for future use;
- Recommendations for future land ownership and land use classification;
- Concept-level site plan;
- Management guidelines; and
- Implementation steps.

## Planning process

The Matanuska Susitna Borough and the City of Palmer worked together to prepare this plan. The draft plan was prepared by Agnew::Beck Consulting. Funding for the project was provided by the Matanuska Susitna Borough.

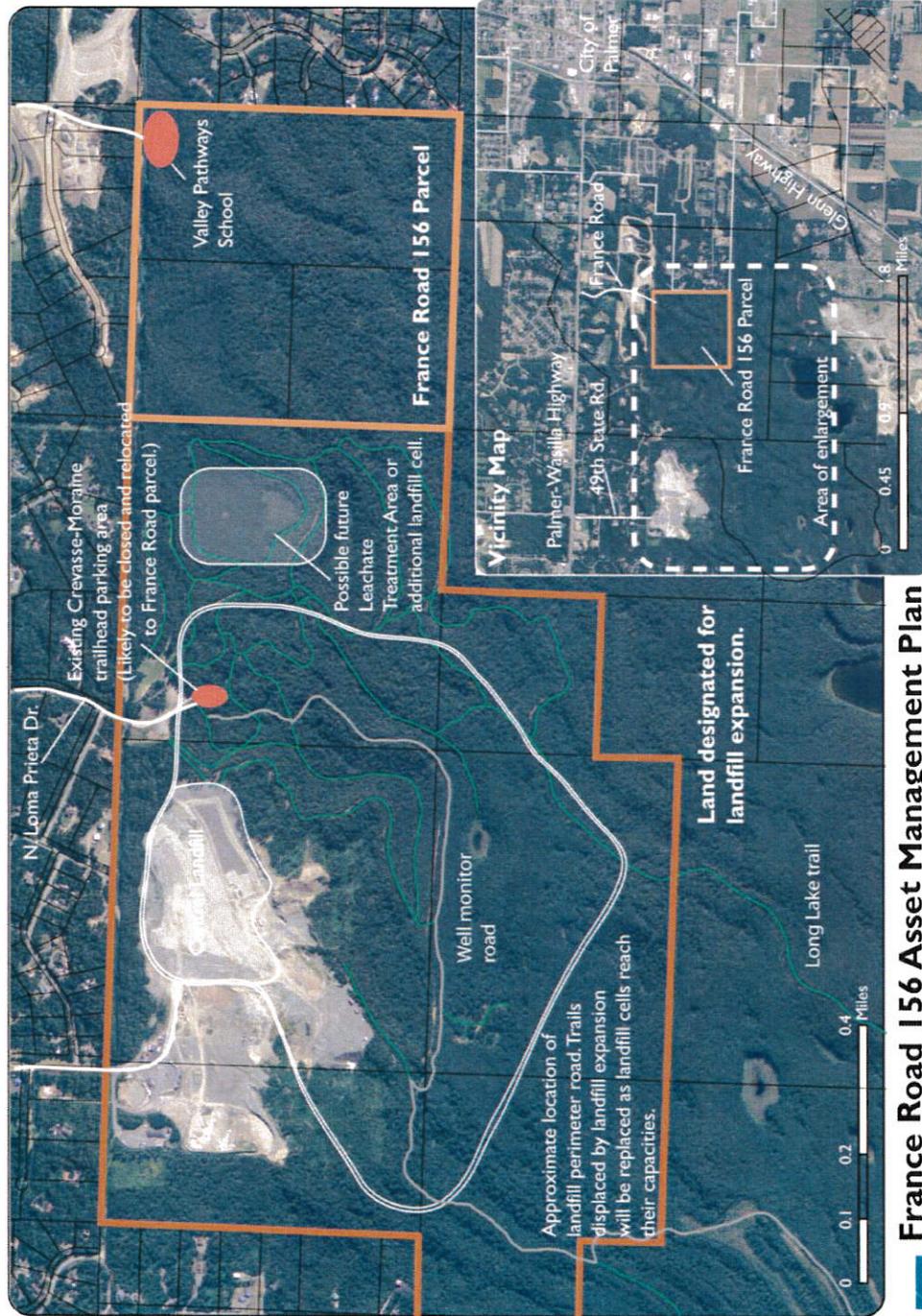
## Planning process timeline

- Preliminary scoping: agency contacts, stakeholder identification, informal interviews. (done)
- Resource information analysis: compilation of data on the physical characteristics, surrounding land ownership and uses, development trends, and changing demands for public services and facilities. (done)
- Issues and options scoping meeting: a public work session held on May 10 in Palmer. (done)
- Alternatives analysis: alternatives will be discussed at a work session with City and Borough decision makers.
- Public review of draft plan: a public work session in Palmer. (done )
- Public review of revised plan: the draft will be revised or refined in response to public and agency comments and presented for public hearing to the appropriate Borough and City advisory boards, commissions and Borough and City Council Assemblies. (fall '07)
- *Note:* the Matanuska Susitna Borough is now working, in a separate process, to prepare and approve plans for the landfill, mentioned above, west of the project area. For more information on the landfill planning process, contact the Mat-Su Borough Public Works Department.



View of areas immediately east of the site, looking south

Map 1. Location map and study area.



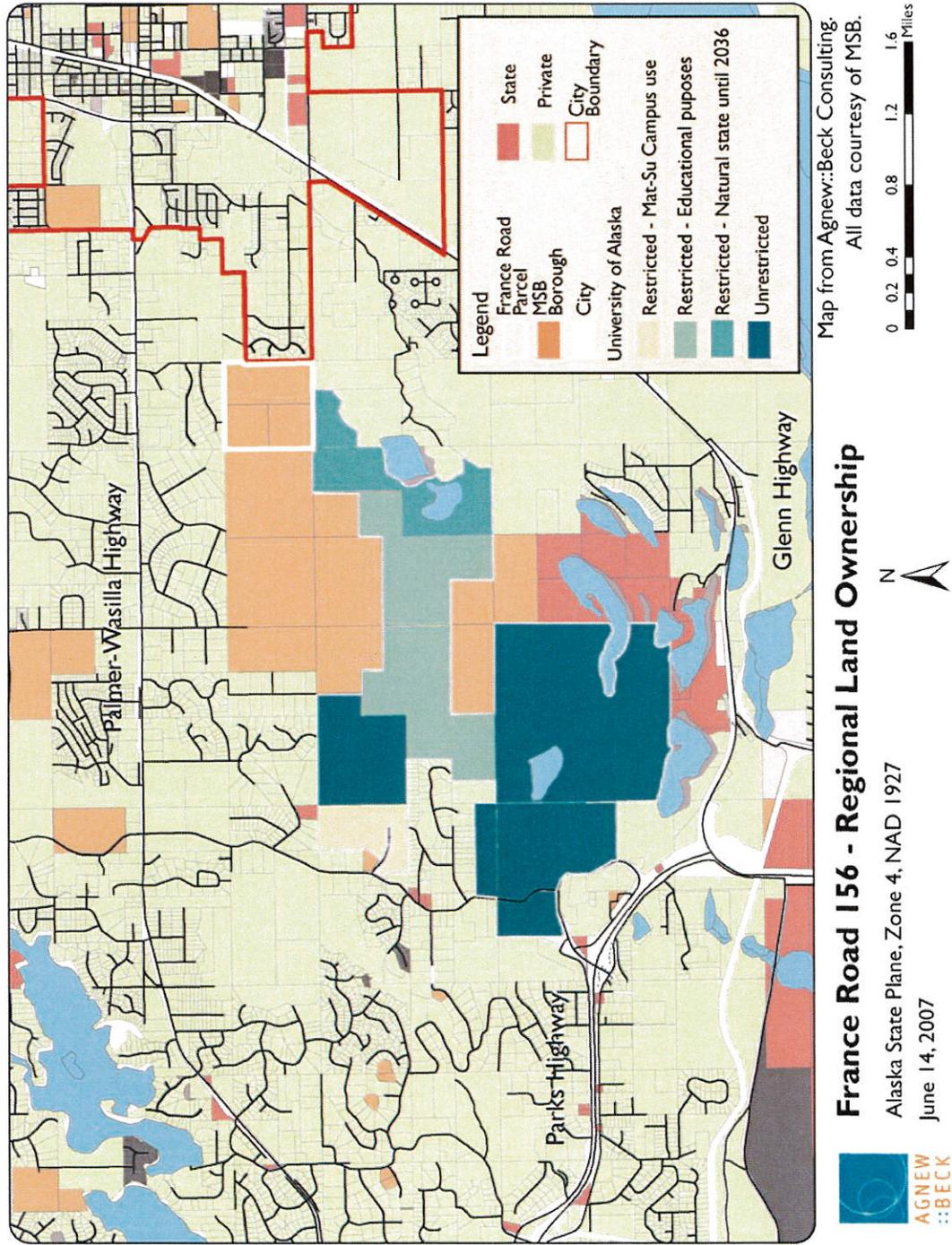
**France Road 156 Asset Management Plan**

Matanuska-Susitna Borough  
Alaska State Plane, Zone 4, NAD 1983  
July 26, 2007



Information from MSB and CH2MHILL.

Map 2. Surrounding land ownership



## ■ PHYSICAL CHARACTERISTICS OF THE SITE

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### **Topography and slopes**

The terrain of the France Road 156 was shaped by relatively recent glacial action. The topography is complex and undulating, with moraine ridges running generally in a northeast-southwest direction. The elevation in the parcel varies between 180 feet above sea level to approximately 285 feet above sea level. Slopes are generally steep with grades of around 20 percent. There are several plateau areas of relatively high, level terrain in the south-west corner of the parcel. The northwest corner has several deep hollows entirely enclosed by steep ridges. For those familiar with the dramatic ups and downs of the Crevasse Moraine area, this area has very similar terrain. Map 3 - Topography (page 7) gives more detail.

### **Soils**

The soils on the France Road 156, as well as on Crevasse Moraine to the west, are Knik Silt Loam. These soils are largely coarse gravel and sandy soils (over 85 percent) and appear to be well-drained but highly erosive. The excavation of gravel on neighboring tracts indicates gravel depths exceeding 20 feet.

### **Streams and wetlands**

There are no mapped wetlands or streams on the tract. The tract has not been field-inspected in the wettest seasons: there is potential for meltwater to collect on low-lying terrain while the ground is frozen in spring. On similar terrain at the Crevasse Moraine trail system, meltwater ponds, one- to two-feet deep, collect in swales in April, and may persist for several weeks until the ground beneath them thaws and allows drainage. The upland vegetation in these low spots indicates there is not persistent ponding.

### **Vegetation**

The tract has a semi-canopied mixed forest, typical of the well-drained terrain in the Mat-Su Valley. The forest appears to be primary growth, in a successional stage toward a more mature, or climax, spruce forest which will have a mostly-closed canopy with little understory. This succession has been slowed by mortality of large spruce from spruce bark beetles.

Birch is the predominant tree species, with 40 percent or less of white spruce. Both species are estimated to be 50- to 60-feet in height, with lower trunk diameters of 12 inches or less. The undergrowth is typically spindly shrubs under 4 –feet high, such as Sitka rose and high-bush cranberry. The undergrowth does not obscure visibility or prevent human passage; however walking through the area is challenging due to fallen trees, primarily beetle-killed spruce, as well as a range of shrubs.

### **Wildlife habitat**

According to the regional Department of Fish and Game habitat biologist, this parcel and adjoining Crevasse Moraine have habitat value for moose; slightly more so in fall-winter-early spring when moose seek lower-elevation terrain such as this. Other large species pass through this area.

This type of semi-open forest is likely home range to a variety of small fauna typical of a semi-open forest: red squirrels, snowshoe hares, and resident and migratory birds such as chickadees, wrens, and vireos.

There are no known areas of high wildlife concentration or outstanding high habitat value on this tract. The tract does not appear to be over-browsed, which would indicate reduced habitat value to browsing species, because the nutrition is high in regeneration/new growth of leaves and shrubs.

Map 3. Topography

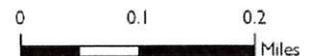


### France Road 156 - Development Reference

Alaska State Plane, Zone 4, NAD 1927

May 2, 2007

Map courtesy of Agnew::Beck, based on data from MSB.



## FACTORS INFLUENCING THE PLAN

### Current Land Uses and Infrastructure on the France Road parcel

#### Access

The only developed access is via North France Road, to the northeast corner of the parcel. North France Road is a two-lane road that extends ½ mile south from the Palmer-Wasilla Highway. The road serves the Valley Pathway School as well as a few private residences. North France Road is paved to the subdivision entrance, and gravel from there south to the school. The gravel section of the road is scheduled to be paved in 2007.

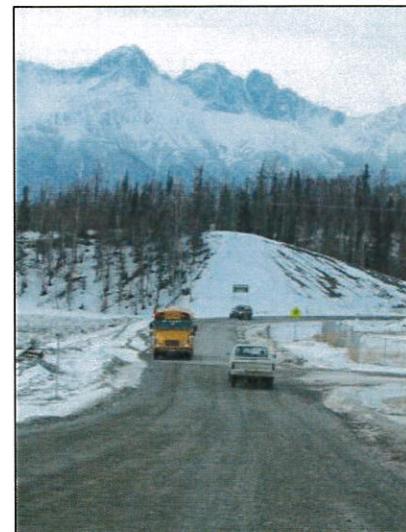
MSB has noted the need to pave North France Road and improve the intersection of North France Road and the Palmer-Wasilla Highway, with turn pockets, acceleration lanes, and lighting (MSB Resolution 05-017). As discussed further later in this report, there may be a need to add a bike lane or other pedestrian facilities along the edge of this road.

#### Potential access

There are two additional access easements on the north boundary: a section line extending from the highway to the northwest corner of the parcel; and a platted easement on Hilda Rose Circle that has a stub between two residential lots. This stub accesses a ridge top that extends into the France Ridge parcel.

From the west, there is potential for a road extension across the northern edge of Borough land from North Loma Prieta Drive, to the northwest part of the France Road parcel.

There are no platted access easements from the south or east, but undeveloped residential lots and a large tract to the south offer a possibility of future road connections. In addition, there is also potential for a narrow public access easement from the end of Kangaroo Ct. in Palmer West subdivision to allow pedestrian and bicycle access from the east, Helen Drive area (see Map 4, small arrow on eastern side of property).



France Road, looking south

#### Recreational use

The France Road 156-acre parcel is largely undeveloped. The lack of trail access has meant that informal recreation is minimal to non-existent. There is limited casual hiking and horse riding on game trails.

The regional ADF&G biologist notes that the land is open to hunting, and is a probable area of ruffed grouse and snowshoe hare habitat. There is no specific record of hunting.

### City of Palmer Lease

In 1971, the City of Palmer obtained a 55-year lease to the France Road acreage from the then-owner, the State of Alaska Department of Natural Resources. The parcel was later transferred to the Matanuska Susitna Borough. The lease file shows that the City originally had intentions for a landfill on this site; but the Borough's Central Landfill has served the City's needs; and the City of Palmer has not used the acreage for other purposes. The lease runs until March 9, 2026.

The City of Palmer and Matanuska Susitna Borough have worked together to prepare this plan regarding preferred uses of the site. As is outlined in the remainder of this plan, through this planning process public recreational uses were established to be the primary and highest and best use of this area. Both the City and the Borough have agreed this parcel should play a very important role in meeting regional recreation needs, including a regional trail system. Because of this conclusion, the Borough and the City have agreed to work toward the transfer the lease to the Borough.<sup>2</sup> The implementation section of this plan presents the specifics; the general approach will be for the Borough to address the City of Palmer's interest in the property and compensate the City for this interest, most likely through a land exchange.

### School

In 2005, Valley Pathways High School obtained a use agreement for 20 acres at the northwest corner of France Road (MSB Assembly resolution serial number 05-017). The high school had 212 students in grades 9-12 in the 2006-2007 school year. The school provides an alternative, small-scale setting. In addition to core academic courses, Valley Pathways offers courses in employment readiness and social/emotional health. The Valley Pathways school facilities currently consist of 10 relocatable buildings and an asphalt parking lot occupying less than five acres. According to the principal, the rugged terrain of the remaining acreage hinders school use, but if there were trails or other access, the MSB land offers excellent opportunities for staff and students to incorporate outdoor learning and recreation into the curriculum of the high school.

Valley Pathways High School is working actively to fund permanent buildings on this site. The school enrollment will be targeted to remain at roughly its current size, with capacity for 250 students. The School has submitted Capital Improvement Program (CIP) requests for facilities planning to the Borough and State.

### Utilities and utility easements

An electrical transmission line runs along the north boundary of the France Road tract. Another electrical distribution line follows the parcel's lower east boundary, serving an adjoining subdivision.

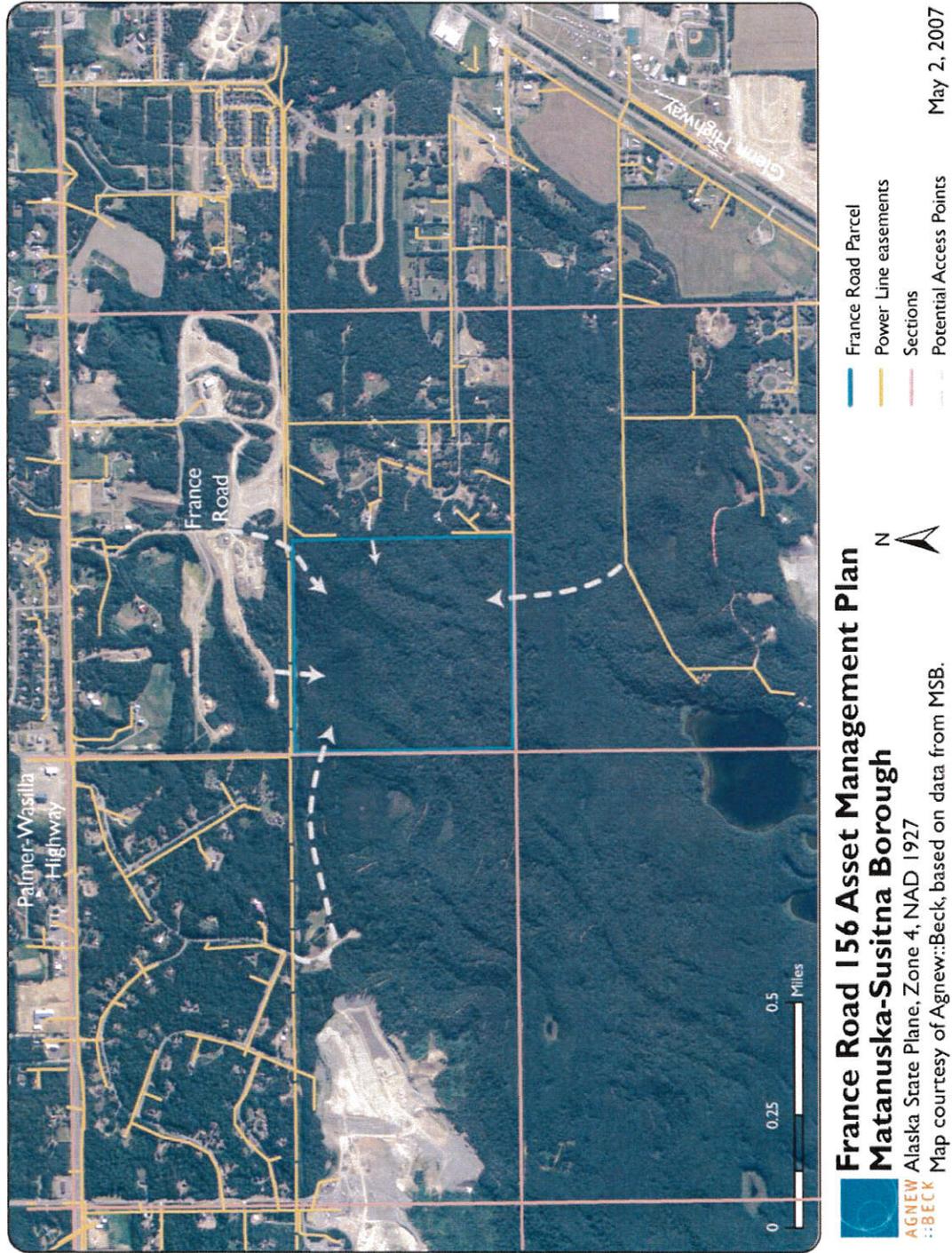
The closest water and sewer lines are in a subdivision about ¼ mile southeast of the France Road parcel. The City of Palmer recently prepared a long-range plan to extend water and sewer to the Southwest Palmer Service area, and eventually to the entire service area bounded by the Glenn and Parks Highway, Trunk Road and Palmer-Wasilla Highway. However, the terrain makes this particular parcel expensive to serve with sewer and water line extensions. Near term development is likely to require onsite well and septic systems. Development must consider the community's priority of protecting onsite well-water resources from depletion or contamination.

ENSTAR, the natural gas company, has not identified transmission pipeline corridors to serve new customers in the core area between Palmer and Wasilla.

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<sup>2</sup> The parcel currently lies outside of the current City of Palmer boundaries.

Map 4. Access and Utilities.



## Adjoining land uses & infrastructure

### Residential

There are partially-built large-lot residential subdivisions to the north and east. The homes are typically built atop the ridges with commanding views. However, the land immediately to the north of the France Road parcel has been excavated, leaving level, low-lying terrain and re-contoured slopes. The easterly adjoining neighborhoods lies within the City of Palmer and is zoned large-lot residential.



### Crevasse Moraine Trail System

The France Road parcel is bordered on the west by the Borough-owned Crevasse Moraine trail system with approximately 6.7 miles (10.8 kilometers) of trails built on a network glacier-formed ridges and depressions.

These trails attract a wide range of non-motorized users, including high school ski teams, mountain bikers, equestrians, walkers and hikers. The local support for these trails is evidenced by numerous groups who use and help to maintain the trails, including the non-profit Crevasse Moraine Trails Association. The Arctic Orienteering Club has invested several thousand dollars to produce a fine-resolution map of the topography. According to several local trail designers, the steep terrain on the France Road site will require field investigation to identify future trail connections from Crevasse Moraine trails into the France Road area as there are no obvious connections along or between ridges. The Crevasse Moraine trails are on acreage designated by the MSB for Reserved Use – Public Facilities/Landfill. The MSB has authorized the trails as a secondary use compatible with the landfill.



### Crevasse Moraine Trailhead

The Crevasse Moraine trailhead is on Loma Prieta Drive on the north-central boundary of the Crevasse Moraine parcel. The current parking area has an area of roughly 38,000 square feet and a capacity for roughly 60 vehicles. The trailhead has a brick restroom building with outhouse-style toilets and a second, small building intended as a warming hut, but never used. There is also a sledding hill. Although popular for modest local events, the parking and trailhead is not adequate for large events such as high school ski races. The Crevasse Moraine Trails Association has received bed tax money to install a pavilion (roofed picnic-type shelter) in 2007, and also for trail lighting for about 1 mile of trail on the Bottom Swamp Loop.

The Crevasse Moraine trails occupy land ultimately intended for expansion of the Borough landfill (see paragraphs below). The new trailhead improvements will be installed in a manner that allows relocation when the landfill expands to the trailhead (estimated to occur by 2014).

### MSB Central Land Fill

The entrance to the MSB Central Landfill is located approximately 1 mile due west of the France Road parcel. The total MSB acreage contiguous with the landfill is 640 acres. About 20 acres are actively used at any one time. The public entrance & drop-off for the landfill will remain at its current location on N. 49<sup>th</sup> State Street even as the fill areas are extended east. More information about the land fill is presented on the following pages.

### Uses on other MSB lands

There are approximately 200 acres of isolated, undeveloped MSB lands south of the landfill property. They are largely surrounded by University lands, and the only access is by trails across University land. They are classified as Public Recreation.

### University lands

There are approximately 1,900 acres of land owned by the University of Alaska extending from the southern boundary of the France Road parcel south and west to Kepler-Bradley State Recreation area (see Map 2, page 4). These lands are largely undeveloped. Current uses include the Mat-Su campus of the University of Alaska, and the University agricultural and experimental farm.

Several roads and trails cross through these private lands, radiating from Crevasse Moraine to Baird Lake and to the Kepler-Bradley State Recreation Area trail system approximately 2 miles to the southeast. The trails crossing University land do not have permanent easements; they are traditional trails but future use is will be determined by the University.

The University and the Mat-Su Borough have discussed a process to reserve a continuous public route from the Crevasse Moraine trails to Kepler -Bradley SRA, to generally follow the route of the Long Lake Connector. There are two connecting trails between the two areas. The Long Lake trail (see Map 1, page 5) passes through both Borough and University lands and is the most commonly used access between Kepler-Bradley SRA and the Crevasse Moraine trails. The other connector is the Old Well Monitor Road. This route is only rarely used by official vehicles for MSB well monitoring near the landfill; otherwise, use is recreational hiking, biking and skiing. The road was laid out with some thought of recreational value but may not be the best permanent trail alignment and passes through more University-owned lands than the Long Lake trail. The University and the Borough have discussed options to reserve a trail connection connecting Kepler Bradley and the Crevasse Moraine/France Road area, including considering a possible land trade. The general conclusion is that the University can support a connection *if* the route can be flexible and perhaps be changed in the future in response to University land needs.

### Kepler-Bradley State Recreation Area

Kepler-Bradley SRA is a popular regional recreation destination located just north of the Glenn Highway, southwest of Palmer. The State Recreation Area encompasses 345 acres, including several lakes, and is connected by trails to the Crevasse Moraine area. Fishing, camping and trail use are the dominant activities. The area is open year round, but access into the parking lot is only available during the non-winter months. A campground at the Matanuska Lake entrance is operated seasonally by a concessionaire, with 6-10 camping spots. Approximately 6 parking

spaces are available in the off-season, outside the gated entrance to Matanuska Lake. There are secondary access points with toilets and small parking lots off of residential roads.

Bicyclists and skiers enjoy long-distance outings that include touring from Kepler-Bradley SRA to Crevasse Moraine trails. While still offering some challenging hills, overall the area is somewhat flatter than the steeper ridges in the Crevasse Moraine area.

## Existing plans and regulations

This is the first planning effort for the France Road parcel since the Borough acquired title from the State Department of Natural Resources in April 2005. The MSB has classified these lands for Reserved Use – Public Facilities. There are City and Borough plans for the surrounding areas, and these give some direction to the future management of this parcel:

- Matanuska-Susitna Borough Central Landfill Sequencing Plan (internal review draft - 2007)
- Matanuska-Susitna Borough Parks, Recreation and Open Space Plan (2001)
- Matanuska-Susitna Borough Recreational Trails Plan (2000)
- Matanuska-Susitna Borough revised Core Area Comprehensive Plan (last updated 1997; Planning Commission review draft June 2007)
- City of Palmer Comprehensive Plan (2006)
- City of Palmer Annexation Alternatives Analysis (Spring 2007)

### Matanuska-Susitna Borough Central Landfill Plan

According to the Central Landfill Sequencing Plan (prepared in 2006 and currently undergoing revisions), landfill activity will expand eastward into the Crevasse Moraine trail area, but not into the France Road parcel. Approximately 40 percent of the existing Crevasse Moraine Trail System will be overtaken by the planned expansion of the Central Landfill, with the trailhead and main loops being displaced in approximately 2014-2016. As specific areas of the landfill are filled to capacity, the landfill operator will cap, contour and restore those areas for compatible uses, such as open space or playfields. The Matanuska-Susitna Borough Central Landfill Plan, created in 2006, outlines the expansion of the current landfill to accommodate the growth in the Matanuska-Susitna Valley. The expansion will be done through “cells”, each having a lifespan of approximately five years, moving east and displacing approximately half of the current Crevasse Moraine trail system. The Landfill Plan outlines alternatives for the trail system to maximize the accessible trail area. The area to the east of Crevasse Moraine Trail System (France Road area) is noted as being reserved for trail expansion.

### Matanuska-Susitna Borough Recreational Trails Plan

The Mat-Su Recreation and Trails Plan, adopted March 2000, identifies a connecting trail between the two established trail systems as “a regionally significant primitive trail.” See discussion above and in the implementation section regarding options to reserve such a trail.

### Matanuska-Susitna Borough Parks, Recreation and Open Space Plan (2001)

The MSB Parks, Recreation, and Open Space Plan establishes categories of parks borough-wide, based on the acreage, the facilities or uses available at the park, and the proximity of the users, whether primarily from the nearby neighborhoods, the larger community, or the region.

The Park, Recreation and Open Space plan did not provide specific management recommendations for the France Road and Crevasse Moraine parcels; rather it highlighted the high public value of retaining core area open space, comprised of Borough, University, and State Parks lands, for public recreation uses. The Crevasse Moraine trail system (and the adjoining France Road acreage) fall into the category of regional park: 100-200 acres, serving users from the region, and offering well-developed facilities.

The Parks, Recreation and Open Space Plan makes the following findings relevant to the France Road and Crevasse Moraine parcels:

- When looking at the geographic distribution of regional parkland, the “central area” [of the Borough] where the largest population lives, lacks a sufficient amount of park land to meet current or future needs. In addition, neighborhood and the community/athletic park lands, which are the foundation of the local park system, fail to meet current levels of demand. This shortage is projected to grow over the next twenty years as the population increases and existing undeveloped lands are lost to residential and commercial expansion. (page vi)
- Community Parks - The Borough, in conjunction with the cities of Palmer and Wasilla, will need to identify at least three additional community/athletic park sites in the immediate future to meet growth in the central region. *Note:* since the adoption of the Park plan, Palmer and Wasilla have both adopted park powers that previously rested with the Borough; consequently the primary responsibility for community parks has now shifted to these cities.
- Regional Parks - The Borough should focus development on regional parks close to the central region that meet special recreational needs that are not now being provided for within the State Parks system. This should include the development of large special use areas for dog mushing, skiing, equestrian, snow machines, ATV and other activities. Any large tract land sales or developments offered by the Borough should have requirements for regionals parks within the development requirements. “Immediate priority areas include: the Crevasse Moraine/Kepler Bradley Area.” The borough should place priority on lands that are critically located to serve existing or future park needs and/or that have valuable natural features and conservation values.

### Specific Park Plan Goals relevant to the Crevasse Moraine and France Road areas:

- Goal Number 2: To provide quality recreation as close to home as possible, that meet locally defined needs as established through community involvement.

- Action 4.1.2. Set aside or reserve public lands that are suitable for public facilities, schools, parks and corridors and adopt as part of an open space system.
- Objective 4.2 Establish a network of public recreational corridors and open spaces along existing natural corridors, both in the central area and Borough-wide.
- Objective 5.1 Combine park, recreation and community facilities with school sites in order to best serve residents of the area and reduce duplication of services.
- Action 7.1 Establish connections between parks, especially regional and community/athletic parks, along an open space corridor system.
- Action 8.4.2 Establish a regional park around the existing Crevasse Moraine Trail system with links to the university and Kepler Bradley State [Recreation Area] utilizing State lands where appropriate. Work to resolve issues related to expansion of the borough landfill.

### Mat-Su Borough Core Area Comprehensive Plan Update (Planning Commission review draft June 2007)

This draft Comprehensive Plan notes a deficiency, both current and future, in the amount of parks, open space and public recreation facilities in the “Core Area” between Palmer and Wasilla. It notes that “the largest and most popular open space in the Core Area” consists of the contiguous state, Borough and University parcels described in the above inventory of adjoining land uses. Based on standards established in the Borough Parks plan, the Core Area has a deficit of about 1,450 acres of parks and open space for its present population and needs an additional 1,825 acres for additional residents by 2025.

The Core Area Comp Plan update includes a Community Survey (2006) showing 61.5 percent public support for the statement “Over the next 10 years, the Borough will need to develop/preserve more park land.”<sup>3</sup>

Goal 3 of the Core Area Comp Plan is titled: “Parks and Open Space: Establish a permanent system of natural open space, parklands, greenways, corridors, and habitats for the enjoyment of present and future residents.”

**City of Palmer Comprehensive Plan and Annexation Analysis** The City of Palmer Comprehensive Plan (2005) notes the importance of the Kepler Bradley and Crevasse Moraine Parks. The plan did not include any specific recommendations for use of land outside city boundaries. The plan does however suggest the importance of trail connections into and through France Road area. An extract from the plan is presented below:

(Provide for) “trail connections and an associated trailhead linking the Palmer-Wasilla Highway area and downtown Palmer with the trail system in the Kepler Bradley Lakes and Crevasse Moraine area. Trail connections into this large open space park will add greatly to the value of remaining city trails, and provide an important amenity to the community. One possible route is along North France Road beginning at a grade-separated crossing of the Palmer-Wasilla Highway and extending past the alternative school into the Crevasse-Moraine trail system” (from the transportation chapter).

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<sup>3</sup> Of the remainder, 24.3 percent disagreed with the statement and 14.2 percent had no opinion.

During the spring of 2007, the City of Palmer evaluated the option to annex areas surrounding the city, including this parcel. The public generally expressed opposition to this proposal, and after several public meetings, the City Council decided not to proceed. The end of this round of annexation does not close the local discussion on how to serve and manage growth outside the city boundaries, however. This land has potential to contribute to the adopted goals of Palmer's Comprehensive Plan, whether within or outside of the City of Palmer boundaries.

### **Matanuska-Susitna Borough Long-Range Transportation Plan**

The Borough's Long-Range Transportation Plan was adopted in June 2007. No road connections are shown through this parcel. The only proposal somewhat related to this parcel is the recommendation (in the LRTP and the Palmer Comp Plan) to relieve congestion at the Palmer Wasilla Highway and Glenn Highway intersection by extending and upgrading of Hemmer Road, east of North France Road, as a 2-lane minor arterial connecting the Glenn and PWH.

### **Development trends**

The Matanuska-Susitna Borough has been the fastest growing region in the state. From the period 1990-2003 population growth in Alaska has been 5.9 percent but for the Matanuska-Susitna Borough that rate has been 24.8 percent.<sup>4</sup> This growth has focused mainly in the Palmer-Wasilla area, specifically the suburban/rural area between the two cities (identified as the Core Area) which has grown at a rate faster than the Borough generally.

The city of Palmer, because of this population growth, has little area for future expansion within its current boundaries and is expanding out into undeveloped land outside of the city limits. This growth has placed development pressure on the available land. As of 2005, in the Core Area, 42 percent of total 53,559 acres was developed, almost all of that (94 percent) being privately owned. Of the remaining, vacant land, almost two-thirds of that is privately owned. As more of this private land is made available for private development, which given the current population trends could be fully subdivided and largely developed over the next two decades, attention will be needed to protect and expand this areas lack of parks and open space.<sup>5</sup> The Core area has less than 300 acres of dedicated local parks and open space, compared to the much more densely populated Anchorage Bowl, with over 10,800 acres of parks and open spac

### **MSB Parks Department Maintenance Shop**

The MSB wants to relocate its Parks Department Maintenance Shop away from a cramped site in a residential neighborhood in the center of Palmer, where some of the neighbors have raised objections to the equipment and operations. The MSB has identified the France Road parcel as a suitable location for the Maintenance Shop for several reasons:

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<sup>4</sup> Matanuska-Susitna Borough Core Area Comprehensive Plan Update: Public Review Draft. March, 2007.

<sup>5</sup> Ibid.

- There is ample acreage at France Road for the MSB shop facilities, which would include a 5,000 square-foot shop for vehicle storage and repair, outdoor storage of equipment, a green house and plant nursery.
- There can be substantial buffers between the Shop and adjoining residences.
- The central location of the France Road site is efficient for dispatching MSB Parks staff and equipment to work at widespread MSB park sites. In addition, this site is well located to maintain trails on adjoining public lands.
- There is potential cost- and time-efficiency for locating the maintenance shop at France Road 156 because this MSB facility could be designed, built and operated cooperatively with the proposed high school and trailhead to reduce the cost of new infrastructure and to enhance security of all the sites.



Housing in the area north and east of the site

## Environmental sensitivity and suitability analysis

This parcel is not known to have any critical or highly sensitive habitat; nor any unique natural, historic, or cultural features. However, the natural terrain does have educational value as a pronounced and dramatic example of glacial moraine geomorphology, little of which remains untouched in the Core Area.

### Site constraints

There are several conditions which may pose constraints for some types of development:

- Access. Platted access currently exists only on the north boundary of the parcel. One of the access easements is a rural-type hilly road that passes through a residential subdivision. Whatever use may occur at the France Road parcel, residents expressed concerns regarding future traffic impacts on their privacy and road maintenance.
- Utilities. Cost and unknown schedule for extension of water and sewer lines. The hilly terrain creates high costs for extending public water and sewer lines into the parcel.
- Groundwater recharge and protection. The gravel soils suggest rapid penetration of surface water into the aquifer that supplies surrounding residential subdivisions. Surrounding homeowners have a strong interest in protecting both the quality and quantity of their well water source. Certain land uses might negatively impact the existing water supply: water intensive uses; uses that produce or use potential water contaminants; and uses with major alteration of the land surface that might affect drainage and absorption rates.
- Slope stability. Construction in this steep, gravelly terrain may involve a larger disturbance area than flatter terrain or more cohesive soils. It may require slope easements. Disturbance to the terrain can be minimized by shaping the development areas to the natural terrain; however, this reduces the developable area.
- Run-off and erosion. If development results in large areas of impermeable surface (from roads, parking areas, or buildings), surface run-off will be more intense and could result in erosion on steep slopes and ponding in the hollows.
- Residential density. The steep slopes and gravel soils are constraints for residential development. A subdivision that retains natural contours will result in low density development, with houses on the ridge tops for the best views, and with the steeply enclosed hollows or pits remaining virtually inaccessible open space.
- Trail users may not perceive the France Road parcel as an equal replacement for Crevasse Moraine trail system because the acreage is smaller and will support fewer trails. The Core Area needs larger, not smaller, acreage for a trail system that can handle more numerous and more diverse trail users. Therefore France Road should be seen not as a replacement for trails lost from the Crevasse Moraine system, but as a step toward designating a larger public open space and recreation area that is sorely needed at the heart of the fast-developing Core Area.

### Site opportunities

- Location. The central location is easily and quickly accessible to several thousand Core Area residents from their homes as well as an increasing number of workplaces.
- Gravel soils. The apparently deep gravel formations offer potentially lucrative gravel sales. These soils also are relatively easy to re-contour to create flat development sites.
- Established non-motorized recreation area. There is general community recognition and acceptance that the Crevasse Moraine trails is one of few non-motorized recreation opportunities in or near the Core Area. This established history as a non-motorized area may avoid the common conflict between motorized and non-motorized uses.
- Trail connectivity. The France Road 156 parcel is connected to Kepler-Bradley SRA with an agreement for a recorded public easement across University-owned land. This same easement connects the France Road 156 parcel to 200 acres of Borough land designated for public recreation in the central part of the area.
- Potential benefits for high school. The Valley Pathways High School may benefit from opportunities on the France Road parcel for student recreation, outdoor studies, and community service projects.
- Potential benefits for University. The parcel is part of contiguous public open space and trail network that extends to both UAF's Matanuska Experimental Farm and UAA's Matanuska-Susitna College. If the open space is preserved, the universities may benefit from access to future recreation trails, and to opportunities for natural resource studies.
- Cost-efficient co-location of multiple public facilities. Co-locating the high school, a recreation trailhead, and the Borough Parks department Maintenance Facility would gain the maximum return on public investment in road upgrades, parking, and other infrastructure. It may also create efficiencies for maintenance and security.
- Aesthetic value of natural area. The France Road 156 parcel is largely undeveloped and undisturbed except for the high school site. Residents have expressed value in access to natural areas as a respite from modern stress and urbanity.
- Glacial geomorphology. The dramatic esker-and-kettle topography is a textbook example of glacial moraines, and therefore has natural history and educational value.

### Community Input Process

This planning effort solicited input from community representatives and residents on the potential uses for this France Road parcel. The discussion of France Road invariably broadened into a discussion of public lands in the Core Area.

The methods for soliciting public input were:

- Review of previously adopted plans (section above).
- Scoping session with the Borough Parks, Recreation and Trails Advisory Committee at their regular meeting on April 23.

- Informal telephone interviews conducted by Agnew::Beck planners to identify issues, opportunities, and constraints. The interview list included users of the Crevasse Moraine trails area (ranging from trail designers to trail maintenance volunteers, diverse recreation users to Scout organizers); as well as representatives from state, Borough and city agencies (such as Valley Pathways School, the Borough landfill, and the Alaska Department of Fish and Game.)
- An initial public work session on May 10 to inform interested people about the planning process and discuss options for use of the site.
- A second work session to review the Draft Plan (Tentatively scheduled for September 12).
- Public outreach, including: a mailing to all property owners within 600 feet of the France Road parcel; E-mail notices to user groups; published announcements of the project in the Valley Frontiersman; and a project website.

### **Community Input Summary**

The opinions of the public, as expressed during this plan and also in previous plans, have been very consistent. Community interests thus far have strongly favored public recreation-oriented uses for the site.

The public work session on May 10 was well-attended by a cross-section of neighborhood residents and recreation users. The strong consensus among those attending the meeting is summarized below:

- The France Road parcel should be retained in public ownership and should not be developed for gravel extraction, landfill, or residential use.
- The management plan for the France Road parcel should emphasize open space and trail-based recreation.
- The MSB should consider the France Road parcel not as a replacement for Crevasse Moraine trails but as step toward designating a larger public open space and recreation area that is sorely needed at the heart of the fast-developing Core Area.
- Don't consider this parcel as a discrete planning area. The plan should consider how this parcel fits with the Core Area land pattern and recommend broad actions regarding Core Area open space and recreation lands.

## ■ RECOMMENDED ALTERNATIVE

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### Alternatives Considered

A set of alternatives for the future use of the area were developed as a starting point for discussion at the May 10, 2007 Public Workshop. Summary descriptions of each alternative (in the form that was presented to the public) are shown in Appendix B; the three alternatives are listed below:

Alternative 1: Recreation – Emphasize trails and regional open space.

Alternative 2: Residential – Develop up to half of parcel (50 to 75 acres) as large-lot residential neighborhoods; remaining acreage for community-scale trails and open space.

Alternative 3: Extraction – Sell most of parcel for gravel extraction; consider option for near term use as landfill, and future use for mixed-density residential neighborhoods

The first alternative is the recommended approach for managing the France Road parcel. A discussion at the end of this section presents the rationale for this decision.

### Recommended Alternative - Regional Park and Open Space

The recommended alternative is to designate the France Road area for parks, recreation, and open space, with specific inclusion of a high school site and the Borough Parks maintenance shop. This decision reflects the important role this site can play in establishing a regional open space and recreation area serving the large and growing population of the southern Matanuska Borough.

The management plan section that follows provides details about the future uses of the site; the remainder of this section summarizes the main planned uses.

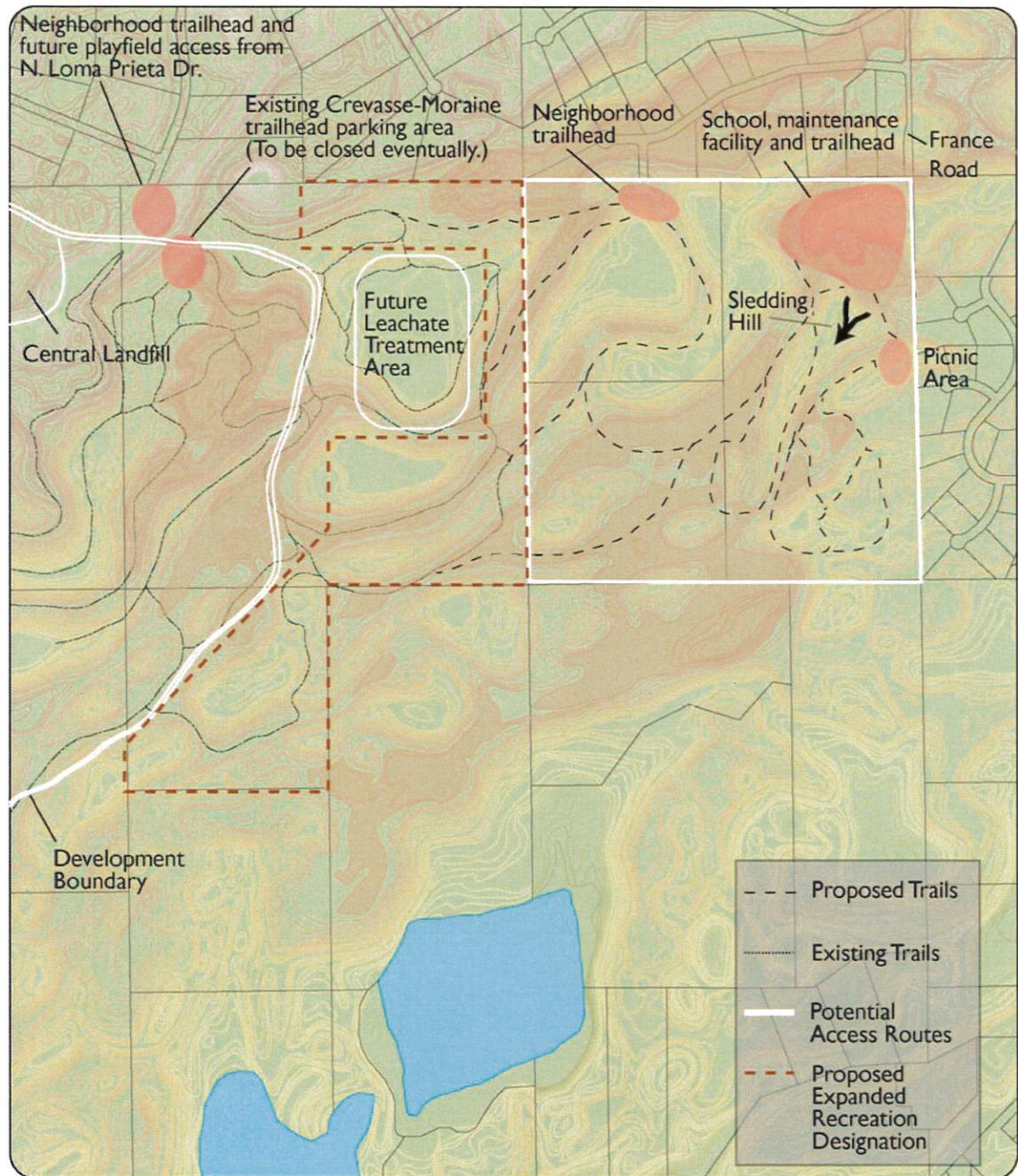
- Retain the area in public ownership and manage predominately for recreation and open space values
- Provide access at one main trailhead (the school) as well as smaller future pedestrian and neighborhood connections from surrounding residential areas. In the long term consider an additional access point from the south.
- The trail system would be designed to support all-season use by a broad range of users, from cross country ski races to scenic, easy summer strolls.
- Use this site to partially offset and replace existing trails that may be lost at Crevasse Moraine as the landfill expands.
- In addition, as is called for in several adopted Borough plans, connect this area via trails to Kepler Bradley State Recreation Area.
- Structures and improvements for trails and recreation similar to that at Crevasse Moraine, for example, day use facilities (restrooms, parking, benches, warming hut, etc.)
- Other public facilities may be located here if they complement and contribute to public recreation and can be integrated into the natural setting.

- Trailhead<sup>6</sup>: Establish day use parking for 60-120 vehicles. Plan parking to take advantage of the chance to share at least some parking with the high school, but not be disruptive to high school operations.
- Add and designate additional borough land to the west of the France Road parcel to create a larger regional park. The MSB would adopt a primary co-designation of recreation for the portions of the Crevasse Moraine trail system not slated to be displaced by the landfill expansion. The MSB would adopt a secondary designation of recreation for the areas of the landfill that will be capped and landscaped after they are full; these areas could become recreation fields.
- High school – provide an area for the operation of a high school in the northeast corner of North France Road parcel. This location works well today, and provides convenient, efficient access by road and road upgrades and for possible future utility extensions. Acreage needs are likely to be 15 to 20 acres, depending on terrain limitations and potential co-use with other public facilities and uses. Specific structures and improvements for a 250-student high school are likely to include:
  - 28,000 square feet of interior space,
  - 560 parking spaces,
  - 2 playfields (soccer/football/track, baseball/softball),
  - France Road upgrades with separated trail from Palmer Wasilla Highway,
  - Connection to municipal water and sewer.
- Borough Parks Department Maintenance Facility – provide space for this facility, also in the northwest corner of the project site. The location should be somewhat screened from trailhead and school-related uses for aesthetics and noise. Acreage should be approximately 2 acres. Specific structures and improvements for this facility are likely to include:
  - 5,000-square-foot shop with drive-through vehicle service and storage, wood work and metal shop, small engine repair, as well as 3 office spaces, meeting/conference room, restroom and first aid station.
  - Covered vehicle and truck storage areas
  - Greenhouse, exterior nursery planting areas, and chemical storage building
  - Perimeter fencing and gate
  - Security lighting

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<sup>6</sup> Size of the trailhead parking lot will depend on the availability of joint parking with the school and remaining parking at the proposed N. Loma Prieta Dr. trailhead.

Map 5. Preferred Alternative Conceptual Site Plan

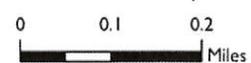


### France Road 156 - Recreation

Alaska State Plane, Zone 4, NAD 1927  
May 2, 2007



Map by Agnew::Beck.  
All data courtesy of MSB.



## Rationale for Selecting the Preferred Alternative

This section presents a general review of the rationale behind the selection of Alternative 1. The goal of preparing alternatives was to provide a tool for working with the public to explore options for the future use of the area. The preparation and evaluation of alternatives was not an extensive, rigorous process as might be done as part of a formal Environmental Impact study.

Alternative 1 was described on the previous pages; below is an overview of Alternatives 2 and 3.

Alternative 2: Residential – Develop up to half of parcel (50 to 75 acres) as large-lot residential neighborhoods; remaining acreage for community-scale trails and open space.

- Housing – House lots of 2 to 5 acres would be created in view locations on approximately 75 acres, focused on ridge lines and other higher elevation areas. Housing would be located to minimize road costs and to retain public recreation values on portions of the site.
- Recreation – As in Alternative 1, in this alternative a trailhead would be developed with a midsized parking area and toilets, and trails connect to the existing Crevasse Moraine trails. Those portions of the property not used for housing, as well as remaining Crevasse Moraine trails, would be designated as permanent recreation land. The overall length and variety of trails at France Road is less than in Alternative 1. Loops near and through the housing areas would be designed and aligned more for neighborhood recreation than to meet the technical requirements of skiing and biking. Large events such as high school ski meets would not be easy to accommodate under this alternative.

Alternative 3: Gravel Extraction & Housing – Sell most of parcel for gravel extraction; consider option for near term use as landfill, and future use for mixed-density residential neighborhoods.

- Overall – This alternative assumes sale of most of the parcel, with the option for two or three phases of use: gravel extraction, followed by landfill and eventual reclamation for recreation; a related alternative would allow for gravel extraction, followed by mixed-density housing. This alternative deliberately packaged an intensive set of developments, so that these options could at least be considered. While not impossible, it is not likely that this full set of uses would occur at this site.
- Resource extraction – The France Road area has extensive gravel resources. Under this alternative much of this gravel would be extracted for sale in the Southcentral area. Access roads and phasing would need to be planned to minimize impacts on school and on surrounding housing. Access would likely be from the direction of the landfill, north or south of the leachate treatment pond. If the area were to be used for landfill after gravel extraction, extraction would have to be limited to depths that would ensure protection of local aquifers.
- Possible landfill – Over the long term, the area to the east of France Road currently designated for the Borough Central Landfill use may reach its capacity, and additional landfill areas would be needed. Under this alternative, landfill could follow the gravel extraction. Through this process, some of the elevation of the parcel could be restored, but uses would be limited.
- Housing – If housing were to follow the gravel extraction, finish grades and elevations will have to be configured to allow road connectivity to the surrounding, mostly-high

terrain. Small lot and or clustered housing on future reclamation areas would meet affordable housing needs and would retain open space for public use.

- Trails – Trailhead and trails would be located to skirt the areas of extraction, with corridors to maintain some natural feel.

## **Alternatives Analysis**

The reasons for selecting Alternative 1 are summarized below:

- Value of France Road for public recreation and other public uses vs. private uses – The southern Mat-Su borough has grown dramatically over the last 3 decades. This trend is likely to continue. There is little public land remaining in the area to provide the access to natural areas and public open space that is one the area's original attractions. The France Road site offers regional recreation/open space areas that are already in demand, and are likely to be even more valuable as the area continues to grow.
- Connection to Adjoining Public Lands – The France Road parcel offers the opportunity to link several of the other publicly owned parcels in the area, creating a larger regionally significant open space and recreation area, providing an accessible recreation area for Palmer, Wasilla and other core area neighborhoods.
- Options for residential and other developed uses – This point is the flip side of the previous item, that is, while this area could offer land for residential and other developed uses that are reasonable for the larger southern Mat-Su area, there are many other locations that can support such uses. Likewise, the land fill plan identifies sufficient space to accommodate foreseeable land fill needs.
- Support in past plans – A wide range of previous plans prepared by the Borough and the City of Palmer identify this general area as appropriate for recreation and opens space.
- Public Preferences – Public views to date have expressed a strong preference for keeping this area in public ownership, and managing the area primarily for recreation. Arguments for this view were consistent with the points above, that is, use at Crevasse Moraine is large and growing; this is a good site for recreation and offers the chance for a more diverse set of trails than is available at Crevasse Moraine; there is a need for open space in core as documented in previous plans.

## ■ MANAGEMENT PLAN

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The remainder of this plan sets out specific policies for managing the France Road parcel.

### **Goals for France Road 156**

This section presents goals for the management of the France Road 156 parcel.

As stated in the MSB Parks, Recreation and Open Space Plan (2001) and the MSB Core Area Comprehensive Plan Update<sup>7</sup>, and re-stated often during this planning process, community residents have a strong desire to maintain a centrally-located open space area to allow convenient, daily access for residents to outdoor recreation and the natural setting. The population of the Core Area is currently underserved in terms of national standards for parks and open space. As rapid development continues in the Core Area, the deficit of accessible recreation land increases, and the opportunities to acquire public recreation land decrease.

A number of residents noted that France Road is part of the only significant tract of public land within the fast-developing Core Area, and that residential development or gravel extraction would represent an irreversible conversion of natural land to urban uses. Meeting participants did generally agree that development of part of the France Road parcel for permanent school facilities and the Recreation Department Maintenance Shop can be compatible with and complementary to management of the land for public recreation and open space.

There is general agreement that the France Road is valuable for public recreation development in its own right, but is part of much bigger opportunity for a regional recreation destination on public land at the heart of the Core Area. Meeting participants expressed several ideas for collaborative planning between the Borough and various branches of the University to create opportunities for natural resource education and to preserve contiguous, connected open space in the Core Area.

**Goal 1:** Retain the France Road 156 parcel in public ownership to be managed primarily for public non-motorized outdoor recreation.

**Goal 2.** Serve diverse recreation needs while minimizing conflicts among users.

**Goal 3** Develop public facilities that are complementary to the goal of public outdoor recreation and integrated into the natural setting.

**Goal 4:** Provide improved access and connectivity to neighborhoods, with most public use directed to main entry points, and convenient, neighborhood-scaled connections to adjoining residential areas.

**Goal 5:** Design a compact development footprint on the France Road parcel in order to allow efficient, cooperative operation of facilities and to retain much of the parcel for recreation and open space.

**Goal 6** Integrate planning of trails and other recreation facilities on the France Road parcel with planning for adjoining public lands.

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<sup>7</sup> Matanuska-Susitna Borough *Core Area Comprehensive Plan Update Public Review Draft, March 2007*

Goal 7: Initiate a broader planning process for public recreation, open space, and natural resource education on contiguous public lands in the Core Area.

## **Policies for France Road**

### **Policy I: Access**

#### **Policy I.1 Main entry roads.**

The main vehicle entry to the France Road 156 parcel will be from North France Road to minimize traffic impacts on residential neighborhoods. North Loma Prieta will continue to be a vehicle entry road to the Crevasse Moraine area whether this area continues to be a main trail system or eventually is used for landfill; the vehicle access would serve a trailhead and connecting trails to France Road and possible future sports or play fields atop the capped and reclaimed landfill. The intent of main entry roads is to reach staging areas near the perimeter of the parcel and not to fragment the parcel, thus reducing cohesive recreation development.

Do not extend entry roads any farther into parcel than necessary, to avoid fragmenting the acreage with roads.

#### **Policy I.2 Separated pathway along North France Road.**

There should be a multi-use pathway(s) along North France Road from Palmer-Wasilla Highway to the France Road parcel to encourage and provide for safe student pedestrian use and to reduce the need for all users to drive.

Design guidelines for the pathway include: separated from the roadway, adequate to serve two-way travel, minimize driveway crossings, and if the pathway is paved, include an unpaved shoulder for runners, dogs and others.

#### **Policy I.3 North France Road upgrade.**

North France Road will require intersection upgrades at the Palmer Wasilla Highway, including a safe pedestrian/bicycle crossing to the bike path on the north side of the Highway.

Design speed for North France Road shall take into account the intended mixing of traffic from the high school, recreation facilities, and maintenance shop as well residential subdivisions.

North France Road extension onto the France Road 156 parcel should include a distinctive gateway feature at the entrance to public land, such as a curve and or median island with signage and plantings, to slow traffic and identify the transition from roadway to school and recreation land.

#### **Policy I.4 Secondary entry points.**

Connecting to existing and future neighborhoods on the north, east and south side of the parcel will enhance recreation access and reduce driving. The easement at E. Helen Drive should have a neighborhood trailhead.

- The MSB should seek to obtain platted public access easement(s) to the south side of the parcel and to the northeast side of the parcel across currently undeveloped large tracts.

These access points would be intended to reduce driving, and would be scaled to the neighborhood: with either pedestrian access and no parking, or 2-3 parking spaces.

- Vehicle turnaround should be provided at pedestrian-only entry points; and barriers should be created to prevent vehicle incursion into the public land. Signs regarding parking and use of public land should be posted.
- As surrounding lands are developed, MSB shall encourage the platting and development of pedestrian connections to the public land boundary, and develop spur trails onto public land, to encourage neighborhood users to arrive on foot rather than by car and to deter unplanned short-cuts or trespass trails.

### **Policy 1.5 Parking.**

Parking size: the capacity of the main parking area, to be located at the France Road entry point, should be determined based on peak number of users. (Peak use will depend on the scale of the recreation facilities, and on the longevity of the current Crevasse Moraine trailhead which is not yet known. The current best guess is for parking for 75-150 vehicles, as well as space for buses that would come for events such as cross country ski races.) The school and the recreation area are likely to have offset times for peak parking, and parking lots should be designed for cross-over use, with safe pedestrian connections and with gated driveways to allow separation of uses when needed.

Parking location: Parking areas shall be located to allow visibility from neighboring areas without compromising the privacy of neighboring uses. Parking areas should be designed to allow installation of gates for off-hours closure if the need develops. All parking areas shall have barriers to prevent unauthorized vehicle incursion onto adjoining land.

Parking timing: development of parking at North France Road should take advantage of the high school construction or Maintenance shop construction. If the school and shop are built while trails are still usable at Crevasse Moraine and before a trail system is developed at France Road, it may be advisable to clear and grade the proposed trailhead parking for eventual trailhead use.

## **Policy 2: Integrated management with other public lands**

### **Policy 2.1 Integrated management with MSB Central Landfill**

- The MSB will work with the Crevasse Moraine trail user groups to incorporate into the Central Landfill plan revision a phasing plan to maintain the use of existing trails as long as possible and to re-configure trails on top of closed sections.
- The Landfill Plan shall include standards for marking and fencing or barricading natural areas and trail segments that are to remain outside the landfill construction zone, to avoid trespass and damage from either landfill operations or vandals.
- To ensure convenient and safe recreation access, it is recommended that the Borough identify a recreation parking area in the general vicinity of the Crevasse Moraine trailhead, and if the best site is in or near the landfill expansion zone, commit to continuous availability of recreation parking during development of the landfill. This parking will open the option for a future sports field complex or other recreation

development on the reclaimed landfill cells, with a different character and intensity from the more natural setting envisioned at France Road.

- In addition, the Borough shall apply a public recreation designation and public trail easement to the buffer zone along the northern and eastern borders of the proposed Central Landfill expansion. The designated trail easement will ensure neighborhood connectivity to future recreation development at France Road and will allow pedestrian off-street access to the school. The width should be adequate for two parallel trails and retention of natural vegetation as screening from the landfill and adjoining residences.

#### **Policy 2.1 Eastern and southern boundary of the Central Landfill.**

The MSB will determine, through public and agency review of the Central Landfill plan revision, the optimum eastern boundary of the Central Landfill that serves both the needs for landfill capacity and the value of conserving the natural terrain in the Core Area for recreation and open space.

- To the greatest extent possible, the eastern boundary should skirt natural terrain features that could serve as either trail locations or buffers to the trail system envisioned to connect from France Road to the Kepler-Bradley State Recreation Area.
- A plan should be prepared for the landfill area to meet two objectives 1) sufficient land is available to meet land fill needs, and 2) consistent with this first objective, land not needed for landfill uses (or already used and reclaimed) should be designated for public recreation and be managed as part of the France Road parcel regional recreation area.

#### **Policy 2.2. Reclamation of Central Landfill for developed recreation uses.**

The MSB, in the Central Landfill Plan revision, will adopt phasing and design standards to enable expeditious reclamation of closed cells near North Loma Prieta Dr. to meet the current and future needs for developed recreation, such as sports fields.

#### **Policy 2.3 Use of Central Landfill perimeter road.**

The MSB, through the Central Landfill Plan revision, should include phasing, connectivity, and design standards for the landfill perimeter road to be used as a recreation loop for non-motorized trail uses.

#### **Policy 2.4 Regional trail corridor.**

Dedicate an easement for a public trail corridor northeast to southwest across the France Road parcel and along North France Road to Palmer Wasilla Highway as part of the north-south regional trail connection to Kepler Bradley SRA advocated in adopted MSB plans. The corridor width shall follow terrain, with buffers of natural vegetation from adjoining uses. Because this trail is a regional corridor intended to serve diverse users, the easement shall be wide enough for two separated trails that may be developed either for one-direction travel or with different widths and surfacing (e.g. a wide, gentle compacted trail suitable for groomed skate skiing, and a narrow “single track”, primitive trail.)

*Note:* this Management Plan is not intended to provide a detailed layout for a trail system on the France Road 156 parcel. Detailed trail planning should be a part of a subsequent master trail plan for France Road and adjoining public lands. However, the public process identified guiding principles for trail planning, which are incorporated here as policies.

### **Policy 3: Recreational Trails**

#### **Policy 3.1. Trail Master Plan/Diverse trail types**

Development of a trails master plan will help to locate these uses to match the natural site conditions and avoid conflicts among uses. Uses expected to occur at this site include a range of trails including:

- multi-use unpaved loop trails. Include a range of gradients for different skill levels, including steep and technical trails for skiing. Design some of the trails to meet technical specifications for competitions, as well as community recreation events.
- gentler trails for strolling and sightseeing, with benches and viewpoints
- soft trails for runners and hikers
- separated equestrian trail(s) – flatter gradient, with a surface to support use by horses without trail damage.
- paved, low-gradient, universal access trail, for summer walking, biking, roller-blades; and multi-purpose winter non-motorized use (this could be located on the perimeter road that will encircle the landfill area after it is fully closed out).
- single-track trails for mountain biking and exploration
- areas for off-leash dog exercise

**Policy 3.2.** Before trails are constructed, the recreation community should refine specific trail user needs, and design and construct trails for specific purposes. A range of trails should be provided.

Use specific design standards to attract different users to specific trails, as a positive and proactive way to separate users and avoid conflicts. For example, design some loops for advanced technical skiing to attract competitive athletes; and design gentler, meandering loops with speed-reducing features and stopping points for skiers who want to move at a leisurely pace. Specific standards shall include:

- Trail surface
- Trail tread width and clearing width
- Trail grades, both maximum and sustained
- Intended trail speeds
- Sight lines and curve radii, both for safety and challenge; trail passing areas
- Lighting
- Areas to be reserved without formal trails (for exploration, nature study, orienteering, etc.).

*SEE APPENDIX C FOR MORE TRAIL DESIGN STANDARDS*

#### **Policy 4: Other Recreational Facilities**

##### **Policy 4.1 Use of and maintenance of the natural setting.**

Recreation uses that benefit from a natural setting and make use of natural terrain without substantial modifications are the preferred uses at France Road 156. Areas that have previously been cleared or leveled, whether at France Road or in the vicinity, are preferred to virgin natural areas for sports fields or other developed recreational uses.

##### **Policy 4.2 Range of Recreational Facilities**

Provide for diverse day use recreation activities, including:

- Diverse trails (see previous section)
- Events staging area consisting of a level clearing and timing/officiating building, and areas for spectators.
- Other recreation facilities to include:
  - Benches
  - Trash receptacles
  - Restrooms, drinking fountains
  - Competition/events staging area, with the option for a warming hut/chalet similar to those at Russian Jack or Kincaid parks in Anchorage
  - Sledding hill
  - Picnic shelters
  - Equipment storage shed (could be shared with Borough maintenance site)
- Take advantage of the presence of the planned maintenance building (see more in Policy 5 below)

##### **Policy 4.3 Non-motorized uses.**

France Road parcel shall be a non-motorized recreation area, in keeping with traditional non-motorized use at adjoining Crevasse Moraine trail system, and to avoid conflicts with surrounding residential use.

#### **Policy 5: Public facilities at France Road**

##### **Policy 5.1 Public facilities complementary to recreation and open space uses**

Public facilities other than those described above may be located here if they complement and contribute to primary intended management purpose of public recreation and open space and can be integrated into the natural setting.

**Policy 5.2 Footprint of public facilities.**

The development footprint for buildings, parking lots, and other built infrastructure (other than trails) shall be as compact as possible to avoid fragmenting open space and foreclosing recreation opportunities.

**Policy 5.3 Design for joint use.**

Public facilities shall be designed for joint use and shared maintenance to the greatest possible extent to minimize the acreage, infrastructure, and operating costs. For example, for initial facilities development at France Road 156, equipment storage might be co-located for community recreation groups and the Maintenance Shop; and playfields, parking, and locker rooms for the school might be configured for off-hours use by sports groups.

**Policy 5.4 Design for low cost maintenance, and to minimize vandalism**

Plan the location and character of the maintenance shop, school and other public facilities to reduce the odds of vandalism. This can be done, for example, by locating the maintenance facility where staff can keep an eye on activities at the primary trailhead and day use area.

**Policy 6: Outdoor and natural resource education**

The France Road area should be available for educational activities by the University of Alaska, the MSB School district and Valley Pathways High School. This site could offer opportunities to engage students in hands-on, field-based projects. Projects might include activities related to resource management, resource stewardship and recreation management. For example, classes could be involved in surveys of recreation users, monitoring reclamation of the landfill, or the construction and maintenance of trails.

**Policy 7: Land use**

The France Road area will be primarily used for public recreation. Other public facilities – such as the High School and maintenance facility - may be located here if they complement and contribute to public recreation and can be located and designed to maintaining the predominately natural character of the area.

## ■ IMPLEMENTATION

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This section outlines recommended steps to implement plan policies. More discussion is needed on these topics between the Borough and the City of Palmer

- Resolve the property interest (lease) of the City of Palmer in the France Road parcel. As outlined earlier in this document (page 8), the city of Palmer has a lease on this property which runs through 2026. It is in the best interest for the Borough to terminate the lease and to compensate the City of Palmer through a land exchange or some other means. During the development of this plan it was suggested the best option for compensating the City would be for the Borough to transfer the MSB land currently used for the Borough Parks and Recreation Maintenance Facility to the City of Palmer. This parcel (located at the corner of Gulkana Street and Auklet Ave.) is zoned residential and should be used for that purpose. This trade could be finalized when the maintenance facility is moved from its current location to the France Road parcel. The City and Borough support this concept, but both parties need to work together to finalize the details, including timing, comparative values, and the formal means of implementing this trade. This topic needs to be resolved before the other policies presented in this plan can be finalized.
- Designate France Road 156 plus adjoining lands along edges of landfill (north, east, southwest) for the uses outlined in this plan. On the France Road parcel this would result in a primary designation of public recreation, and a secondary designation of public facilities.
- Take an active approach to recreation planning as part of the Landfill Plan to determine what recreation facilities will evolve on that acreage, and the timing of these developments. Encourage an open public process for land fill planning.
- Task the existing MSB Parks Recreation and Trails Board to coordinate recreation planning, landfill planning, school planning, maintenance shop relocation and road upgrades.
- Reserve a public easement or corridor for a north-south regional trail, linking the Crevasse Moraine/France Road area with the Kepler Bradley area. Ideally, this route should extend from Palmer-Wasilla Highway, to and diagonally across the France Road parcel, and then continue south to the Glenn Hwy at the entrance to Kepler Bradley State Park.

The Borough needs to complete the process begun with the University of Alaska to establish this connection across University lands, and do so in a manner that respects the University's mission and need for flexibility in the future use of its properties. In addition, work is needed quickly regarding the current France Road upgrade project, so that the upgrade will not foreclose a future road-side trail.

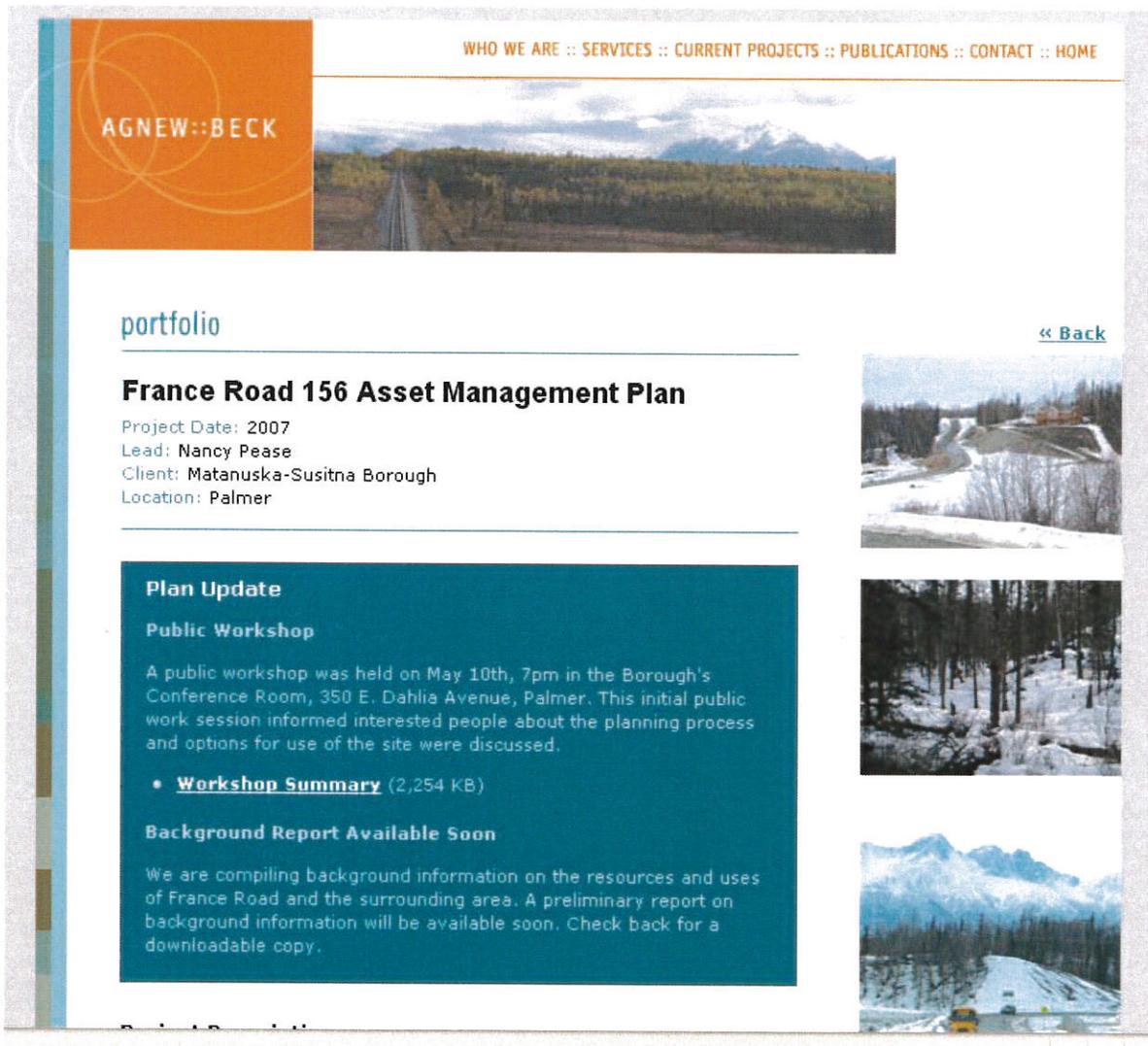
- Set a schedule and outline and identify funding sources for a trails Master Plan, and for priority recreation facilities. Priorities include:
  - Pathway along France Road (nominate pathway project for France Road to MSB STIP)
  - An initial, multi-use loop trail, connecting to the existing Crevasse Moraine trail system, and thence to Kepler Bradley (see bullet above)

- Trailhead and basic day use recreation facilities (designed jointly with the high school and maintenance building staff)
- Dedicate trails within the future trail system on the France Road parcel and adjoining MSB lands. Formal dedication ensures that trails are not treated as a temporary or secondary use and cannot be easily disrupted or displaced by other uses.
- Set up a process with the City of Palmer, City of Wasilla, State of Alaska Division of Parks and Recreation, the University of Alaska and the Mat-Su Borough and to further discuss and plan for a proposed Core Area Regional Park.

## Appendix A. Public Involvement - Website

As mentioned in the text (page 19), this plan was prepared with advice and input from a range of advisory bodies and the general public. One element of this process was the project website <http://www.agnewbeck.com/pages-portfolio/matsu/france160.htm>

The homepage of this site is shown below:



## Appendix B– Preliminary Alternatives

Excerpted below are the posters that were presented at the May 2007 public workshop.

### Alternative 1: Recreation – Emphasize trails and regional open space.

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#### Land use pattern

- Designate most of the acreage (140-150 acres) for public recreation and open space.
- Recommend designating additional MSB land (80 -110 acres) to the south and west of France Road for recreation.
- Recommend future restoration of closed portions of the landfill for playfields, with trailhead at N. Loma Prieta.
- Main trailhead for trail use & events near school site. Secondary trailheads give neighborhood access and future playfield access.

#### Specific features

- Multi-use unpaved loop trails with range of challenge levels (5-7 km total length).
- Scenic viewpoints and destination points.
- Separated or designated equestrian trail – flatter gradient, durable surface.
- Possible paved, low-gradient, universal access trail on the landfill perimeter road for use after it's closed (3-4 km).
- Staging area to include timing/officiating building and areas for spectators.
- Identify options for indoor space (gathering, warm-up, gear changing).

**Alternative 2: Residential – Develop up to half of parcel (50 to 75 acres) as large-lot residential neighborhoods; remaining acreage for community-scale trails and open space.**

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**Land use pattern**

- Sell 50 to 75 acres with conditions for large-lot residential subdivision.
- Retain 75-100 acres in public ownership and designate for public recreation and open space.
- Recommend designating additional MSB land (80-110 acres) to the south and west of France Road for recreation.

**Specific features**

Housing

- House lots of 1-5 acres would be created on high terrain with views.
- Housing would be located to minimize road costs and retain public recreation values.

Recreation

- A trailhead near school site would have a mid-sized parking area, toilets and trails to connect to the existing Crevasse Moraine trails.
- The overall length and variety of trails at France Road is less than in Alternative 1. There would be 3-4 km of continuous trail. Trails near housing areas would be designed more for neighborhood recreation.
- Large recreation events such as high school ski meets would not be easy to accommodate.

### **Alternative 3: Extraction – Sell most of parcel for gravel extraction, private or public landfill, future mixed-density residential neighborhoods.**

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#### **Land use pattern**

- Sell 75 – 100 acres in west and south parts of parcel, with conditions for gravel extraction and potential land fill or housing.
- Access road for resource extraction would be across MSB land to the western side of the parcel.
- An open space corridor would be retained to connect neighborhoods to future regional trails in the Kepler Bradley and Crevasse Moraine area.

#### **Specific features**

##### Resource (gravel) extraction

- MSB could require a master plan for gravel extraction to minimize impacts on surrounding uses. Master plan could specify post-extraction uses: either landfill, housing, or recreation.

##### **Following gravel extraction: landfill**

- The protection of the aquifer would have to be ensured.
- Landfill would restore some of the original elevation of the parcel. Reclamation of the landfill as public playfields is a possible end-use.

##### **Following gravel extraction: mixed-density housing**

- Finish grades and elevations in the gravel pits will have to be configured to allow road connectivity to the surrounding, mostly-high terrain.
- Small lots and or clustered housing on future reclamation areas would meet affordable housing needs and would retain open space for public use.

##### **Recreation**

- Smaller trailhead than other alternatives; no events staging area.
- Trails would be located to skirt the areas of extraction, within greenbelt corridors to maintain some natural feel.

## **Appendix C –Trail Design Details (Supplement to Policy 3)**

### **Policy 3.2. Trail sustainability.**

Any future trails shall be designed to meet “sustainability” standards, which means designed to support current and future recreation use efficiently without long-term degradation of the landscape or a need for frequent maintenance or rehabilitation.

Specific sustainability standards include:

- Incorporate low-impact but functional crossings for wet areas that must be crossed.
- Produce negligible soil loss or movement while protecting natural vegetation.
- Minimize removal of vegetation, but recognize that pruning or removal of certain fast-growing vegetation and root systems may be necessary for maintenance.
- Minimize the long-term needs for maintenance.
- Avoid the need for re-routing in the foreseeable future.
- Foster enforcement of this plan’s policies (e.g. use boulders as barriers around parking areas to prevent incursion of vehicles onto trails or staging areas).

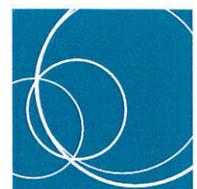
### **Policy 3.3 Trail aesthetics.**

- Except for trails designed for speed circuits or intended for spectator events, trails should promote the feeling of being in a natural area.
- Trails shall have a sense of destination and keep users oriented to the surroundings. This is a particular design consideration because the natural terrain is jumbled and complex.
- Trails shall offer cut-offs but also include long circuits away from the trailhead that do not require continual way-finding.
- Trails shall avoid directing visitors onto private property.
- Some trails should have signage pointing out natural features, geology, vegetation, views etc. along the way.

### **Policy 3.4 Trail Management**

- Trails may be closed at the discretion of the MSB to protect the resources (e.g. during spring breakup).
- The MSB will work supportively with volunteer groups and its own staff to establish maintenance and grooming programs.
- Provide a gate for off-hours closure.

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AGNEW  
:: BECK

MATANUSKA-SUSITNA BOROUGH  
PARKS, RECREATION AND TRAILS ADVISORY BOARD  
RESOLUTION NO. 08-04

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PARKS, RECREATION AND TRAILS ADVISORY BOARD SUPPORTING THE MATANUSKA SUSITNA BOROUGH SOLID WASTE DIVISIONS CENTRAL LANDFILL FUTURE CELL SEQUENCING PLAN.

WHEREAS, pursuant to Matanuska-Susitna Borough Code, the purpose of the Matanuska-Susitna Borough Parks, Recreation and Trails Advisory Board is to advise the Borough on matters pertaining to parks and recreation facilities; and

WHEREAS, the Matanuska-Susitna Borough Solid Waste Division has developed a long-range plan that identifies its planned expansion; and

WHEREAS, planning of this expansion including the support and cooperation of the Parks, Recreation and Trails Advisory Board is integral to this planning effort; and

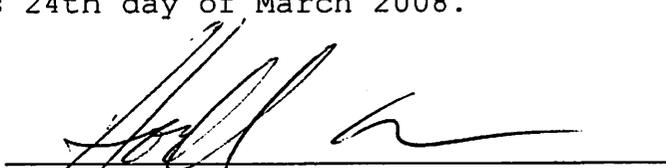
WHEREAS, this plan lays out the sequence for construction of the Central landfill and proposed location of a new trail head for the continued uninterrupted usage of the Crevasse Moraine trail system; and

WHEREAS, a long range plan for the progressive construction of the Central Landfill is integral to a effective solid waste management system; and

WHEREAS, this plan will also act to incorporate trails and recreation space into the incremental closure plan for the Central Landfill,

NOW, THEREFORE BE IT RESOLVED, that the Matanuska-Susitna Borough Parks, Recreation, and Trails Advisory Board does hereby support the Central Landfill Future Cell Sequencing Plan.

ADOPTED by the Matanuska-Susitna Borough Parks, Recreation and Trails Advisory Board this 24th day of March 2008.



Howell Powder, Vice-Chairperson

# **PLANNING COMMISSION RESOLUTION**



By: Mark Whisenhunt  
Introduced: March 21, 2016  
Public Hearing: April 4, 2016  
Action:

**MATANUSKA-SUSITNA BOROUGH  
PLANNING COMMISSION RESOLUTION NO. 16-11**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING ASSEMBLY APPROVAL OF AN INTERIM MATERIALS DISTRICT, KNOWN AS CENTRAL LANDFILL; IN TOWNSHIP 17 NORTH, RANGE E EAST, SECTION 1, PARCELS D5 AND D6, AND SECTION 12, PARCELS A7 AND B6 (TAX ID# 17N01E01D005 & D006, 17N01E12A007 & B006), SEWARD MERIDIAN.

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WHEREAS, an application for an Interim Material District was submitted by MSB Land & Resource Management to remove earth materials from the Central Landfill parcels, located within Township 17 North, Range 1 East, Sections 1 and 12, 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 April 4, 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 applicable comprehensive plans; and

WHEREAS, the Planning Commission finds that the proposed Interim Materials District does not negatively affect public health, safety or general welfare; and

WHEREAS, the Planning Commission finds that the proposed Interim Materials District has met the site development standards of this chapter including compliance with all required local, state, and federal laws; and

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby finds this application does meet the standards of MSB 17.28 and adopts the findings of fact and conclusions of law within the staff report and hereby recommends approval of the designation of Interim Materials

District known as Central Landfill, 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 included with the application.
4. Visual screening shall be achieved and maintained by maintaining the topographical buffer as described in the application material.
5. United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act shall be obtained prior to operating within 100 linear feet of any wetlands.
6. The section line easements within the Interim Materials District must be vacated or prior to operating within any section line easement, a Matanuska-Susitna Borough Construction permit shall be obtained.

7. Vehicles and equipment shall be staged at a designated location and all equipment shall be inspected for leaks daily.
8. 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.
9. All hazardous materials, drips, leaks, or spills shall be promptly attended to and properly treated.
10. 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.
11. Dust control shall be achieved at the gravel pit, rock screener, crusher, and roads as necessary.
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. 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.
17. 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).

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Planning Commission recommends approval of the designation of Interim Materials District for Central Landfill and will forward their recommendation to the Borough Assembly.

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

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JOHN KLAPPERICH, Chair

ATTEST

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MARY BRODIGAN, Planning Clerk

(SEAL)

DRAFT

YES:

NO:

**COMMISSION BUSINESS**  
**Upcoming PC Agenda Items**

(Page 537 - 542)

**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](mailto:planning@matsugov.us)**MEMORANDUM**

DATE: March 25, 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

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**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)*

(None)

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## 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)

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### 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)
- QAP/Sandstrom Earth Materials Extraction Administrative Permit, 19N04W02B004. (Staff: Mark Whisenhunt)
- Crystal Shores Nonconformity Determination. (Staff: Mark Whisenhunt)

**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
<b>Resolution 16-01</b> , 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. ( <i>Staff: Alex Strawn</i> )		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 03/15/16 03/15/16 – Assembly Public Hearing – Postponed until 04/05/16		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
<b>Resolution 16-05</b> , A resolution recommending Assembly adoption of the Seldon Road Extension Corridor Access Management Plan. ( <i>Staff: Mike Campfield</i> )		ORD # 16-__	IM # 16-__
Actions:	01/08/16 – PC Introduction 02/01/16 – PC Public Hearing – Approved		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
<b>Resolution 16-07</b> , 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 04/05/16 – Assembly Introduction 04/19/16 – Assembly Public Hearing		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
<b>Resolution 16-10</b> , 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 04/05/16 – Assembly Introduction 04/19/16 – Assembly Public Hearing		

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**Updates on PC items going to the Assembly (Complete)**

(None)