

MATANUSKA-SUSITNA BOROUGH
PLATTING DIVISION
350 EAST DAHLIA AVENUE
PALMER, ALASKA 99645



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BRISTOL INC
4150 E PAMELA DR
WASILLA, AK 99654

4

MAR 22 2021

PLATTING

FIRST CLASS

NOTIFICATION OF PUBLIC HEARING

The Matanuska-Susitna Borough Platting Board will consider the following:

PETITIONER/OWNER: JERRY HARMAN

REQUEST: *This notice is to advise you of an upcoming hearing on a case that was continued from the October 20, 2020 platting board hearing.* The request is to create 50 lots and 1 utility tract with a 2-phase Master Plan from Parcel C8 (Parcel C, Waiver 2004-26-PWm) to be known as **STELLA RIDGE**, containing 60.0 acres +/- . The interior roads proposed to provide access to all the lots will now be public instead of private. The property is located approximately a 1/2 mile west of N. Wasilla-Fishhook Road and directly north of E. Pamela Drive (Tax ID #18N01E18C008); lying within the SW 1/4 Section 18, Township 18 North, Range 1 East, Seward Meridian, Alaska. In the Fishhook Community Council and Assembly District #6: Jesse Sumner.

The Matanuska-Susitna Borough **Platting Board** will hold a public hearing in the **Assembly Chambers** at the **Dorothy Swanda Jones Building**, 350 E. Dahlia Avenue, Palmer, Alaska on the proposed **Subdivision**. The public hearing is scheduled for **April 1, 2021**, starting at 1:00 p.m. We are sending you this notice as required by State Law and Borough Ordinances.

For comments regarding the proposed action, this form may be used for your convenience by filling in the information below and mail this notice to the MSB Platting Division, 350 E. Dahlia, Palmer, Alaska 99645 or e-mail: platting@matsugov.us. Comments received from the public after the platting board packet has been written and sent to the Board will be given to the Platting Board in a "Hand-Out" the day of the meeting. Please do not send comments or questions directly to Platting Board members. Board 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. All public comm additional information please contact the Platting Technician, Cheryl Se. To view the agenda or meeting packet please go to the following | **all public protocols in relation to the mandates regarding**

ITEM # 6B 4/1/2021
STELLA RIDGE
PAGE 1 OF 1
HANDOUT #1

☐ No Objection ☐ Objection ☐ Concern

Name: _____ Address: _____

Comments: The proposed "Public road" into Stella Ridge coming off
off Pamela Drive - past Eldorado - is not a borough road,
(it is a trespass line easement) not even a road!! So how
can it be a public ROAD? who is going to maintain it?
who is going to deal with the flooding issue in spring?

Case # 2020-098 CS

Note: Vicinity Map Located on Reverse Side

And ice up issue in winter!!! And still - the
well septic

Cheryl Scott

From: Mr. Ehlers <swampdonkey01@msn.com>
Sent: Tuesday, March 23, 2021 2:02 PM
To: MSB Platting; Pamela
Subject: Proposed Stella Ridge/East Pamela Dr.

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

I would like to start off by saying that we strongly "OPPOSE" this plan.

We have lived in this quiet neighborhood for 16yrs. There's little to no crime at all, traffic is 25-30 cars a day, and everybody watches out for each other.

By adding 60 homes (or 240 of those stupid rent-3/live free box houses), not only will the traffic spike to over 100-250 vehicles per day on our quiet narrow street, but crime will be introduced as well. It's inevitable!! We'll turn out to be just like KGB when they started doing this very thing and look at the crime out there now. We like the peace and quiet that we have and we DO NOT want any of the busy roads and criminal activity. It's bad enough as it is just driving up/down Wasilla Fishhook Rd anymore, especially in the last 5-10yrs. What a great idea, lets add ALOT more too it.

We live out here to be away of the very thing that's going to be introduced. We have kids playing in the streets, people walking their pets, families just walking the street, people riding horses, lots of moose in our yards.

We'd like to keep it that way.

We do not care about any developer building anything out here, we don't want it!!

Signed,
Mervin and Pamela Ehlers
4500 E. Pamela Dr.
Wasilla, AK. 99654

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MAR 30 2021

PLATTING

John Meising -- Additional opposition to Stella Ridge

Good afternoon Assembly,

I have submitted numerous correspondence expressing a variety of cautions and concerns in opposition to the continuing development of the proposed Stella Ridge housing project, -- work is still proceeding regardless of this panel's knowledge or approval which is now causing grave dangers to our community.

Notwithstanding the flooding of the road back in 2015, when soon after acquiring the property efforts to control the groundwater were diverted through a collapsed pipe, despite the deforestation, the destruction of the eagle's nests, the forced relocation of native wildlife, the development of Stella Ridge continues without any approval or regulation.

On or about 15 Jan 21, Mr. Harman started burning brush and debris. (pictured) Fires large enough to be seen from East Pamela emitting pillars of smoke and, when the wind picked up, some thirty foot tall flames and embers were highly visible and traveling. The night of 28 Jan 21 that same fire was left unattended, (pictured) some of the residents resorted to calling the Fire Department, forcing them to deal with the issue, put out the fire, and contact Mr. Harman. According to the Fire Department he deferred responsibility on his employees, claiming ignorance of the situation. Apparently like he did when the road flooded and then commenced to repair it without notifying the MSB for a permit or posting his SWPPP plan.

Starting Monday, 22 Mar 21, East Pamela has had in excess of 75 full size side-dumper loads of fill material delivered daily.

ITEM # 6B 4/1/2021
STELLA RIDGE
PAGE 1 TO 8
HANDOUT #3

That's a lot of road traffic causing delays, damage to the road base (pictured), not to mention the noise of the tractors engines and "jake brakes" as early as 6:45 am well into the early evening, including the weekends, down Wasilla Fishhook and East Pamela. Perhaps the most serious issue about all the hauling, mostly due to beating the load restriction limitations, should focus on Logan and Stephanie Clements and their three children. A Shaw Elementary School family.

They set out to enjoy a leisurely drive down to Seward for the day and soon after leaving their home on East Pamela were caught in the melee of trucks whizzing both up and down the roadways simultaneously (pictured) and as a result their months old Ford Edge was smashed beyond the point of recognition.

Another concern today is to present to the Assembly the fact that this development, as drafted, does not meet National Fire Code Standards for a project of this size. Section D107 clearly states one or two family residential developments which exceed 30 dwelling units shall have two separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3 (pictured).

I cannot believe this Assembly would consider, yet approve, this development as submitted, creating an unsafe and hazardous living environment to all new and existing residents, their property, and their homes.

One solution to this issue could be simply reduce the proposed number of new dwellings to 25. With approval of a revised plan, Mr. Harman could continue developing the property, allowing him to recoup any and all investment so far. Lot sizes could increase to the existing standard of 2.40 acres in our area and the drain on natural resources would be cut in half.

We have a low production well which logs have been documented and recorded with the D.E.C. and the State of Alaska. It's crucial that we monitor any development that may have an adverse affect on it and others in the community.

I want to conclude by reminding the Assembly that my previously submitted opinions are still a valid concern too.

I also wish to express another alternative solution. A marijuana cultivation and product manufacturing facility. Being the former president of the Tanaina Community Council, I learned, in detail, that these operations are relatively safe and secure. The State of Alaska and the Mat-Su Borough takes this new industry seriously and has invested a lot in its success.

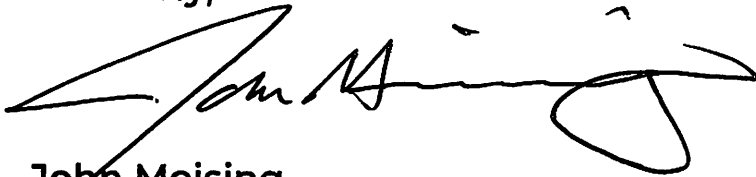
As a standard of compliance for licensing, extensive background checks are performed to ensure the credibility of those involved in operating and maintaining such a facility. Also these facilities are fenced, lighted, and monitored by video surveillance equipment. Grow operations can be very lucrative for the owner, the State of Alaska, and the MSB. Most ideally for us, this solution would preserve our community because it's quiet and should not drain our aquifer or contaminate the ground with septic system runoff. As well as seriously restricting the traffic volume on our road to a minimum.

Stella Ridge, as proposed, is not on a currently maintained MSB or State of Alaska roadway nor are there any utility services, such as Enstar, MEA, or Gci, or even a recognized SWPPP plan down East Pamela to service it.

A marijuana grow facility can literally be self-sufficient by use of solar panels and a battery bank for all its needs such as light, heat, and power. Like the store on the Palmer-Wasilla Hwy., by the duck pond. Some can even create its own wifi hotspot for connecting to the internet.

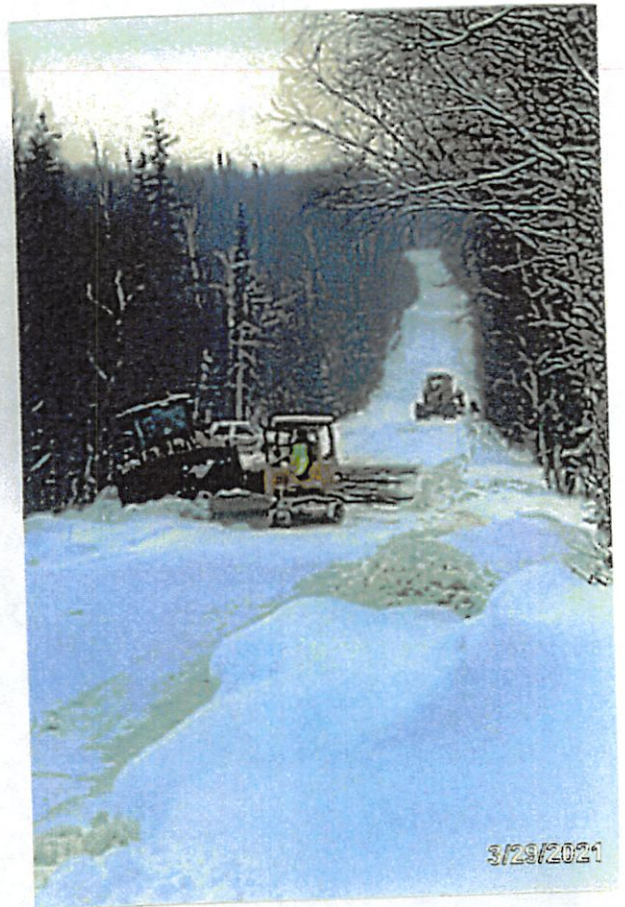
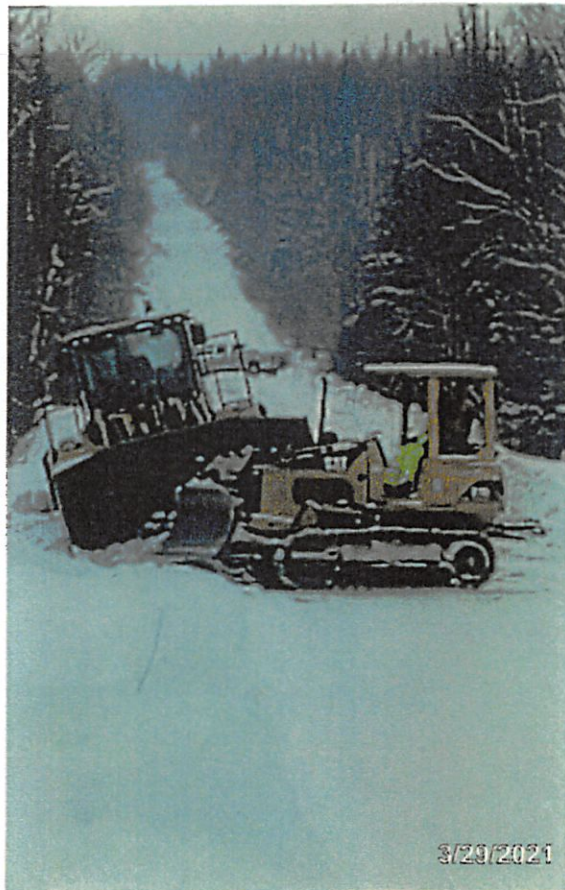
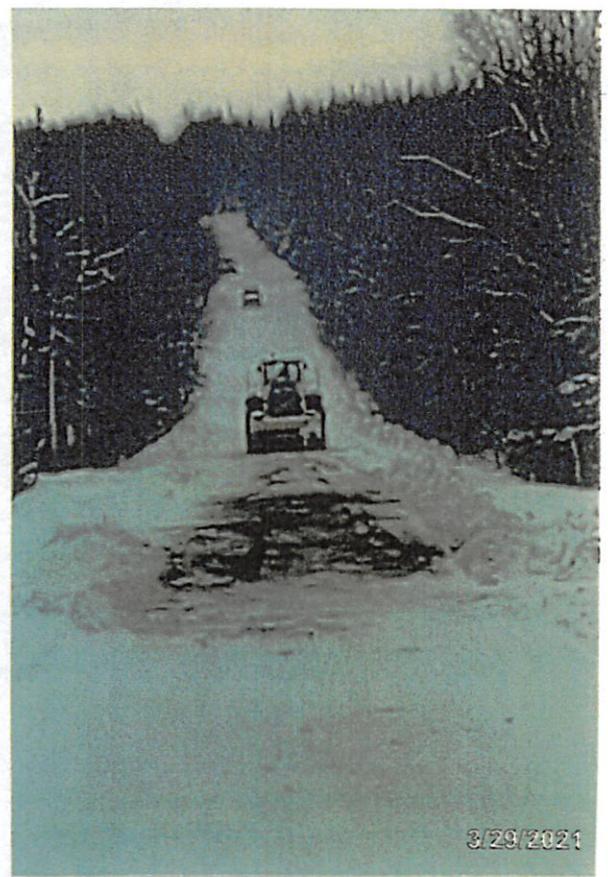
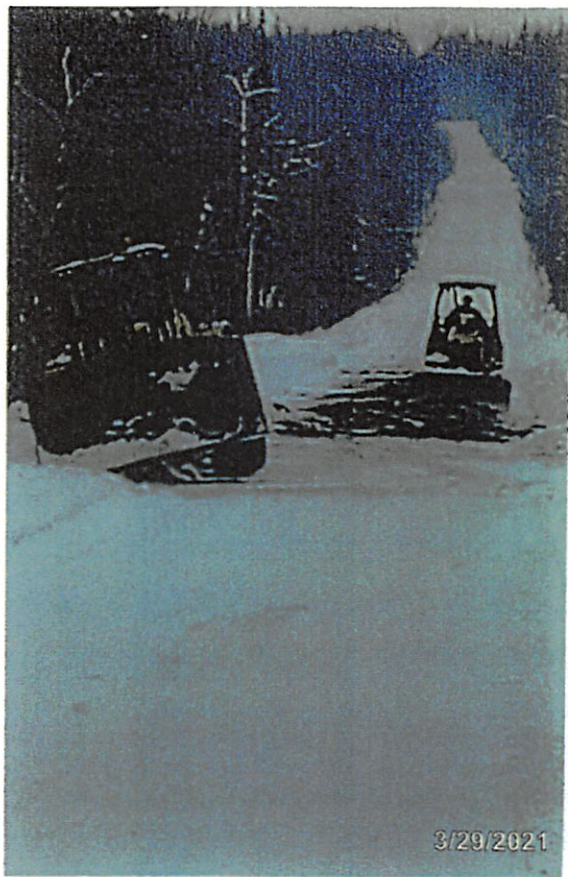
Thank you for your time and consideration today.

Sincerely,

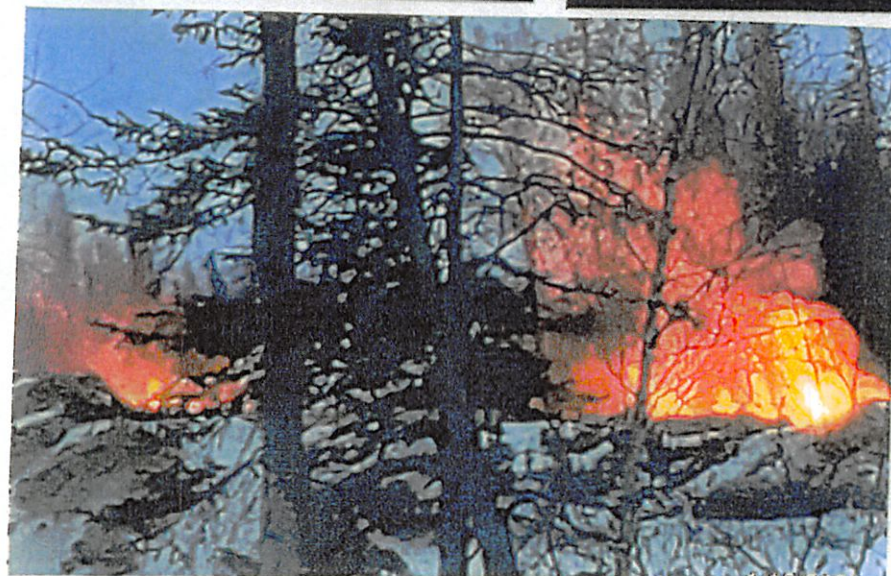
A handwritten signature in black ink, appearing to read "John Meising". The signature is fluid and cursive, with a large loop at the end.

John Meising

4150 East Pamela Drive
Wasilla, Alaska 99654-0430







MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

SECTION D107 ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.

Exceptions:

- Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the International Fire Code, access from two directions shall not be required.
- The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

D108 REFERENCED STANDARDS

ASTM F 2200—05	Standard Specification for Automated Vehicular Gate Construction	D103.5
ICC IFC—12	International Fire Code	D101.5, D107.1
UL 325—02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with Revisions through February 2006	D103.5

APPENDIX D

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

- The minimum gate width shall be 20 feet (6096 mm).
- Gates shall be of the swinging or sliding type.
- Construction of gates shall be of materials that allow manual operation by one person.
- Gates shall be maintained in an operative condition at all times and replaced or repaired when defective.
- Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
- Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of fire department tools or when a key lock containing the key(s) to the lock is installed at the gate location.
- Locking device specifications shall be submitted for approval by the fire code official.
- Electric gate operators, where provided, shall be listed in accordance with UL 325.
- Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus access road as required by Section D103.6.1 or D103.6.2.



FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6 to 7.92 m).

R.F. 5-23.2.1

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of the apparatus access roads more than 26 feet wide (7.92 m) and less than 32 feet wide (9.75 m).

SECTION D104 COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11,520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Retenues. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to or less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in straight line between accesses.

SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, highest roof surface shall be determined by measurement the eave of a pitched roof, the intersection of the roof to exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building portion thereof.

D105.3 Proximity to building. At least one of the two access roads meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned on one exterior side of the building. The side of the building which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road between the aerial fire apparatus road and the building. Obstructions shall be permitted to be placed with the approval of the fire code official.

Part III—Building and Equipment Design Features

CHAPTER 3 FIRE SERVICE FEATURES

SECTION 301 GENERAL

301.1 Scope. Fire service features for buildings, structures and premises shall comply with this chapter.

301.2 Permits. A permit shall be required as set forth in Sections 102.6 and 102.7.

301.3 Construction documents. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access roads and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction.

301.4 Timing of installation. When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadway allows passage by vehicles in accordance with Section 502.2.

SECTION 302 DEFINITIONS

302.1 Definitions. The following terms are defined in Chapter 2.

AGENCY.

FIRE APPARATUS ACCESS ROAD.

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

SECTION 303 FIRE APPARATUS ACCESS ROADS

303.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 303.1.1 through 303.1.3.

303.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section.

and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved means around the exterior of the building or facility.

Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) when:

- The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
- Fire apparatus access roads cannot be located because of location on property, topography, waterway, navigable grades or other short conditions, and an approved alternative means of fire protection is provided.
- There are not more than two Group R-3 or C-1 occupancies.

303.1.2 Additional access. The fire code official is not required to require more than one fire apparatus access based on the potential for implementation of a single fire vehicle compression, condition of terrain, climatic or other factors that could limit access.

303.1.3 High-piled storage. Fire department vehicles shall comply with the applicable provisions of C 32.

303.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 3 through 303.2.8.

303.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved gates in accordance with Section 503.6, and a structural vertical clearance of not less than 13 feet (4115 mm).

303.2.2 Authority. The fire code official shall authorize any increase in the minimum width where they are inadequate for fire or rescue.

303.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the weight of fire apparatus and shall be surfaced so as to provide weather driving capabilities.

303.2.4 Turning radius. The required turning fire apparatus access road shall be determined by the fire code official.

2012 INTERNATIONAL FIRE CODE®

9/28/2020

SECTION D101 GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the International Fire Code.

D101.2 Grade. Fire apparatus access roads shall be at least 10 percent above grade.

Exception: Grades steeper than 10 percent shall be approved by the fire code official.

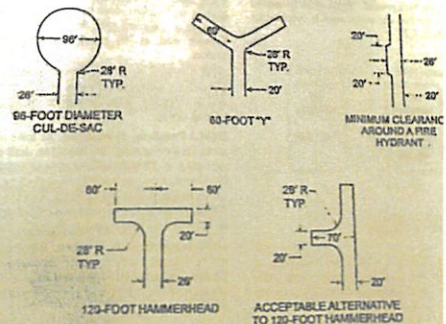
D101.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D101.4 Dead ends. Dead-end fire apparatus access roads of 150 feet (45 720 mm) shall be provided and maintained in accordance with Section 503.6.

**TABLE 303.2.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS**

LENGTH (feet)	WIDTH (feet)	TURNAROUND
0-150	20	None required
151-500	20	120-foot Hammer or 90-foot diameter turnaround in accordance with 1
501-750	26	120-foot Hammer or 96-foot diameter turnaround in accordance with 1
Over 750		Special approval

Per SF: 1 foot = 304.8 mm.



Per SF: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

2012 INTERNATIONAL FIRE CODE®

9/28/2020

MATANUSKA-SUSITNA BOROUGH
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55563000L009 55
TEAGUE CHARLES & BETTY
6415 N SUN CIR
WASILLA AK 99654-9074

FIRST CLASS

NOTIFICATION OF PUBLIC HEARING

The Matanuska-Susitna Borough **Platting Board** will consider the following:

PETITIONER/OWNER: AXEL BODNAR AND SARAH FORSS

REQUEST: The request is to create 34 lots from Tax Parcel A29, to be known as **WOLF RIDGE**, containing 40 acres +/- . The plat is located south of E. Tex-Al Drive and west of N. Engstrom Road (Tax ID # 118N01E16A029); within the SE ¼ E ¼ Section 16, Township 18 North, Range 01 East, Seward Meridian, Alaska. In the Fishhook Community Council and Assembly District #6: Jesse Sumner.

The Matanuska-Susitna Borough **Platting Board** will hold a public hearing in the **Assembly Chambers** at the **Dorothy Swanda Jones Building**, 350 E. Dahlia Avenue, Palmer, Alaska on the proposed **Subdivision**. The public hearing is scheduled for **April 1, 2021**, starting at 1 p.m. We are sending you this notice as required by State Law and Borough Ordinances.

For comments regarding the proposed action, this form may be used for your convenience by filling in the information below and returning this notice to the MSB Platting Division, 350 E. Dahlia, Palmer, Alaska 99645. Comments should be received by the MSB Platting Division no later than 5 p.m. the day of the meeting. Please do not send comments or questions directly to the applicant, other parties interested in the application or issues presented in the application. **All public comments must be received by the MSB Platting Division no later than 5 p.m. the day of the meeting.** For additional information please contact the Platting Technician, **Amy Otto-Bu**. To view the agenda or meeting packet please go to the following link: www.matsugov.us/boards/platting. Please follow all public protocols in relation to the mandates regarding Covid-19 for public participation.

ITEM # 6C 4/1/2021
WOLF RIDGE
PAGE 1 OF 1
HANDOUT #4

☐ No Objection ☒ Objection ☐ Concern

Name: Charles & Betty Teague Address: 6415 N Sun Cir Wasilla 500 Acres Lot 9

Comments: We strongly object to this development. It
appears similar to the "ghetto" near Tuders. It
ruins our privacy; lowers property value; increases vul-
nerability to trespasser, children & dogs; increases
likelihood of thievery; is not similar to existing houses
ruins our Ambiance. Please do not Approve!!

Amy Otto-Buchanan

From: Renee Bridges <meaiseof3@gmail.com>
Sent: Wednesday, March 24, 2021 2:02 PM
To: MSB Platting
Subject: platting request by Axel Bodnar and Sarah Forss 4-1-2021

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Dear Platting Board Members,

As presented we object to the request to create 34 lots from Tax Parcel A29, to be known as Wolf Ridge

We own tax parcel A12, property that is very near to Tax Parcel A29 and will be greatly effected by this request being approved.

Our concerns about Axel Bodnar and Sarah Forss request to build 34 homes on the 40 acre parcel are:

Those of us that live in this area purchased homes here to have space and not live in tight neighborhoods, that is why we bought larger parcels. If the request to create multiple lots from this one Parcel is approved we would like to see it revised to each lot being at least 5 acres, but no less than 3, so that they are more similar to the lots of those of us already here. We have found that most people that buy homes with small lots want more city living: no firing ranges, no 4 wheelers, no snow machines. While those of us that purchase larger parcels want to live the Alaskan way and we do not want to be overran and have the things we love taken away from us. I grew up in Anchorage I know how fast it happens, we are seeing it now out here in the Fishhook area and do not want it to continue.

The roads in this neighborhood are not designed or capable of handling the traffic that will come with so many new homes. Both Engstrom and Lamar are narrow dirt roads that looks more like driveways. Also, according to the plans sent out to us they have roads planned to attach to the neighboring parcels, leaving us to fear more houses being built on small lots.

This many additional homes will tax the water supply out here also.

Unfortunately, people that want to put as many homes on a parcel as they can are only looking at making money with no concern for those that live in the area and how they will be affected. This new neighborhood would affect all of us out here in a detrimental way.

We are asking the Platting Board to decline this request completely or at least with the revision of larger lots of 3-5 acres.

Thank you for your time and consideration in this matter.

William and Kim Bridges

Sent from Mail for Windows 10

ITEM # 6C 4/1/2021
WOLF RIDGE
PAGE 1 OF 1
HANDOUT #5

MATANUSKA-SUSITNA BOROUGH
PLATTING DIVISION
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118N01E31A019
ROETMAN RUSSELL E
VERNOLA KRISTEN M
4351 E BOGARD RD
WASILLA AK 99654-4214

124

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MAR 26 2021

PLATTING

FIRST CLASS

NOTIFICATION OF PUBLIC HEARING

The Matanuska-Susitna Borough **Platting Board** will consider the following:

PETITIONER/OWNER: NORTHGATE ALASKA

REQUEST: The request is to create 49 lots and one tract from Lots 1 & 2, Northgate Alaska Subdivision, Plat No. 2020-92, to be known as **NORTHGATE ALASKA 2021 MASTER PLAN**, containing 59 acres +/- . The plat is located south of E. Seldon Road, east of N. Tait Drive, north and west of E. Bogard Road (Tax ID #s 58047000L001/L002); within Section 31, Township 18 North, Range 01 East, Seward Meridian, Alaska. In the North Lakes Community Council and Assembly District #3: George McKee.

The Matanuska-Susitna Borough **Platting Board** will hold a public hearing in the **Assembly Chambers** at the **Dorothy Swanda Jones Building**, 350 E. Dahlia Avenue, Palmer, Alaska on the proposed **Subdivision**. The public hearing is scheduled for **April 1, 2021**, starting at 1 p.m. We are sending you this notice as required by State Law and Borough Ordinances.

For comments regarding the proposed action, this form may be used for your convenience by filling in the information below and mail this notice to the MSB Platting Division, 350 E. Dahlia, Palmer, Alaska 99645 or e-mail: platt@mat.gov.us. Comments received

from the public after the platting board packet has been written and sent to the "Out" the day of the meeting. Please do not send comments or questions direct receive or engage in ex-parte contact with the applicant, other parties interested in the application or issues presented in the application. **All public comments** additional information please contact the Platting Technician, **Amy Otto-Buch**.

To view the agenda or meeting packet please go to the following link:

all public protocols in relation to the mandates regarding Covid-19 for public participation.

☐ No Objection ☒ Objection ☐ Concern

ITEM #6E 4/1/2021
NORTHGATE AK MSP 2021
PAGE 1 FOR 3
HANDOUT #6

Name: Russell E. Roetman Address: 4351 E. Bogard Rd. Wasilla, AK 99654

Comments: Land use incompatibility. This proposal presents potential for many negative impacts to long established uses of our property and business; large animal husbandry.
* Request permission to testify @ hearing on
Russell and Michelle Roetman 4/1/21.

Thank you.

**MATANUSKA-SUSITNA BOROUGH
PLATTING DIVISION**
350 EAST DAHLIA AVENUE
PALMER, ALASKA 99645



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0000368428 MAR 10 2021

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ROETMAN RUSSELL E
VERNOLA KRISTEN M
4351 E BOGARD RD
WASILLA AK 99654-4214

124

FIRST CLASS

NOTIFICATION OF PUBLIC HEARING

The Matanuska-Susitna Borough **Platting Board** will consider the following:

PETITIONER/OWNER: NORTHGATE ALASKA

REQUEST: The request is to create 49 lots and one tract from Lots 1 & 2, Northgate Alaska Subdivision, Plat No. 2020-92, to be known as **NORTHGATE ALASKA 2021 MASTER PLAN**, containing 59 acres +/- . The plat is located south of E. Seldon Road, east of N. Tait Drive, north and west of E. Bogard Road (Tax ID #s 58047000L001/L002); within Section 31, Township 18 North, Range 01 East, Seward Meridian, Alaska. In the North Lakes Community Council and Assembly District #3: George McKee.

The Matanuska-Susitna Borough **Platting Board** will hold a public hearing in the **Assembly Chambers** at the **Dorothy Swanda Jones Building**, 350 E. Dahlia Avenue, Palmer, Alaska on the proposed **Subdivision**. The public hearing is scheduled for **April 1, 2021**, starting at 1 p.m. We are sending you this notice as required by State Law and Borough Ordinances.

For comments regarding the proposed action, this form may be used for your convenience by filling in the information below and mail this notice to the MSB Platting Division, 350 E. Dahlia, Palmer, Alaska 99645 or e-mail: plattings@mat.gov.us. Comments received from the public after the platting board packet has been written and sent to the Board will be given to the Platting Board in a "Hand-Out" the day of the meeting. Please do not send comments or questions directly to Platting Board members. Board 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. **All public comments are due one (1) day prior, by 12:00 p.m.** To request additional information please contact the Platting Technician, **Amy Otto-Buchanan** at (907) 861-7872.

To view the agenda or meeting packet please go to the following link: www.matsugov.us/boards/platting. **Please follow all public protocols in relation to the mandates regarding Covid-19 for public participation.**

[] No Objection ☒ Objection [] Concern

Name: Kristin Vernola Address: 2499 N. Seward Meridian Pkwy. Was,

Comments: We object to the proposed subdivision for several AK 99654
reasons: Potential for negative impacts to adjacent large animal businesses
including increased costs of doing business; negative impact to area wild life;
substantial increase to already challenging traffic area; further
* stress on water table is a real possibility.

Request permission to speak at hearing 4.1.21. MK

Amy Otto-Buchanan

From: minion <minion@mtaonline.net>
Sent: Sunday, March 28, 2021 8:22 PM
To: MSB Platting
Subject: Re: Amy Otto-Buchanan

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

On 03/22/2021 06:16 PM, minion wrote:

>
> March 17, 2021
>
> Matanuska Susitna Borough /Platting Dept. Plat # 2020-92
>
> Attention: Amy Otto-Buchanan,
>
> We are the owners of what you have marked on the map for the Northgate
> Alaska 2021 Master Plan as A19. We have farmed that parcel, raising
> and keeping large animals since 1971. Actually, we farmed the entire
> half-section until that portion of the property was sold. We see a
> land use conflict with related safety and liability issues. We have
> anywhere between 20 and 40 horses and cattle that we raise, sell and
> keep on that property (A-19). We have built and keep a 4 or 5 wire
> barbed wire fence around our property to keep our animals in and
> people out. Our understanding is that this property bordering our
> land was to be used as a church, not a subdivision. Housing along
> our fence/property line implies children and pets. The proposed
> development abuts our entire property line introducing potential
> dangers for our animals as well as for the children and pets who would
> occupy said homes. Forty nine households on approximately 29 acres in
> this area is a scary thought.

We also have a horse boarding business and operate a therapeutic riding program. This program serves individuals in our community who have special needs. Having a controlled environment is a key factor in a successful equine therapy setting. Again, so many families in a relatively restricted space presents opportunity for startling horses and riders alike. For both of these businesses, there is potential for increased financial output and increased liability insurance.

The population density in this area, with 5 schools, several subdivisions and the ensuing traffic strains presently cause significant challenges. Increased business development on the corner of Bogard and Seldon is proposed with additional strain on infrastructure.

Another issue is water and waste, if the lots are as small as they appear it will require the sub-divider to either provide central water or sewer to the homes in the subdivision. In either case, when Teeland Middle School put down their well, arsenic began contaminating the area causing several people to become ill. Putting down either a major water source or waste facility could crack into another source of contamination.

>
> We plan to attend the Platting Board Meeting April 1st at 1 pm.
> Please send pertinent notices to:
>

Amy Otto-Buchanan

From: curt mclellan <curtmclellan@hotmail.com>
Sent: Tuesday, March 30, 2021 9:33 AM
To: MSB Platting
Subject: Tomorrows public hearing on cedar park properties master plan.

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Sent from Mail for Windows 10

I am looking at the proposed master plan and notice that there is no designation for a park/ playground. I believe that the current subdivision population and demographics warrant having an park and if this plan goes through probably 2 parks would be appropriate. Palmer children need safe places to play. Thank you for your attention.

**ITEM #6F 4/1/2021
CEDAR PARK
PAGE 1 OF 1
HANDOUT #7**

Cheryl Scott

From: Jeffrey Huber <jhuber@mtaonline.net>
Sent: Tuesday, March 30, 2021 8:54 PM
To: MSB Platting
Subject: 4/1/21 Public Hearing #6B - Stella Ridge Subdivision - Public Comments for Submittal

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]
MSB Platting Board:

I am submitting this objection in advance of the public hearing scheduled for 4/1/21 regarding **Stella Ridge Plat, SEC18, T18N, R1E, SEWARD MERIDIAN, AK**. I am an interested land-owner in the area, with a primary residence located nearby on E. Birch Park Circle and adjoining property located on Eldorado Drive, which is immediately south of the proposed subdivision.

My objection to this development stems from my concerns expressed in my 8/18/20 email, which remain largely unaddressed, along with 4 new concerns.

To ensure the concerns of my 8/18/20 email are known, they are centered around the following issues:

- 1) Ambiguity in the public information packet regarding proposed restrictions in the new proposed subdivision;
- 2) Flawed basis;
- 3) Lack of setbacks;
- 4) Traffic safety issues;
- 5) Impact on subsurface aquifers in the area and the potential impact to my drinking water well;
- 6) Covenants and restrictions

Furthermore, regarding #5 above there has been absolutely no feedback or reassurances that the proposed development will not have a deleterious effect on my drinking water supply (i.e. source well). It would seem given the circumstances the burden should be on the developer to ensure that critical resources such as drinking water for the surrounding community is not expected to be affected by the proposed development.

In addition to my previous comments, I offer the following concerns:

A) The Packet suggests that the Petitioner is responsible for upgrading Pamela Drive (to D&S Drive from the East). However, the attachments show that this segment of Pamela Drive is to be "Potentially Upgraded". This ambiguity should be eliminated as a condition of approval. And, the costs for such upgrades should be borne by the Petitioner - not the Public.

B) The Packet again stipulates that Lots 1-9 of Block 1 of the proposed development shall be restricted to D&S drive in order for the Classification of both D&S and Eastwind Drives to meet the proposed Standard. If this is condition of the Development, then the interconnecting roadway between D&S and Eastwind Drive should be eliminated, rather than relying upon an obscure note on a Plat to ensure traffic densities are adhered to as contemplated. In other words, if this restriction is important, why allow construction of an interconnecting street with a sole conceivable purpose of violating the restriction?

C) Regarding the Drainage Plan (Exhibit G) - the proposal indicates this plan is 'subject to field modifications'. Who approves deviations to the plan, to ensure the final as-installed drainage configuration is sound and acceptable to surrounding residents?

ITEM # 6B 4/1/2021
STELLA RDIGE
PAGE 1 TO 2
HANDOUT #8

D) My concerns are now characterized as an “Objection” based upon the concerns above as well as other Public Comments from Q42020 not being adequately addressed by the Board nor Petitioner.

Sincerely,
Jeff Huber

Amy Otto-Buchanan

From: M P <8ofninep@gmail.com>
Sent: Tuesday, March 30, 2021 7:46 PM
To: MSB Platting
Subject: Platting for Wolf Ridge - Petitioners Axel Bodnar and Sarah Forss

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

This is a petition representing 56 home owners in Vail Estates and Aspen Ridge Subdivision OPPOSING connection of our subdivisions to North Engstrom Rd and to this proposed development. We are not specifically opposed to this development, but it doesn't fit any existing development plan in the area and the design should be reconsidered.

We are specifically opposed to ANY road connecting Vail Estates and Aspen Ridge to N. Engstrom Rd and Tex Al Rd.

Amy Otto-Buchanan

From: M P <8ofninep@gmail.com>
Sent: Tuesday, March 30, 2021 8:37 PM
To: MSB Platting
Subject: Fwd: Platting for Wolf Ridge - Petitioners Axel Bodnar and Sarah Forss

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

This is a PETITION representing 56 home owners (those are just the residents contacted thus far) in the Vail Estates and Aspen Ridge Subdivisions OPPOSING connection of our subdivisions to North Engstrom Rd and to this proposed development. We are not opposed to this development, however it doesn't fit with any existing development plan in the area and the design should be reconsidered.

We are specifically opposed to ANY road connecting Vail Estates and Aspen Ridge to N. Engstrom Rd and E. Tex-Al Dr., and all the existing/proposed housing to the north.

- The roadways in Vail Estates and Aspen Ridge are narrow residential streets with no shoulders and deep ditches. Resident safety, especially given the high population of children in the neighborhoods, is a significant concern.
- Specifically, E. Wolf Creek Rd is less than 19 ft wide and cannot safely sustain the traffic load that will be introduced if this connection is allowed. The Borough will introduce significant safety issues and WILL BE held responsible for compromising the safety of residents and children in the area.
- The lots at the end of E. Wolf Creek Rd were developed, as allowed by the Borough, as rectangular cul-de-sac lots, forcing construction of the homes close to the lot lines and thus very close to any proposed roadways. The unsuspecting owners of these homes will be significantly impacted both socially and economically by road development. That needs to be addressed by the Borough and with the developer of this subdivision to prevent future occurrences of such issues.
- These neighborhoods ARE NOT the Borough's solution to connecting N. and S. Engstrom! Any such connection should have been addressed during initial planning efforts for these developments and not now forced upon the residents of these neighborhoods. The Borough has the responsibility to conduct traffic volume and safety studies before subjecting yet another neighborhood to another poor planning decision.
- Section Line easements are the means to convey and connect traffic, not residential neighborhoods! We demand that the Borough develop potential Courses of Action and conduct a traffic study to determine impacts to residents, and then present this to the public for a decision before allowing ANY connection between these neighborhoods.
- In addition, connecting this development and E. Tex-Al Dr. into S. Engstrom Rd would further complicate the already frustrated issues with Engstrom Rd and the traffic safety issues associated with the Engstrom/Bogard interchange that represents major traffic safety issues, without an impending solution.

I remind the Borough that they are charged with representing the RESIDENTS OF THIS BOROUGH and with RESPONSIBLE PLANNING, and to not push their responsibility to provide primary roads onto residential neighborhoods and residents that have invested in these neighborhoods. I have spoken with many residents that have moved multiple times due to issues created by Borough development problems and feel disenfranchised by a Borough that apparently cares more about development and developers than residents. That needs to change and now is the time to start representing the residents of this Borough.

Dr. Mark Priksat
8858 E. Wolf Creek Rd.
Wasilla, AK 99654

Amy Otto-Buchanan

From: 8ofninep@gmail.com
Sent: Tuesday, March 30, 2021 9:32 PM
To: MSB Platting
Subject: Re: Platting for Wolf Ridge - Petitioners Axel Bodnar and Sarah Forss

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

One correction to our statement - the lots at the end of E. Wolf Creek Rd were developed as triangular shaped cul-de-sac lots, not rectangular shaped lots.

Sent from my iPhone

On Mar 30, 2021, at 8:37 PM, M P <8ofninep@gmail.com> wrote:

This is a PETITION representing 56 home owners (those are just the residents contacted thus far) in the Vail Estates and Aspen Ridge Subdivisions OPPOSING connection of our subdivisions to North Engstrom Rd and to this proposed development. We are not opposed to this development, however it doesn't fit with any existing development plan in the area and the design should be reconsidered.

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with the Engstrom/Bogard interchange that represents major traffic safety issues, without an impending solution.

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Dr. Mark Prieksat
8858 E. Wolf Creek Rd.
Wasilla, AK 99654

Amy Otto-Buchanan

From: Jessica Sawyer <sawyer.jessica@yahoo.com>
Sent: Tuesday, March 30, 2021 10:55 PM
To: MSB Platting
Subject: Proposed Wolf Ridge subdivision Section 16, T18N, R01E, Seward Meridian

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Dear Platting Board,

I am writing to oppose the connection of our subdivision to the proposed North Engstrom Road. Specifically, I am opposed to any road connecting Veil Estates and Aspen Ridge to the proposed North Engstrom Road/Tex-Al Road. The existing traffic flow on Engstrom Road to Bogard Road is dangerous. The Bogard/Engstrom intersection is frequently very busy, and drivers have difficulty turning left from the end of Engstrom onto Bogard due to heavy traffic and poor visibility on Bogard. This is the only way out for the already large number of residents who live off of Engstrom. This intersection is the site of many traffic accidents.

If Wolf Ridge subdivision is developed as proposed, with the proposed N Engstrom Road connecting to Tex-Al Drive to the north and Engstrom Road to the south, not only would the additional 34 households of Wolf Ridge add traffic to this already dangerous intersection, additional traffic from Tex-Al Road would be filtered through the new subdivision, along the residential roads of Wolf Creek Road and Tahoe Road, and onto Engstrom as well. This would negatively effect the Veil Estates and Aspen Ridge subdivisions, as well as add to the danger of all of the current residents using Engstrom Road to travel to and from their homes.

I am not opposed to the subject property being developed, just its connection to the Veil Estates/Aspen Ridge subdivision. If the property were developed with the only access from Tex-Al Road, this would not further endanger drivers on Engstrom Road or negatively effect the established subdivisions. If this property is to be developed, I urge the Platting Board to specify that there be no connection between Wolf Ridge subdivision and Engstrom Road, at least until such time as the Engstrom/Bogard intersection has a round about or traffic light, and another outlet road has been developed to connect Engstrom to either Trunk Road or Palmer Fishhook Road. The development of Tex-Al Road to run continuously between Wasilla Fishhook and Palmer Fishhook roads would help the situation as well.

A second concern I have about the development of North Engstrom road is that our property (B5) has a driveway which connects to the existing North Engstrom Road easement. If North Engstrom Road is developed, I would request that our driveway be reconfigured to meet the new road at a 90 degree angle and level with the elevation of the road. We built and maintain the drive accessed from Tex-Al Road between A33 and B4 that extends beyond the driveway for A33 to our driveway (which the developer has used to access the subject property).

Thank you for your consideration in this matter.

Sincerely,
Jessica Sawyer
6000 N SS Waldron Circle
Wasilla, AK 99654

ITEM # 6C 4/1/2021
WOLF RIDGE
PAGE 1 TO 2
HANDOUT #10

Amy Otto-Buchanan

From: Steven Sawyer <spikeinc@hotmail.com>
Sent: Tuesday, March 30, 2021 11:35 PM
To: MSB Platting
Subject: Proposed Wolf Ridge Subdivision

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

I am writing in response to the proposed Wolf Ridge subdivision. My family and I are currently building on the 40-acre agricultural lot directly to the East of the proposed subdivision (lot B5). We originally purchased the property in 2009. We constructed our driveway along the N Engstrom section line, from E Tex-al to the NW corner of our property in the fall of 2010.

We vacated that driveway in 2017 when we constructed a driveway to Wolf Creek in Vail Estates. The driveway was vacated as suggested by a Borough representative so the Borough map did not show a thoroughfare.

We still use the North driveway out to Tex-al as a private drive and along the section line. If this development is approved, we request the developer to reconfigure the driveway to N Engstrom Rd at a 90-degree angle, with culvert, with a Borough approved driveway permit at no cost to us.

As a neighbor to this new development, I do not object the proposed sub-division. I do, however, object to any connection of the proposed subdivision to Wolf Creek Rd/Vail Estates. Doing so would create entry/egress for all of the "4-plex" homes along Tex-Al, all of the new homes being constructed on the North end of Covington and all of the residents of the proposed subdivision. Not to mention anyone else who finds out about it. This scenario reminds me of the connection of Pamela all the way though to Engstrom. It is a winding road through a residential area.

Wolf creek is a narrow residential road with deep ditches. It was not designed to create a North/South traffic corridor for a couple hundred cars a day.

The borough has a known traffic safety issue with the Enstrom/Bogard interchange. Connecting the proposed subdivision would further exacerbate that problem.

Has the Borough done a traffic impact analysis of how many cars exit from E Tex-al road to Wasilla Fishhook on a daily basis? The data (number of cars) from the analysis, added to the estimated number of cars from the proposed subdivision could possibly use Engstrom daily, and would cripple the already overwhelmed Engstrom/Bogard intersection.

Regardless of the decision to approve/disapprove the proposed sub-division, I urge the Borough to absolutely deny the construction of any road that connects to the South and dumps traffic to Engstrom until the traffic safety problem at Bogard has been remedied. Even then, the Borough should determine a better solution than a narrow residential road.

Thank you,
v/r
Steven Sawyer

6000 N SS Waldron Cir
Wasilla, AK 99654

907-982-4433

Amy Otto-Buchanan

From: Lucille East <lucieast@gmail.com>
Sent: Wednesday, March 31, 2021 11:53 AM
To: MSB Platting
Subject: Comments for April 1 Meeting: Tax Parcel A29

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

To whom it may concern:

We would like these comments taken into consideration when discussing the subdivision of Tax Parcel A29:

We are not opposed to the division of the Tax parcel, though with our home on Wolf Creek Road, we are concerned with how road access will be provided to that divided parcel. We are concerned about any extension to Wolf Creek Road or Engstrom Road, as the easements to these roads border our south and west property lines. The edge of the easement for North Engstrom runs approximately 41 feet from the corner of our home. Not to mention, that easement is not on the as built documentation of our home.

Additionally, we are worried that increased traffic flow would present a danger to the community, due to the narrow road surfaces, and lack of sidewalks in the Vail Estates development. Part of the allure of this neighborhood is that families are able to have their children play and be active without worrying about oncoming traffic or excessive transient vehicles.

Thank-you for your time.
Paul and Lucille East

Amy Otto-Buchanan

From: Billy Allison <akbatj@gmail.com>
Sent: Wednesday, March 31, 2021 8:55 AM
To: MSB Platting
Subject: Cedar Hills

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

I have lived in Cedar Hills for 26 years this coming May and I am concerned about the impending increase in traffic flow once the new construction of homes is complete. According to the map there will only be the 2 current entrances and exits from the subdivision. This is not enough. The increase in traffic at these 2 points of egress will increase the probability of accidents. Did anyone do a study about the increase in traffic before this plan was submitted?

Thanks

Billy Allison
501 Coville Lane

ITEM # 6F 4/1/2021
CEDAR PK
PAGE 1 OF 1
HANDOUT #12

Amy Otto-Buchanan

From: Heidi Wyckoff <heidi@anchorlaw.com>
Sent: Wednesday, March 31, 2021 10:35 AM
To: MSB Platting
Cc: Rollowayne Wyckoff (rollowayne@aol.com)
Subject: Submittal of Public Comments for Platting Board Public Hearing 4/1/2021-Cedar Park Master Plan
Attachments: Wyckoff Public Comments.pdf

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Please see the attached public comments for submittal for the public hearing tomorrow 4/1/2021. Can you please confirm receipt of this email? Our office has been experiencing email issues. Thank you.

Heidi A. Wyckoff
Ashburn & Mason, P.C.
1227 West 9th Ave., Suite 200
Anchorage, AK 99501
(907) 276-4331 (main office)
(907) 865-9206 (direct)
(907) 277-8235 (fax)

MATANUSKA-SUSITNA BOROUGH
PLATTING DIVISION
50 EAST DAHLIA AVENUE
PALMER, ALASKA 99645



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PALMER, AK 99645

FIRST CLASS

NOTIFICATION OF PUBLIC HEARING

The Matanuska-Susitna Borough **Platting Board** will consider the following:

PETITIONER/OWNER: CEDAR PARK PROPERTIES, LLC

REQUEST: The request is to create 83 lots and two open space tracts, by a five-phase Master Plan, from Tract J, Cedar Hills, Unit #2, Phase 1, Plat No. 2000-66 and Tracts 1, 2 & 3, Cedar Hills Unit #2, Phase 1, Plat No. 2017-15, to be known as **CEDAR PARK MASTER PLAN**, containing 90.2 acres +/- . The plat is located north of E. Marsh Road, west of N. Glenn Highway and south of N. Palmer-Fishhook Road, (Tax ID #s 54991000T00J, 57618000T001/T002/T003); within Section 29, Township 18 North, Range 02 East, Seward Meridian, Alaska. Parcels are within the city limits of Palmer and Assembly District #2: Stephanie Nowers.

The Matanuska-Susitna Borough **Platting Board** will hold a public hearing in the **Assembly Chambers** at the **Dorothy Swanda Jones Building**, 350 E. Dahlia Avenue, Palmer, Alaska on the proposed **Subdivision**. The public hearing is scheduled for **April 1, 2021**, starting at 1 p.m. We are sending you this notice as required by State Law and Borough Ordinances.

For comments regarding the proposed action, this form may be used for your convenience by filling in the information below and mail this notice to the MSB Platting Division, 350 E. Dahlia, Palmer, Alaska 99645 or e-mail: platting@matsugov.us. Comments received from the public after the platting board packet has been written and sent to the Board will be given to the Platting Board in a "Hand-Out" the day of the meeting. Please do not send comments or questions directly to Platting Board members. Board 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. **All public comments are due one (1) day prior, by 12:00 p.m.** To request additional information please contact the Platting Technician, Amy Otto-Buchanan at (907) 861-7872.

To view the agenda or meeting packet please go to the following link: www.matsugov.us/boards/platting. Please follow all public protocols in relation to the mandates regarding Covid-19 for public participation.

[] No Objection [X] Objection [X] Concern

Name: Dale & Heidi Wyckoff Address: 345 W. Pioneer Pkwy, Palmer, AK 99645

Comments: Please see attached sheet.

Public Comments for submittal for public hearing, April 1, 2021:

Re the creation of 83 lots and two open space tracts, by a five-phase Master Plan from Tract J, Cedar Hills Unit #2, Phase 1, Plat No. 2000-66, and Tracts 1, 2, 3 Cedar Hills Unit #2 Phase 1, Plat No. 2017-15 to be known as Cedar Park Master Plan.

Submitted by Dale and Heidi Wyckoff

345 Pioneer Parkway, Palmer, Alaska 99645

1. What is the sewer and water plan for the new subdivision

We are concerned that there needs to be a plan for an upgraded water system when the new subdivision is developed. The current water system does not adequately support our existing neighborhood. Since we moved into our home in 2006, we never have had adequate water pressure to our back yard water sources. Over the years the water pressure to our home is poor barely having enough pressure to run my kitchen faucet which at peak times is reduced to a trickle. Numerous neighbors have contacted the City of Palmer Water department over the years including just as recently as a few weeks (March 2-3, 2021) ago to inquire about the poor water pressure. We also contacted the fire department to discuss the water pressure and concerns if there is a fire in the neighborhood. We would like this to be a consideration when this property is subdivided if the new subdivision is to be hooked into the existing water system which barely supports the existing Cedar Hills residents. The City and the developer should ensure together that the existing water systems should be upgraded to support the new subdivision and the existing neighborhood dependent on the current water system.

2. Safety During Construction and Traffic Flow. We are concerned regarding safety when this subdivision is being developed -with heavy construction equipment, gravel trucks etc. moving in and out of the neighborhood at one single access point. What is the planned ingress and egress for the new subdivision? Which leads to questions about traffic flow capacity in and out of the neighborhood at the anticipated ingress/egress to the subdivision. We would like consideration to be given to the existing Cedar Hills residents regarding observing speed limits during construction. We would also like the noise factor to be addressed – will construction be done during non-quiet hours as to not disturb the existing neighbor's peace and quiet enjoyment. Will there be a point of contact when construction is taking place if there are any noise, traffic issues? Will new lighting be installed? What about traffic/speed bumps?

3. What is the plan for traffic and road maintenance? Increased traffic is a major concern.

Is the volume of traffic flow in and out of the neighborhood being taken into consideration? Have studies been done to ensure the current and planned road system can handle increased traffic flow and not cause nuisance and safety issues to the existing neighborhood? Viewing the proposed plat -one of the points of access to the new subdivision is Pinnacle Dr. off of Pioneer Parkway. Will there be any other points of access in and out of the new subdivision as to not create nuisance traffic in one area?

4. Are there any plans for green spaces? Will consideration be given to existing Cedar Hills homeowners who have lots right up against the proposed new development? Or can they expect their

current view of woodlands to be turned into staring into someone's front or back windows? Are the open space tracts really just utility easements? Will the existing woodland and vegetation be leveled in all areas of the planned subdivision? Will the existing and new lots lines be clear-so future disputes over lot lines can be avoided?

5. This comment ties to #4 above—will the new subdivision have it's own CCR's or will they tie into the existing CCR's, if there are going to be new CCR's will there be any restrictions on clear cutting?

6. Are the new roads to the new subdivision going to be paved or gravel?

7. Will consideration be given to proper drainage between the new lots and the existing lots-to ensure any new development will not cause drainage issues to an existing lot?

8. Are the current residents already hooked to existing city services going to bear the tax burden of the extra snow plowing, snow removal, road maintenance, police, and fire servicing of this new addition, i.e. can we expect our taxes to go up?

Thank you for consideration of our comments.

RECEIVED

MAR 31 2021

PLATTING

To whom it may concern:

This letter is to continue our objection to the proposed Stella Ridge Master Plan for section 18, T18N, R1E, Seward Meridian, Alaska as none of the concerns addressed in previous objections have been considered in the newest proposal. In addition, to the concerns from our previous objection letter (attached at the bottom of this document) we have several new concerns:

- Borough resources are being wasted
 - Fires/Emergency services
 - Several calls were made to the fire department this winter regarding the massive burn piles that were left unattended and burning during high wind days in close proximity to neighboring properties. Pictures can be provided.
 - My son called 911 on January 15th, 2020 as he was getting ready to leave the house to take my daughter to school because it looked from our front porch that our property was engulfed in flames. I had to direct him over the phone to load our cat in the cat carrier, prepare to turn our horses and goats loose, and load all the dogs in the car. I was helplessly at work and unable to help besides giving him directions and waiting for the fire department response.
 - It is my understanding that several other calls were made in those January weeks from other neighbors concerning the safety of the fires and am aware of at least two call out that resulted in fire crews coming to the site.
 - Changing the roads from private to public does little but shift the financial burden of maintenance and utilities to the borough so the land owner saves on expenses.
 - Road safety and maintenance has become an issue of immediate concern.
 - Borough road maintenance ends at El Dorado.
 - The road that passes by our driveway and continues to the work site is old homestead road. In the summer, many of the logs used to create the road are visible.
 - On this road, while we are experiencing above freezing temperatures, on the dates of 3/22/2021, 03/23/2021, 03/24/2021, 03/26/2021, Saturday 03/27/2021, 03/29/2021 they have been running 15 side dump trucks per hour for 10 hours each day. That is a total of 150 trucks per day making 2 passes each on a non-borough maintained one lane dirt road. With no end in sight.
 - On the date of Friday 03/26/2021 there was a serious injury accident with one of the side dumps on Wasilla-Fishhook road.
 - On 03/29/2021 one of the sidedumps had to be pulled out of the ditch at the end of our driveway.
 - The borough fixed the pavement at the intersection of Pamela and Wasilla-Fishhook last fall, that repair has been ruined by the sidedumps last week.
 - Local traffic is unable to operate due to the constant travel of the sidedumps. As the road is essentially one way traffic must come to a stop to allow the trucks to come through and they are coming through on every few minutes.

- The intersection of Pamela and Wasilla-Fishhook has become increasingly hazardous with the sidedumps forcing local traffic to back up to allow then entry into the neighborhood.
- Noise concerns and nuisance
 - Work on the site has been consistent throughout the year (including all winter. Crews are working 6-7 days/ week on heavy equipment. Despite not having final approval from the platting board for the project.

Thank you for your consideration in these matters. Our objection still stands.

Corey and Stephanie Haase

4165 E Pamela Dr

Wasilla, AK 99654

907-357-6570

Attachment: Letter from September 3, 2020

We moved to 4165 E Pamela Dr when we wanted to start our hobby farm and felt that our previous neighborhood, while zoned for the animals we wanted, was not conducive to friendly neighborhood relations where lots only averaged an acre and a half. It is important to us that we are good neighbors and avoid conflict where possible. Pushing a city-like subdivision into a rural neighborhood only breeds conflict where none need be. This is why we chose purposefully to move to a secluded 10-acre plot. Stella Ridge will be in direct view of our farm, which includes (besides the usual dogs and cats) horses, goats, turkeys, and chickens (including roosters) with all the smells and sounds associated with those animals. Our current neighborhood is appealing because of its large, heavily treed, private lots that allow for the kind of privacy that makes for happy neighbors. Stella Ridge will change that permanently. But the change to the neighborhood feel is really only a small anecdotal portion of our concerns with this new subdivision. Our biggest concern is the fact that our neighborhood as it stands now does not have the infrastructure to support a development of this density.

- Water table and septic concerns with a development of this size
 - We have serious concerns about the water table despite the dubious report that indicated no groundwater found on the proposed property in locations we know to have existing groundwater. While we are having our well tested and recorded so we can recoup any costs of having to redrill a well should our aquifer fail after this subdivision goes in, redrilling is no guarantee of finding water. Residents of the subdivision behind us off of Boulder Dr, have to haul their water in. If we over burden our aquifer with a 50-home subdivision, this is not an unlikely scenario. This is a huge concern for our home value and resale opportunities.

- As one of the two developed properties most adjacent to the proposed development we can attest to the fact that we have never been able to dig more than 5 feet anywhere on our property without hitting groundwater. Every project we have done requires a great deal of fill. MTA has been unable to fully bury our line from the electric pole to our home because the water table is so high, they can not successfully keep it buried. And we have been present when workers on the proposed subdivision have hit groundwater issues while working next to our property.
- Road safety and maintenance
 - Wasilla-Fishhook itself is a small, winding road with no shoulder. I doubt any plans to update the road will be complete before the subdivision goes in and additional road burdens are placed on that highway.
 - The intersection of Wasilla-Fishhook and Pamela Dr has very limited visibility due to the extreme angle at which the roads meet. This is a location prone to accidents and the further burden of 50-150 vehicles traversing it daily will be a public hazard.
 - Pamela Dr becomes a one lane road after the pavement ends. In the winter, drivers often have to wait for others to come through before they can pass and get to their homes. Every winter we pull multiple vehicles out of the ditch in front of our property because they tried to pull over to let someone else pass.
 - Pamela Dr has serious issues with the stability of its surface during spring melt-off. The road is difficult to traverse when we have heavy spring melt-offs to the point that the borough has taken to installing rubber matting in an effort to make the road passable until it dries out.
 - The location of the proposed Eastwind Dr. is concerning as the placement of the road seems to be superfluous to creating the neighborhood. It will prevent any buffer between our property and the visibility of the proposed neighborhood. If the goal is to make an additional entrance to the subdivision for EMS, that purpose seems defeated as there remains a severe bottleneck with only one exit where phase one and two meet.
 - Additionally, the location of the only two exits still depend on Pamela Dr, a poor road at best, for an exit and every single property will be coming and going directly in front of our property. We will also have the pleasure of having additional traffic coming and going past our property along the Eastwind Dr location. So much for a quiet, peaceful country life.
 - Will there be sidewalks installed for pedestrian use? Where will families and children be able to safely walk on all these small, shoulderless, one lane roads with an additional 50-150 vehicles using them?
 - Will there be added bus routes and traffic in the neighborhood now?
 - Will there be additional streetlight placed for safety? If so, that, combined with the lights of the new homes, creates a light pollution problem for our property.
- General Concerns
 - What is the timeframe for this proposal? Heavy equipment is currently working 7 days a week. While this is understandable and necessary for development, how long will we be living in a construction zone? 2 years? 5 years? 10 years?

- What is the plan if homes do not sell? While we have not yet fully felt any negative impact from the failing economy in the real estate world, that impact is coming. Will these homes simply be built and then sit vacant?
- Has the Army Corps of engineers been out to inspect the wetlands yet? Heavy equipment is hard at work while that is waiting to be done and habitats are being lost.

We are not against responsible development and never thought or expected that this property would go undeveloped, but the lack of regard for the environment and current infrastructure this proposal shows is what leads us to object to it as it currently stands. All of the problems with this subdivision can be traced back to the sheer density of the proposal in an area that can not safely support it. This proposal seems ill-conceived at best and devoid of conscience at worst. Were the proposal to include larger lots that fit in with the surrounding community and environment you would find far less resistance. Please consider the effect and precedent it would set on the standard of living in the Fishhook community before approving it as is.

Thank you for your time,

Corey and Stephanie Haase

4165 E Pamela Dr

907-357-6570