

HANDOUTS

MATANUSKA-SUSITNA BOROUGH

PLATTING DIVISION

350 EAST DAHLIA AVENUE
PALMER, ALASKA 99645

RECEIVED

SEP 04 2026

PLATTING

58584000T00A 35
SHELUGA RONALD B
PO BOX 879445
WASILLA, AK 99687-9445

NOTIFICATION OF PUBLIC HEARING

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

PETITIONER/OWNER: HAZEL DEVELOPMENT, LLC

REQUEST: The request is to create 18 lots from Tract B, Polaris View, plat # 2024-153, to be known as **LOYAL HILL**, containing 20.00 acres +/- . The property is located directly west of West Cormorant Way, south of West Hollywood Road, and north of West Sunset Avenue (Tax ID #8584000T00B); within the SW ¼ Section 29, Township 17 North, Range 02 West, Seward Meridian, Alaska. In the Knik-Fairview Community Council and in Assembly District #5.

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 **September 17, 2026**, 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 Avenue, Palmer, Alaska 99645 or e-mail: platting@matsugov.us. Comments received from the public after the platting packet has been written will be given to the Platting Board in a "Hand-Out" the day of the meeting. **All public comments are due one (1) day prior, by 12:00 p.m.** To request additional information please contact the Platting Technician, **Cayman Reynolds** at (907) 861-7872. To view the agenda or meeting packet please go to the following link: www.matsugov.us/boards/platting.

☒ No Objection ☐ Objection ☐ Concern

Name: _____ Address: _____

Comments: _____

Case # 2026-078 CR

Note: Vicinity map Located on Rev

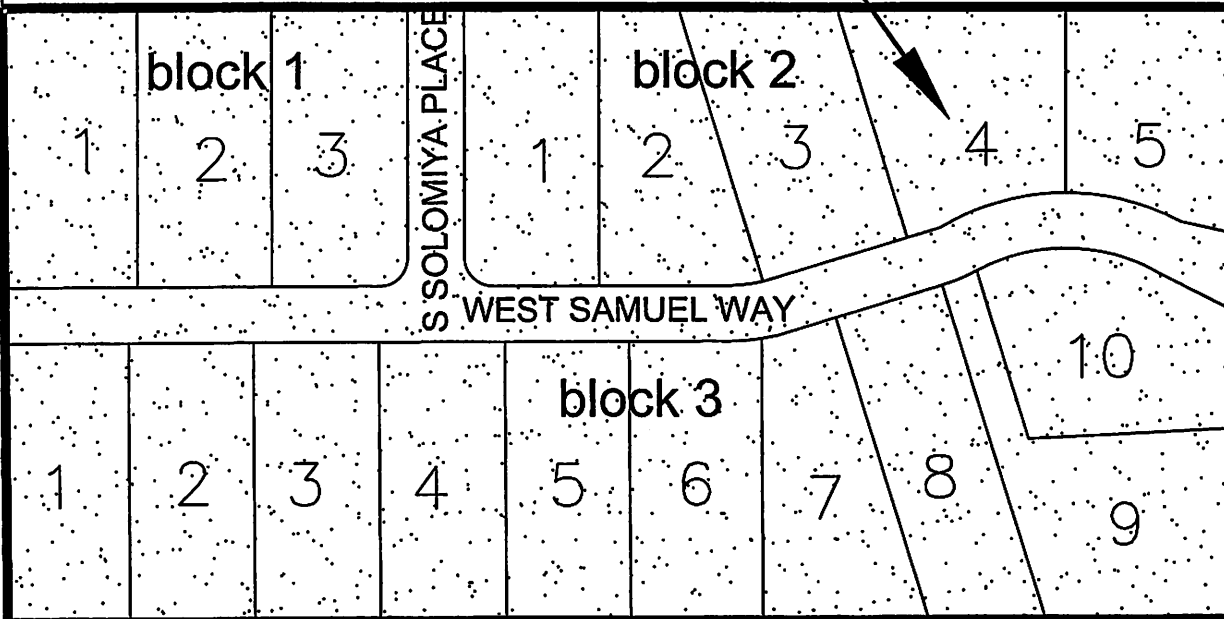
HANDOUT # 1

Loyal Hill

CASE # 2026-078

MEETING DATE: SEPTEMBER 17, 2026

**SUBJECT
PROPERTY**



TR A

VICINITY MAP

FOR PROPOSED LOYAL HILL SUBDIVISION
LOCATED WITHIN
SECTION 29, T17N, R02W, SEWARD MERIDIAN
ALASKA

H015 MAP

18

19

20

21

10

9

1

10

W PH

6

W SUNSET AVE

A3

HANDOUT # 2

Loyal Hill

CASE # 2026-078

MEETING DATE: SEPTEMBER 17

Date: September 10, 2026

To: Matanuska-Susitna Borough Platting Board

Attn: Platting Officer

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

via Email: platting@matsugov.us

SUBJECT: FORMAL OBJECTION & NOTICE OF DEFECTIVE PUBLIC NOTICE

CASE NUMBER: Case # 2026-078 CR

TAX ID: #8584000T00B | LEGAL DESCRIPTION: Tract B Polaris View Plat #2024-153

LOCATION: Directly west of West Cormorant Way, south of West Hollywood Road, and north of West Sunset Avenue; within the SW 1/4 Section 29, Township 17 North, Range 02 West, Seward Meridian, Alaska

JURISDICTION: Knik-Fairview Community Council | Assembly District #5

To the Members of the Mat-Su Borough Platting Board,

As a property owner and resident directly impacted by development along the Cormorant Way and Sunset Avenue corridor, I am writing to register my formal objection to the proposed preliminary plat under Case # 2026-078 CR seeking to subdivide Tract B Polaris View (Plat #2024-153, Tax ID #8584000T00B; 20-acre tract) into an 18-lot residential subdivision.

EXECUTIVE SUMMARY OF OBJECTIONS

Because Platting Board packets are extensive, I have provided this brief summary of the severe liabilities and Title 43 violations present in this application. A comprehensive, itemized breakdown follows.

- **Procedural Violation (Defective Notice):** Multiple immediate neighbors within the statutory 1,200-foot radius never received formal mailed notice. The hearing must be tabled until lawful notification is executed.
- **Stormwater & Flooding Hazards:** No net-zero runoff plan exists. Clearing 20 acres of native forest will flood neighboring tracts, worsen winter culvert glaciation, and increase volumetric runoff into high water tables.
- **Traffic, Winter Darkness & Snow Removal Failures:** 180 new daily trips will enter narrow roads on blind, icy hills during Alaska's 6 months of winter darkness. The plat lacks designated snow storage, and current Borough contracted road plowing is already severely delayed.
- **School Bus & Transportation Liability:** Buses (including charter and Special Education) must park on blind corners 3–6 times daily without safe turnarounds or a viable exit route (Sunset addition is an impassable single-lane dirt road).

- **Emergency Egress Trap & Fuel Delivery:** The single-egress neighborhood lacks a secondary exit (requiring Borough acquisition of the Eider ROW). Transporting bulk fuel tanks via heavy trucks on icy slopes creates an avoidable disaster.
- **Community Compatibility, Mail & Noise Disruption:** Local mail cluster boxes are at maximum capacity, schools are overcrowded from consolidations, and multi-year construction noise violates MSB 8.52.
- **Wildlife Corridor Destruction:** Clearcutting severs established migratory corridors for moose, black bear, ptarmigan, and sandhill cranes, driving large wildlife into active yards and bus stops.

PRELIMINARY PROCEDURAL VIOLATION: Defective Public Notice (MSB Title 43)

Before addressing the severe physical hazards of this application, I must formally notify the Board that the public notification process for Case # 2026-078 CR is legally defective. Under MSB Title 43, the Borough is strictly mandated to mail formal written notice of this preliminary plat public hearing to all property owners within a 1,200-foot radius of the subdivision boundaries.

Multiple immediate neighbors directly within this statutory boundary have confirmed they never received a formal mailed notice from the Borough and only became aware of this impending hearing because local residents intervened to spread the word. Because the Borough has failed to satisfy its legal obligation to properly notify the affected public, I request that the Platting Board immediately table this application and reset the public comment clock once verified, lawful notification has been executed.

Should the Board choose to proceed, this 18-lot high-density proposal completely fails to meet Borough standards on five primary fronts: Storm Drainage (MSB 43.20.130), Safe Access and Traffic Geometry (MSB 43.20.120 / MSB 43.20.140), Fire & Utility Delivery Hazards, Public Infrastructure Capacity, and Mail Delivery Safety.

1. Significant Flooding and Stormwater Runoff Hazards (MSB 43.20.130)

The Knik-Fairview area suffers from notoriously complex drainage, high water tables, and severe spring break-up flooding. Splitting 20 acres of native forest into 18 residential lots requires extensive clearing of natural vegetation, topsoil removal, and the introduction of massive impervious surfaces (18 roofs, 18 driveways, and a brand-new internal access road).

- **Culvert Glaciation Trap:** Cormorant Way and Sunset Avenue already experience significant drainage restrictions due to winter and spring culvert icing (glaciation). Adding thousands of gallons of new runoff to this fragile system during sudden mid-winter thaws or rapid spring melts will trigger severe localized flooding.
- **Failure to Maintain Net-Zero Peak Runoff Rate:** The elimination of the natural forest "sponge" will drastically accelerate sheet-flow runoff. The developer's preliminary layout fails to demonstrate a net-zero increase in peak runoff rates. Because down-gradient properties and local roadside ditches are already at

maximum capacity, any failure to capture 100% of this new stormwater surge on-site will directly flood neighboring tracts.

- **Septic Density Risks:** Introducing 18 individual, high-density on-site septic systems into a 20-acre tract threatens the local water table.

Figure 20: Proposed tract of land

Figure 21: Not their land and the valley that belongs to me that will flood from their subdivision

Figure 22: Supposed walkway but none exists

Figure 30 Winter snow on Cormorant Way

Figure 32 Winter conditions on Cormorant

Figure 36 Winter view from just south of the proposed new road

Legal Notice & Administrative Appeal Remedies:

Please be advised that if this preliminary plat is approved without strict enforcement of a net-zero peak runoff standard, and subsequent development causes stormwater flooding, glaciation, or erosion on my property, I will immediately pursue all available civil remedies against the developer. This includes seeking immediate injunctive relief and full financial compensation for property damage and loss of value.

Should the Platting Board approve this preliminary plat without requiring a verifiable net-zero stormwater plan, I intend to formally appeal this decision through the Matanuska-Susitna Borough Board of Adjustment and Appeals and, if necessary, seek judicial review in the Superior Court to enforce the protections of MSB Title 43.

Administrative Remedy Requested: Pursuant to MSB Title 43, I request that the Platting Board require the developer to submit a comprehensive Phase II Hydrology and Drainage Plan utilizing modern 100-year storm models. Furthermore, the Board must mandate individual, multi-point soil percolation tests for all 18 lots during the wet spring break-up season before any preliminary plat approval is granted.

2. Unacceptable Traffic Congestion, Winter Hazards, and Geometric Safety Hazards (MSB 43.20.120 & MSB 43.20.140)

According to standard traffic engineering metrics, a single-family home generates roughly 10 vehicle trips per day. Subdividing this tract into 18 lots will inject an estimated 180 new daily vehicle trips directly onto Cormorant Way, filtering onto Sunset Avenue, and feeding into the already heavily congested and failing Knik-Goose Bay Road (KGB Road) corridor.

Impact of Alaska's Six Months of Darkness and Ice:

Alaska's winter climate brings six months of extreme darkness, severe road icing, and heavily compromised friction. Forcing 180 additional vehicles daily to descend or ascend steep, icy grades and navigate blind corners in pitch darkness dramatically increases the probability of serious collisions.

Figure 1: Heading out of the "subdivision" at 5:30 am on 9/15/2026 with high beams on

Figure 2: Look towards the right coming out of proposed new road site at 5:30 am on 9/15/2026

Figure 3: Look towards the right of new proposed road site with flash on at 5:30 am on 9/15/2026

Figure 4: Look towards the left coming out of proposed new road site at 5:30 am on 9/15/2026

Figure 5: Look towards the left of new proposed road site with flash on at 5:30 am on 9/15/2026

Unremedied Geometric & Winter Safety Risks:

The topography of Cormorant Way includes sharp blind curves and rolling slopes. The sharp "S" curve and 90-degree corners that exist at the end of Sunset and on Cormorant are frequent accident spots during winter. These spots claim vehicles every single year, with an emergency ambulance being one of the most recent victims. Introducing a high-volume subdivision road that exits directly onto a blind hill to the left and a narrow, near-90-degree corner to the right creates a high-probability collision zone.

Figure 18: "S" curve that takes out numerous cars each year including an ambulance

Figure 17: Sunset has so many complaints about road safety, we got our own speedometer

Figure 27: Recent community complaints regarding Sunset traffic

Figure 29: Accident cut off access to Sunset

Figure 11: Traffic accident on Sunset due to icy roads and a moose (the moose lived)

Figure 34: Traffic accident on Sunset caused by inattention and winter weather

Figure 35: Traffic accident on Sunset caused by inattention and winter weather

Unresolved Snow Removal Responsibility & Lack of Snow Storage:

The application leaves critical questions unanswered regarding the two proposed internal streets. Will these be private roads or transferred to the Borough after lots are sold? If the Borough assumes maintenance, residents face an immediate service breakdown: our community already suffers under the current contracted snow removal company, requiring constant phone calls and days of waiting just to get existing roads plowed. Furthermore, the plat fails to designate where accumulated snow will be stored or off-loaded. Plowing snow into roadside ditches will block drainage and worsen spring flooding; leaving it on roadways will narrow internal streets to impassable single lanes.

Severe Lack of Pedestrian Infrastructure:

Cormorant Way is a narrow road that entirely lacks sidewalks, multi-use paths, or wide shoulders. Local children must walk along the edge of the active pavement to reach school bus stops. Additionally, the Cormorant circle—affectionately known by residents as "the loop"—is just under a mile of perfect terrain utilized daily by local families for dog walking, family strolls, and teaching children to ride bikes. Forcing 180 additional peak-hour commuter trips onto this active recreational corridor creates an immediate, severe pedestrian safety crisis.

Figure 6: Neighbors enjoying the sun on a brief walk

Figure 7: Neighbor on four wheeler walking his dog around the loop

Figure 8: A family enjoying the sun on a brief walk

Figure 9: Neighbors enjoying the sun on one of her several daily walks with her pups

Gridlock at Sunset / KGB Road Intersection:

The Sunset community has been calling for action since 2019 regarding speeding and infrastructure failures. Residents are already forced to sit at the Sunset stop sign for upwards of 10 minutes during peak hours due to dense prison and school commuter traffic on KGB Road. Adding more vehicles to this failing, un-signalized intersection is completely untenable.

Figure 19: Mild traffic congestion on Sunset waiting to turn onto KGB

Figure 11: Continuous line of traffic from Vine Road until close to Clapp Road on a random Thursday at 4:30 pm

Figure 12: Continuous line of traffic from Vine Road until close to Clapp Road on a random Thursday at 4:30 pm continued

Figure 13: Continuous line of traffic from Vine Road until close to Clapp Road on a random Thursday at 4:30 pm continued

Figure 14: Continuous line of traffic from Vine Road until close to Clapp Road on a random Thursday at 4:30 pm continued

Figure 15: Continuous line of traffic from Vine Road until close to Clapp Road on a random Thursday at 4:30 pm continued

Cumulative Traffic Impact Constraints:

The developer's preliminary application evaluates this subdivision in complete isolation. Under MSB 43.20.120, the Board must look at cumulative infrastructure strain. The rapid, unmitigated growth along the Knik-Fairview corridor means the local feeder network has already reached its structural limit; this project represents a breaking point.

Choking a Designated State Safety Corridor:

The Sunset Avenue feeder network empties directly onto Knik-Goose Bay Road (KGB Road). According to certified Alaska DOT&PF data, KGB Road has an established baseline average of 50 documented traffic accidents per year. The corridor carries over 19,000 vehicles daily on an infrastructure built to safely handle only 12,000, resulting in a fatal crash rate nearly four times the national average. Because of these chronic casualties, the State designated KGB Road as a restricted Traffic Safety Corridor. Feeding an additional 180 daily vehicle trips from an 18-lot subdivision into a corridor that already witnesses nearly one major collision every week is a direct, severe hazard to public safety.

Figure 25: KGB improvement plan from Vine to Settler's Bay

Figure 26: KGB improvement plan from Vine to Settler's Bay

Figure 28: Yesterday on KGB. Vehicle passed 3 others to zip around

Figure 33: Yearly snow pile blocking visibility at the corner of Sunset and KGB

Absence of a Mandatory Secondary Emergency Exit:

Neighborhood safety has been severely jeopardized since 2019 when a rapid <1 acre fire highlighted our evacuation constraints. Residents have repeatedly requested that the Borough purchase the Eider roadway to reopen it as a secondary exit. Without two clear exits, the neighborhood is entirely trapped during natural disasters or major emergencies. Construction increasing local density must be halted until a secondary egress is established.

Figure 23: The way Eider looked like originally

Figure 24: The gap has a hill in place and is impassable

Wildfire Evacuation and Emergency Vehicle Turnarounds:

Beyond the neighborhood egress issue, the internal design of the proposed subdivision right-of-way fails to establish sufficient turnaround radius geometries. Under severe

winter glaciation conditions, large-axle emergency fire apparatus will be unable to safely maneuver or clear the area, turning the subdivision into a dangerous logistical bottleneck during a fire event.

Administrative Remedy Requested: I request that the Platting Board require a formal Traffic Impact Analysis (TIA) evaluating the cumulative intersection geometry at the proposed entrance and the Sunset/KGB intersection. Furthermore, the Borough should halt preliminary approval until it coordinates the acquisition of the Eider right-of-way to establish a critical second emergency exit and verifies internal turnaround clearances for emergency vehicles.

3. Public Safety, Emergency Access, and Bulk Fuel Infrastructure Hazards

The preliminary design relies on individual, on-site bulk fuel storage tanks (heating oil/propane) for all 18 residential structures. This configuration poses severe operational, structural, and public safety hazards:

- **Emergency Management and Fire Hazards:** Placing 18 large fuel infrastructure nodes across a dense 20-acre tract significantly elevates fire spread vectors, especially in a heavily forested zone. Runoff, high water tables, and localized flooding present serious shifting and structural stability risks for above-ground storage pads.
- **Winter Delivery and Traffic Safety Restrictions:** Sourcing heat via 18 individual fuel tanks requires continuous, heavy-axle fuel delivery trucks to navigate Cormorant Way throughout winter. Forcing heavy commercial fuel tankers to continuously idle, back up, and maneuver on steep, icy slopes in complete darkness creates an unmanageable hazard for local traffic and walking school children.

Administrative Remedy Requested: Pursuant to its authority to protect community safety under MSB Title 43, I request that the Platting Board table this application and require the developer to secure an infrastructure utility agreement with ENSTAR Natural Gas. Extending underground natural gas mainlines throughout the internal subdivision right-of-way will eliminate bulk fuel delivery safety hazards entirely.

4. Overburdened Public School Infrastructure and Severe Transportation Liability (MSB 43.05 & MSB 43.20.060)

Under MSB Title 43, subdivision approval must evaluate whether public infrastructure can absorb density spikes. Approving this plat forces extreme legal and operational liabilities onto the Mat-Su Borough School District and the Borough:

- **Bus Stop Loading Liability on Blind Corners:** Because Cormorant Way completely lacks pedestrian pathways or pull-outs, school buses—including district buses and a charter school bus—are forced to stop on active lanes and blind corners to load and unload children 3 to 6 times per day. The Borough accepts severe

liability by adding 180 daily vehicle trips around dark, zero-visibility bus loading zones.

- **Impossible Bus Routing and Special Education Access:** If buses are expected to route into the new subdivision, where will they exit? Exiting onto the Sunset addition is physically impossible, as it is a narrow, single-lane dirt road. Furthermore, the developer has failed to demonstrate how specialized, wide Special Education buses will safely navigate, turn around, or pick up students inside narrow, snow-packed internal roads.
- **Compounded Strain from Recent School Consolidations:** Local elementary schools are operating at maximum capacity due to the recent, highly disruptive process of absorbing student populations from consolidated elementary schools. Forcing a sudden influx of residential density into this catchment zone severely compromises classroom sizes and strains school district resources.

Figure 10: School bus near new proposed road site

Destruction of Buffer Zones and Property Values (MSB 43.20.060): The complete elimination of 20 acres of native timber down to a zero-lot-line layout permanently strips away natural sound and visual barriers. This degradation of the established rural residential character along Cormorant Way will cause immediate, severe depreciation of surrounding property values.

5. Inadequate Mail Infrastructure and Property Crime Hazards (MSB 43.20.120)

- **Complete Lack of Local Cluster Box (CBU) Capacity:** The existing cluster mailboxes located at the end of Sunset Avenue are entirely at maximum capacity and cannot absorb 18 additional households. Area residents are already routinely forced to secure independent P.O. Boxes because local infrastructure cannot support current numbers.
- **Severe Vulnerability to Property Crime:** The current local cluster box layout is structurally unsecure, unlit, and subject to frequent property theft and break-ins. Forcing an expansion of this unsecure infrastructure—or creating a new cluster pull-out site along a narrow road like Cormorant Way—creates a prime target for property crime while introducing continuous traffic obstruction hazards from idling mail vehicles.

Administrative Remedy Requested: I request the Platting Board table this application and require the developer to submit a formal USPS Mail Delivery Plan. This plan must verify where secure, well-lit, off-road CBU infrastructure will be built entirely on-site, ensuring it does not obstruct traffic or compromise neighbor mail security.

6. Unmitigated Construction Noise Pollution and Ambient Health Disruption (MSB 43.20.060 & MSB 8.52)

- **Low-Frequency Structural Vibrations and Nuisance:** Heavy multi-ton diesel earth-movers, commercial clearing equipment, and continuous backup safety alarms

generate massive acoustic spikes and low-frequency vibrations. Under MSB 8.52, these constitute a substantial public nuisance threatening the peace, health, and welfare of surrounding property owners.

- **Irreparable Disruption to Neighborhood Harmony: Granting unmonitored development permits will inflict a multi-year construction window that causes severe mental health strain, sleep disruption, and immediate economic degradation to surrounding home values.**

Administrative Remedy Requested: Pursuant to MSB 43.20.060 neighborhood compatibility provisions, I request the Platting Board condition any prospective approval on a strict Construction Noise Mitigation Plan legally mandating: (1) Absolute prohibition of all construction and heavy machinery operations from 6:00 PM to 8:00 AM on weekdays, and a total ban on Sundays; (2) The erection of temporary acoustic dampening walls or specialized physical noise barriers along active perimeter boundaries; and (3) Decibel level monitoring conducted directly behind complainants' property lines by Code Compliance officers.

7. Latent Structural Component Claims to Ensure Public Safety

To ensure complete compliance with MSB Title 43, the Platting Board must address three latent structural components before rendering a decision:

- **Pre-Condemnation Right-of-Way Acquisition: As noted in Section 2, the absence of a secondary exit leaves the neighborhood in grave danger of being trapped during natural disasters. The Borough must formally initiate right-of-way acquisition protocols for the Eider roadway to establish a secondary emergency exit prior to approving any plat layout changes that increase human density in this single-egress zone.**
- **Geotechnical Frost-Heave and Soil Inversion Analysis: Because the Knik-Fairview area features a high water table and complex sub-surface soil matrices, clear-cutting 20 acres will alter groundwater flow. The developer must submit a professional geotechnical report verifying that deep-hole excavation will not cause sub-grade soil inversion or severe frost-heave damage to existing adjacent residential foundations or public roadway surfaces during spring break-up cycles.**
- **Post-Development Stormwater Runoff Volume Jump: While the developer may attempt to mitigate the peak rate of water flow using temporary detention basins, they have entirely failed to account for the latent increase in total volumetric discharge. Replacing 20 acres of native, absorbent topsoil with compacted gravel and asphalt means millions of gallons of water that used to be absorbed by the earth will now have nowhere to go. This massive volume shift will permanently raise the local water table, overwhelming adjacent residential drainage systems and causing long-term basement and foundation flooding for existing homeowners.**

8. Environmental Impact: Disruption of Pre-Established Wildlife Corridors

Tract B Polaris View (Tax ID #8584000T00B) serves as a pre-established, vital habitat and migratory corridor for local wildlife within the Knik-Fairview area.

- **Destruction of Natural Ecosystems:** This 20-acre parcel is heavily used by established local populations of moose, black bears, ptarmigan, and sandhill cranes.
- **Heightened Human-Wildlife Conflict:** Clearcutting 20 acres of dense forest will permanently sever these wildlife corridors. Displacing and disorienting large species—specifically moose and black bears—will force them directly into surrounding yards, narrow roadways, and active school bus stops, drastically increasing the danger of animal attacks and vehicle-moose collisions in a high-pedestrian neighborhood.

Figure 16: Mom and baby moose visit Sunset on 9/12/2026

CONCLUSION & DEMAND FOR ACTION

This proposed 18-lot subdivision under Case # 2026-078 CR is not a routine density adjustment; it represents an unacceptable physical hazard to the safety, structural integrity, and public infrastructure of the Cormorant Way and Sunset Avenue corridor in Assembly District #5.

The developer and this application fail on fundamental statutory and practical levels:

- **Failing to execute mandatory, lawful public notice under MSB Title 43 to adjacent neighbors.**
- **Failing to demonstrate a net-zero stormwater runoff plan in a known flooding and glaciation zone.**
- **Ignoring the hazardous realities of Alaska's six months of darkness, steep blind curves, and icy roads.**
- **Providing no plan for snow storage or off-loading, while adding roads to an already failing Borough plowing route.**
- **Imposing severe legal liability on the Borough and School District by forcing school buses (including charter and Special Education buses) onto dark, blind corners without safe egress options.**
- **Trapping a high-density neighborhood without a secondary emergency exit (Eider Road).**
- **Severing established wildlife corridors and driving moose and bears into active residential streets and bus stops.**

Because Case # 2026-078 CR fundamentally violates multiple provisions of MSB Title 43 and creates severe municipal liability, I formally urge the Mat-Su Borough Platting Board to DENY this preliminary plat.

Alternatively, the Board must TABLE the application until lawful public notice is verified, a Phase II Hydrology Plan is completed, the Eider right-of-way is acquired for emergency egress, a USPS Mail Plan is approved, and all traffic and bus loading hazards are fully resolved.

Thank you for your time and your commitment to protecting the safety and infrastructure of our community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joseph Whitefeather", with a long, sweeping horizontal line extending to the right.

Printed Name: Joseph Whitefeather

Physical Address: 8997 Cormorant Way

Mailing Address: PO Box 877542, Wasilla, AK 99687

Phone Number: 907-841-3462

Email: armygirl691@gmail.com



Figure 1 Heading out of the "subdivision" at 5:30 am on 9/15/2026 with high beams on

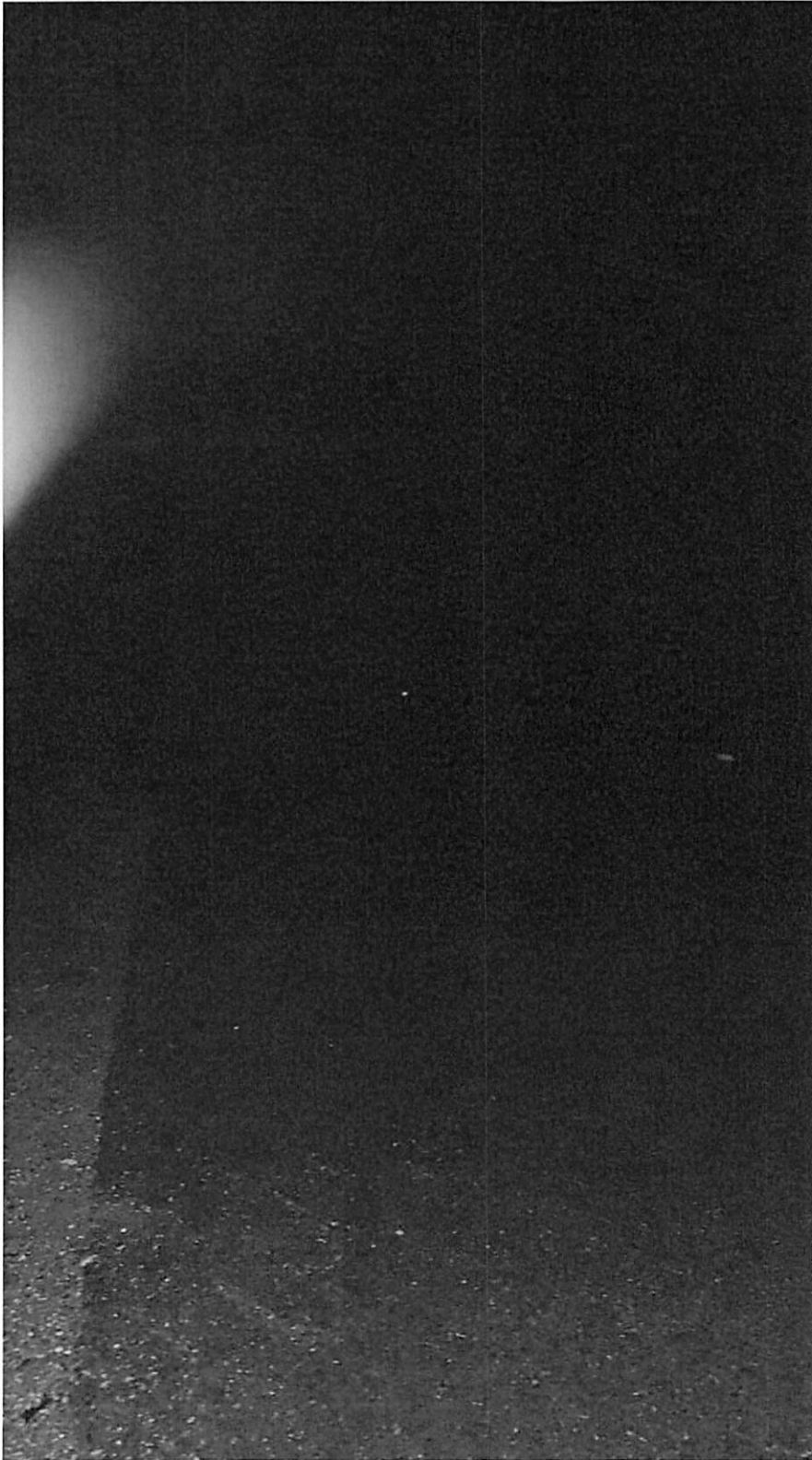


Figure 2 Look towards the right coming out of proposed new road site at 5:30 am on 9/15/2026

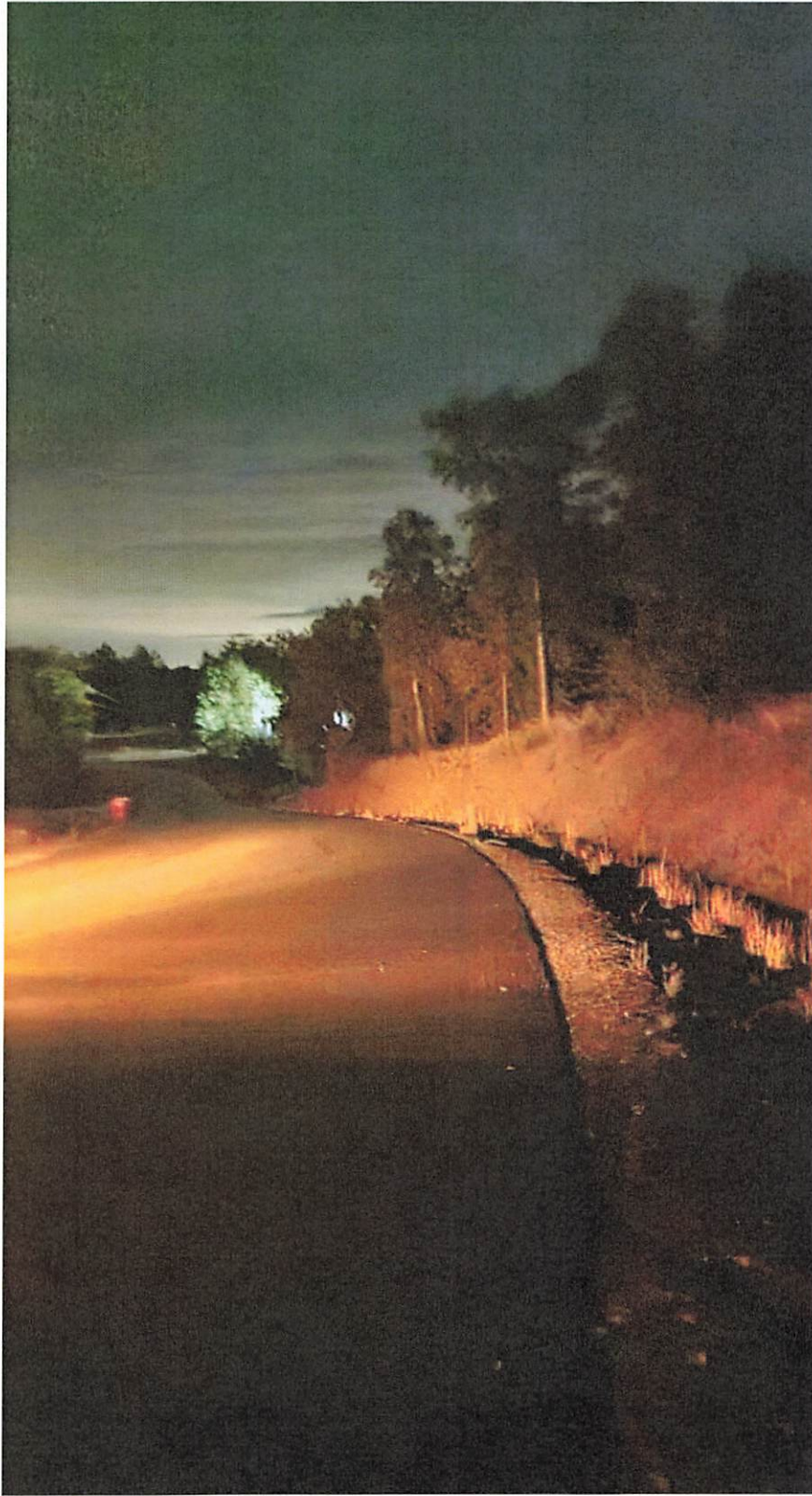


Figure 3 Look towards the right of new proposed road site with flash on at 5:30 am on 9/15/2026



Figure 4 Look towards the left coming out of proposed new road site at 5:30 am on 9/15/2026

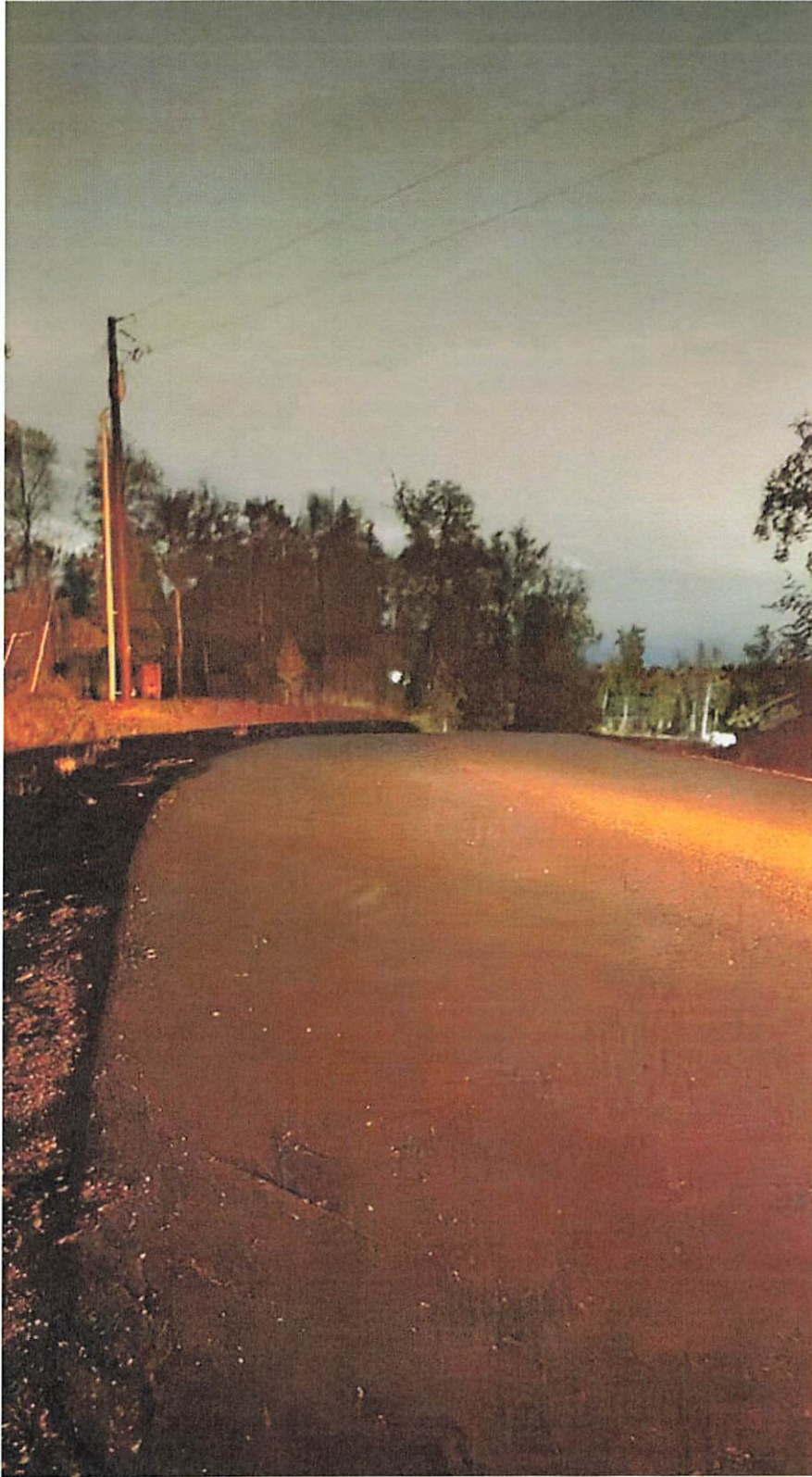


Figure 5 Look towards the left of new proposed road site with flash on at 5:30 am on 9/15/2026



Figure 6 Neighbors enjoying the sun on a brief walk



Figure 7 Neighbor on four wheeler walking his dog around the loop

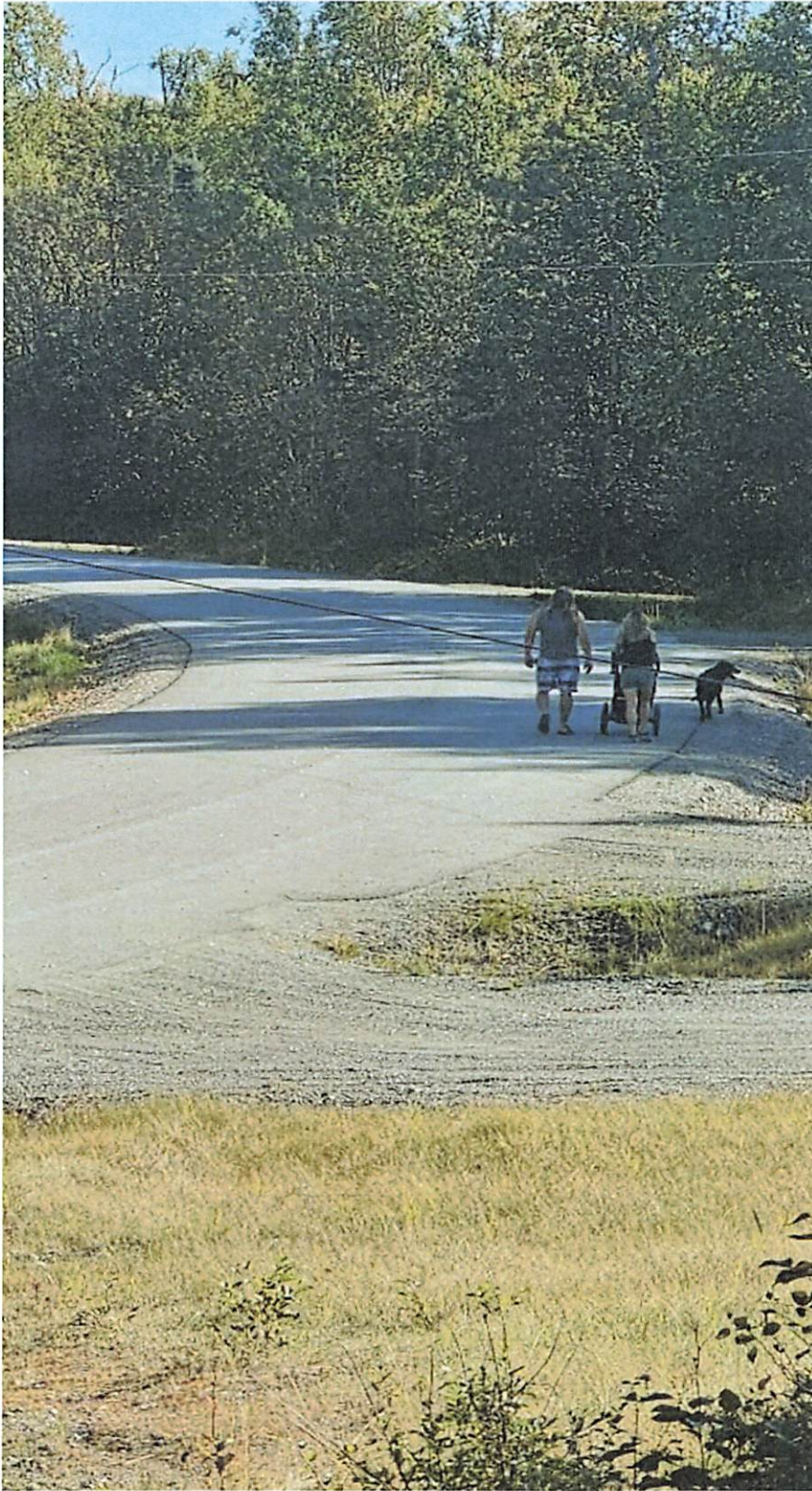


Figure 8 A family enjoying the sun on a brief walk

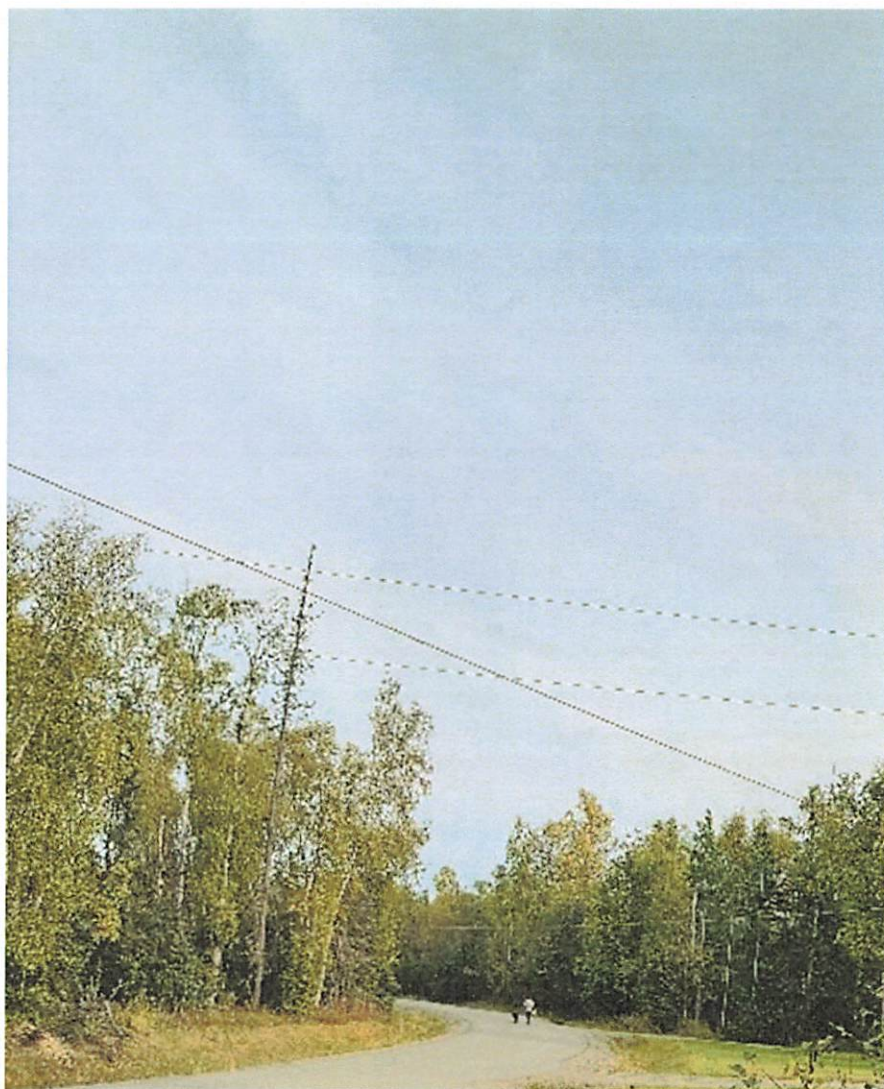


Figure 9 Neighbors enjoying the sun on one of her several daily walks with her pups



Figure 10 School bus near new proposed road site



Figure 11 Continuous line of traffic from Vine road until close to Clapp road on a random Thursday at 4:30 pm



Figure 12 Continuous line of traffic from Vine road until close to Clapp road on a random Thursday at 4:30 pm continued



Figure 13 Continuous line of traffic from Vine road until close to Clapp road on a random Thursday at 4:30 pm continued



Figure 14 Continuous line of traffic from Vine road until close to Clapp road on a random Thursday at 4:30 pm continued



Figure 15 Continuous line of traffic from Vine road until close to Clapp road on a random Thursday at 4:30 pm continued

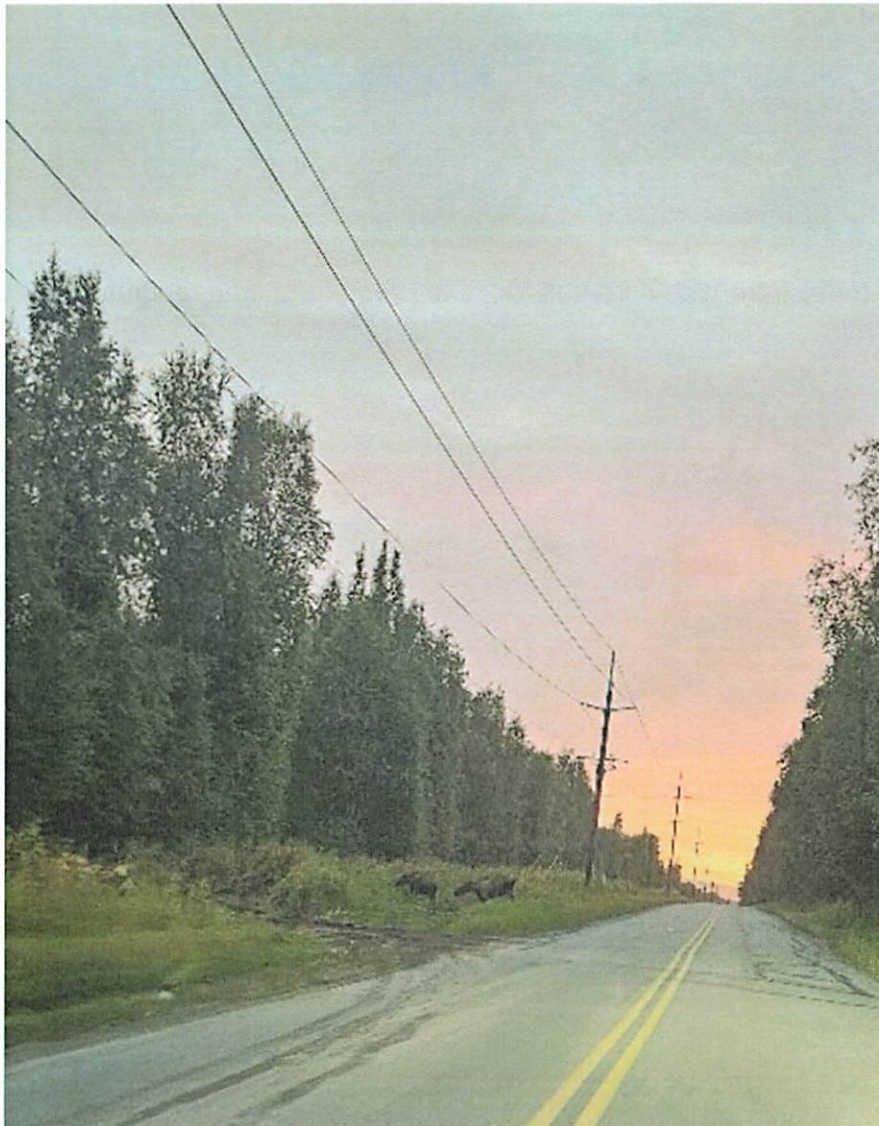


Figure 16 Mom and baby moose visit Sunset on 9/12/2026



Figure 17 Sunset has so many complaints about road safety, we got our own speedometer



Figure 18 "S" curve that takes out numerous cars each year including an ambulance



Figure 19 Mild traffic congestion on Sunset waiting to turn onto KGB



Figure 20 Proposed tract of land



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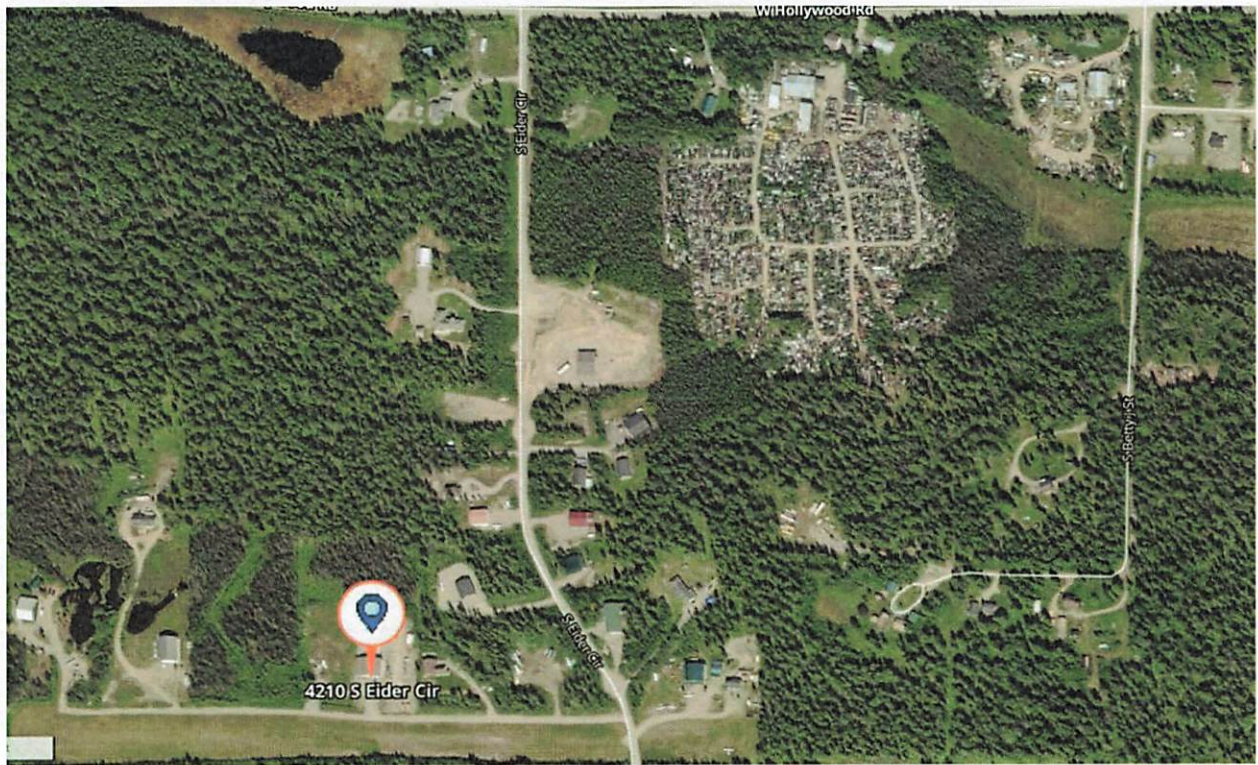


Figure 23 The way Eider looked like originally



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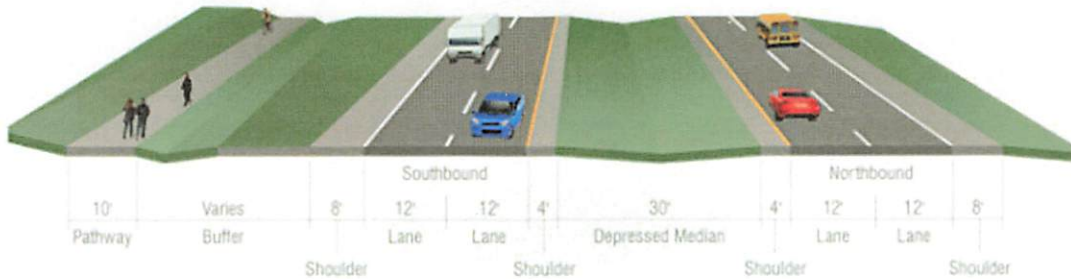


Project Update | February 2026

State Project No. Z524640000; Z517170000
Federal Project No. 0525016



Typical Section



PROJECT OVERVIEW

DOT&PF is developing two projects to reconstruct Knik-Goose Bay (KGB) Road between Centaur Avenue and Settlers Bay Drive. KGB Road has congestion, poor performance, and high collision rates. This effort will expand the corridor to a four-lane, divided roadway with a separated multi-use pathway on the north side that will allow KGB Road to function more efficiently with fewer delays, more capacity, reduced conflicts, and increased safety. Right-of-way will be cleared within the project limits.

DESIGN UPDATE

This is a high priority project for DOT&PF. Design for Phase 2 (Fairview Loop to Settlers Bay Drive) is anticipated to be completed in early 2027.

RIGHT-OF-WAY

DOT&PF Right-of-Way staff continue to work closely with property owners. Phase 2 appraisals and acquisitions have begun and staff have started contacting property owners.

UTILITY COORDINATION

Due to the significant amount of utility relocation required in the corridor, DOT&PF is working closely with representatives from GCI, MTA, MEA, and ENSTAR, on utility relocation designs.

PROJECT CONTACTS:

Aaron Hunting, P.E.
DOT&PF Project Manager
(907) 269-0546
aaron.hunting@alaska.gov

Jovie Garcia
DOWL Public Involvement
(907) 562-2000
jgarcia@dowl.com
knikgoosebay@dowl.com

For more information and project updates:

www.knikgoosebay.com

Figure 25 KGB improvement plan from Vine to Settler's Bay

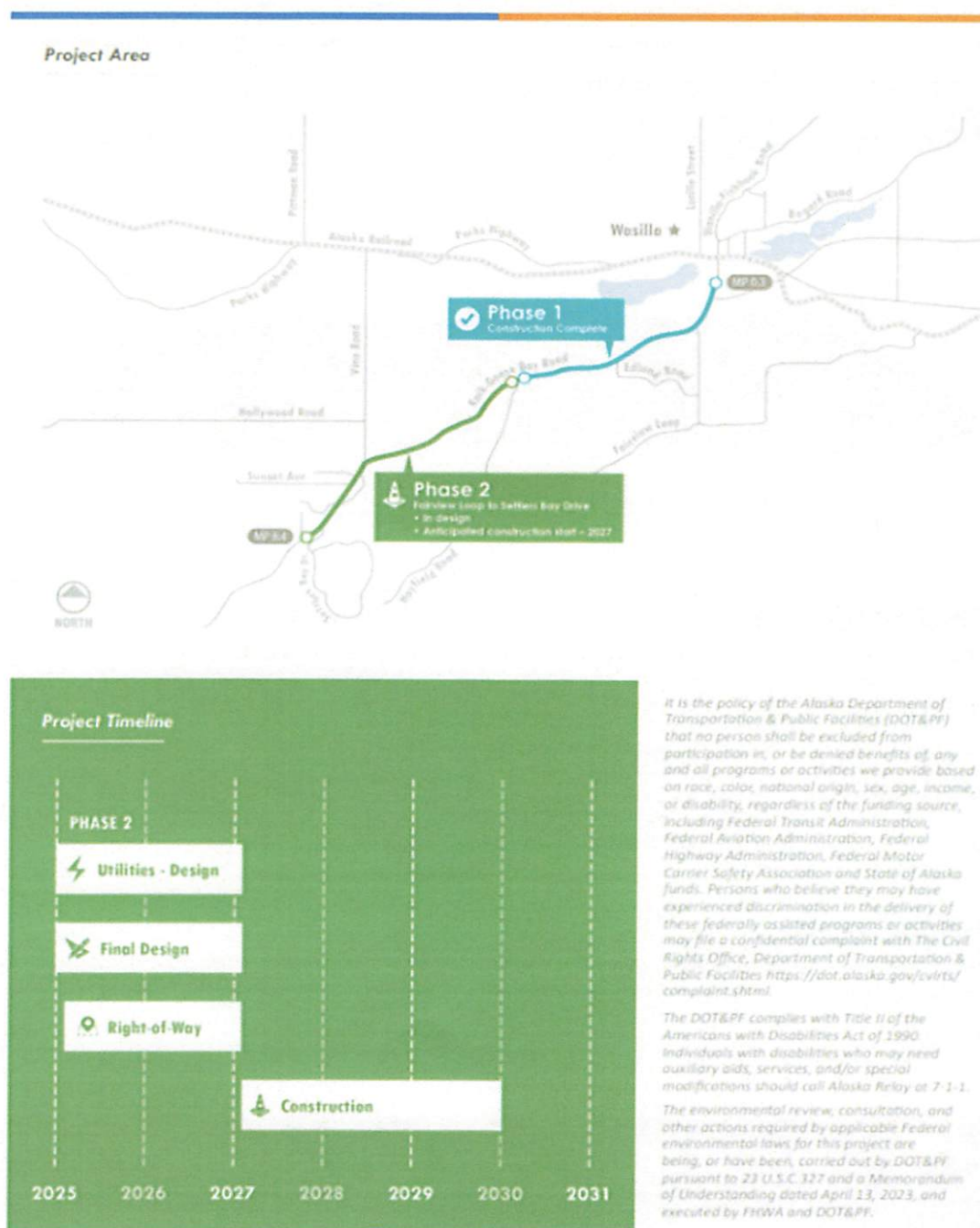


Figure 26 KGB improvement plan from Vine to Settler's Bay

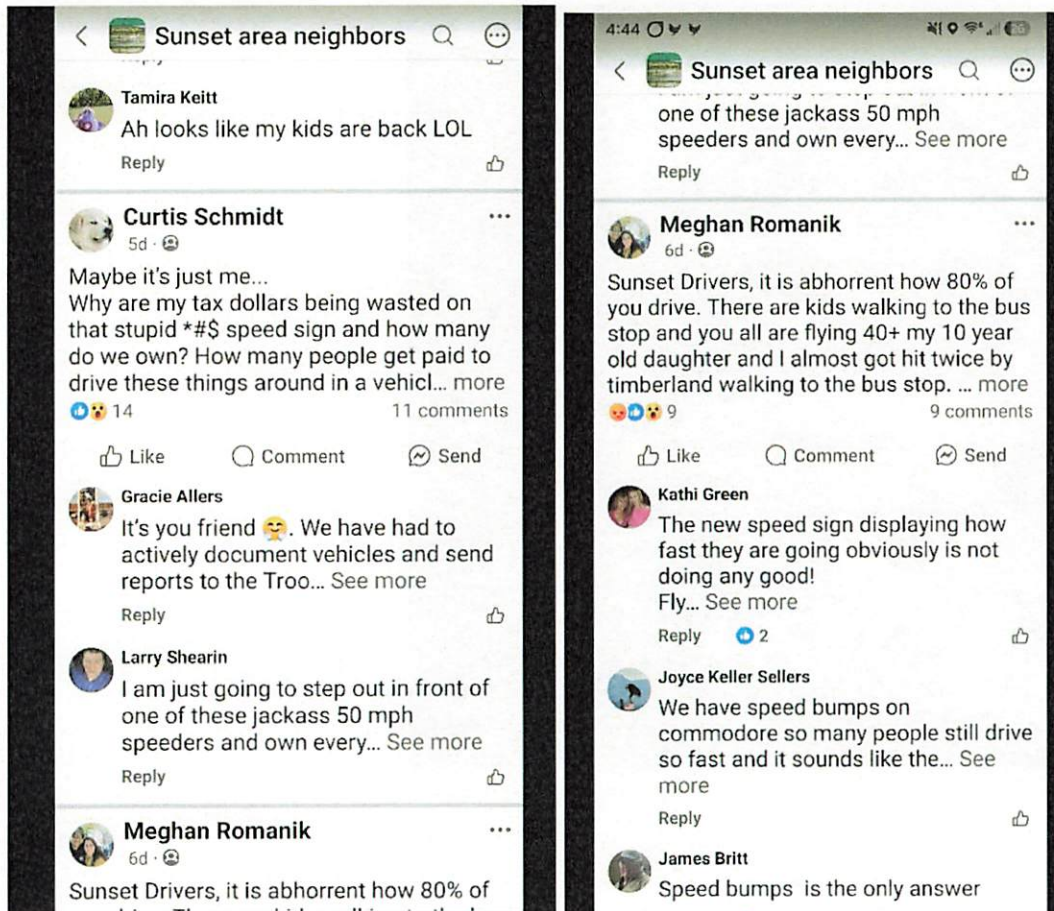


Figure 27 Recent community complaints regarding Sunset traffic

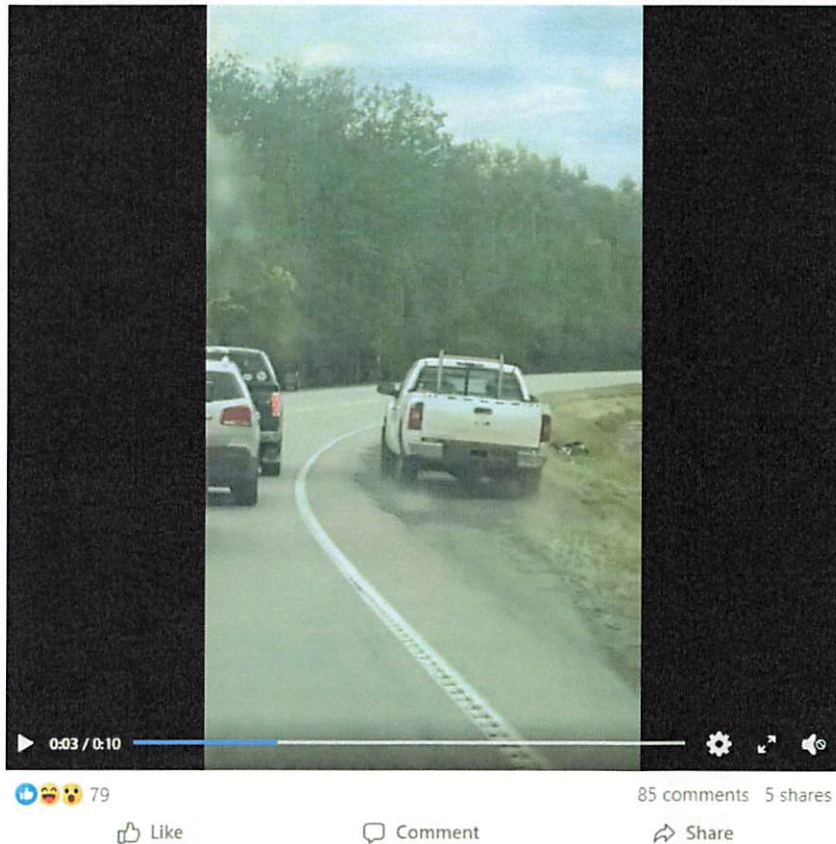


Figure 28 Yesterday on KGB. Vehicle passed 3 others to zip around

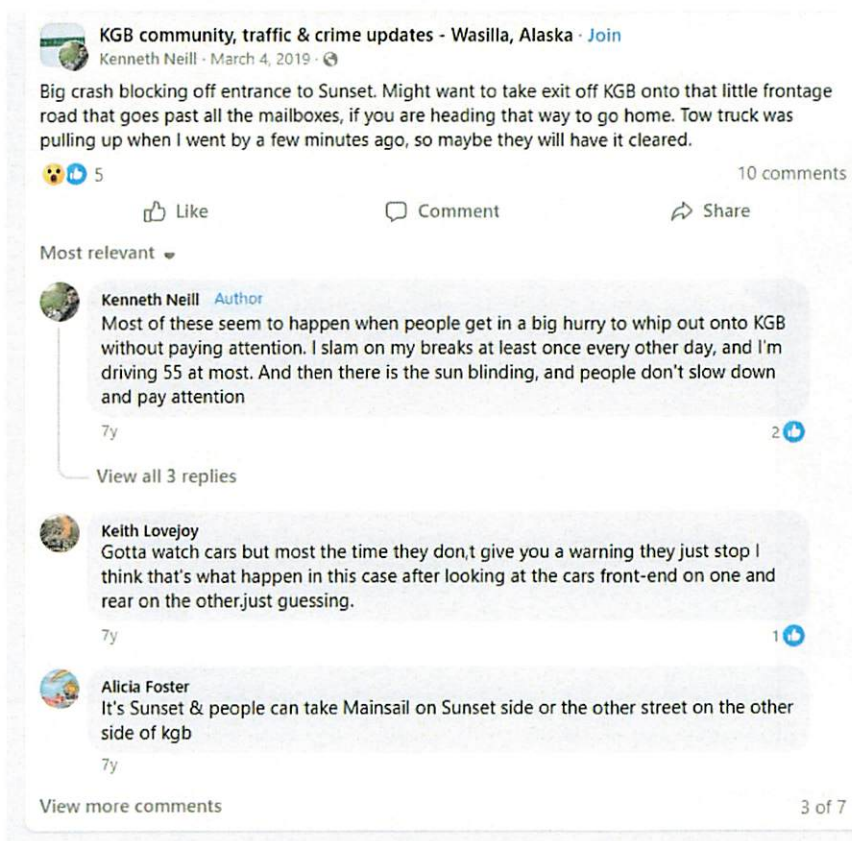


Figure 29 Accident cut off access to Sunset

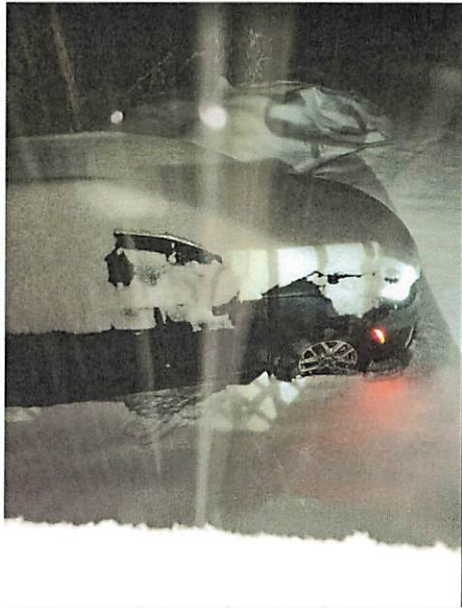


Figure 30 Winter snow on Cormorant Way



Figure 21 Traffic accident on Sunset due to icy roads and a moose (the moose lived)



Figure 32 Winter conditions on Cormorant



Figure 33 Yearly snow pile blocking visibility at the corner of Sunset and KGB



Figure 34 Traffic accident on Sunset caused by inattention and winter weather



Figure 35 Traffic accident on Sunset caused by inattention and winter weather

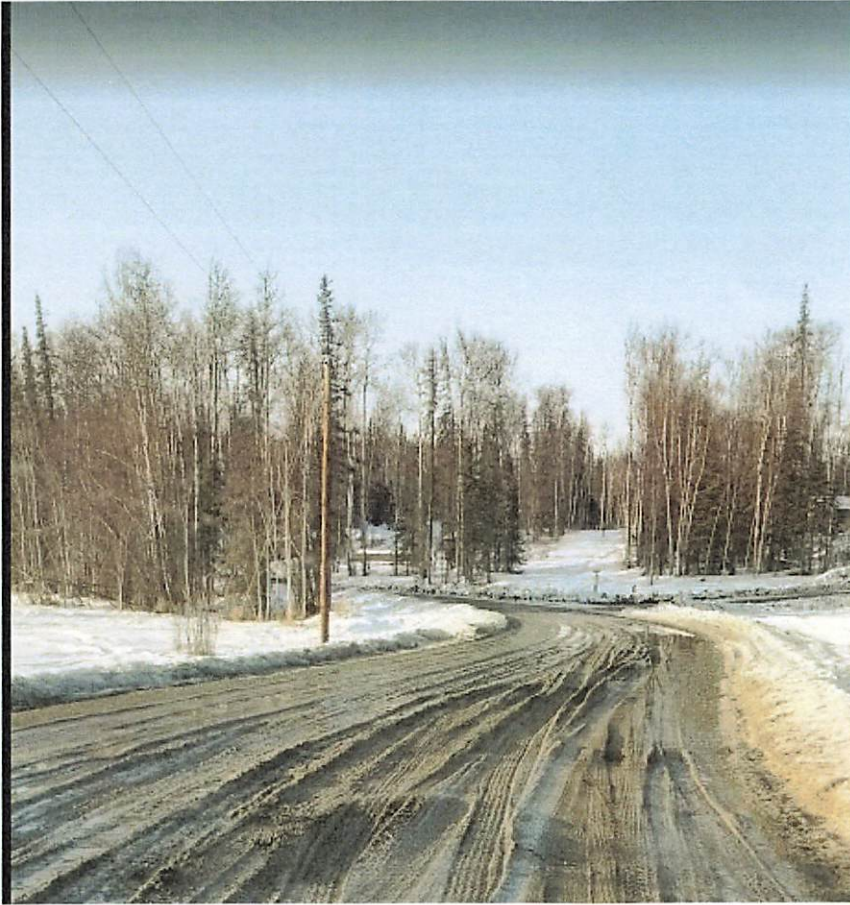


Figure 36 Winter view from just south of the proposed new road

RECOMMENDATIONS OF CONDITIONS OF APPROVAL

Suggested motion: I move to approve the preliminary plat of Loyal Hill, Section 29, Township 17 North, Range 02 West, Seward Meridian, Alaska, contingent on staff recommendations

1. Taxes and special assessments must be paid in full for the year of recording, pursuant to MSB 43.15.053(F) and AS 40.15.020. Pay taxes and special assessments (LIDs), by CERTIFIED FUNDS OR CASH.
2. Provide updated Certificate to Plat executed within seven (7) days of recording of plat and submit Beneficiary Affidavit for any holders of a beneficial interest.
3. Pay postage and advertising fees.
4. Construct West Samuel Way to residential standard according to the 2022 Subdivision Construction Manual (SCM):
 - a) Submit drainage report and other construction plans to Department of Public Works (DPW) per SCM F01.2;
 - b) Arrange preconstruction conference with DPW per SCM F01.3, sign Subdivision Construction Plan, pay inspection fee, and obtain Notice to Proceed from Platting staff;
 - c) Arrange Pre-Final and Final Inspections with DPW per SCM F01.6 and F01.7 and submit Final Report to Platting per F01.8;
 - d) Obtain Certificate of Construction Acceptance from DPW per F01.9.
 - e) Submit as-built of streets and drainage improvements to Platting staff once construction is complete.
 - f) Obtain approval of street names from Platting Assistant.
5. Upgrade Cormorant Road to residential collector standard per the 2022 subdivision construction manual, or construct an alternate access.
6. Provide an intersection sight distance evaluation at the intersection of Cormorant Way and Samuel Way.
7. Grant at least one 15' utility easement adjacent to the right-of-way, or grant utility easements per alternate utility plan and provide platting staff with proof of resolution of MTA easement request conflict.
8. Show all easements of record on final plat.
9. Submit recording fees, payable to Department of Natural Resources (DNR).
10. Submit plat in full compliance with Title 43.

