

# **PC Resolution 24-21**

**HANDOUT**

Dear Mat Su Borough Planning Commission:

South Knik River Community Council already has a Comprehensive Management Plan, it was adopted by the Mat Su Borough Assembly on June 17, 2014. In the South Knik River Comprehensive Management Plan, it addresses issues in regards to Tourism Aviation and local residents. Flight hours in the management plan are from 8am to 9pm. The Mat Su Borough Assembly also, adopted a Regional Aviation Systems Plan in 2007. In the South Knik River Comprehensive Plan, it mentions that flight patterns for Tourism Aviation, "All aviation activity should maintain at least a one-mile line of sight between the aircraft and residential homes." You may find the information on Tourism Aviation on pages 45 and 46 in the South Knik River Comprehensive Plan. I'm attaching the aviation pages with my email. Current Comprehensive Plans need to be enforced, we do not need to pass Resolution 24-21 by giving authority to Community Councils to create management plans and special use districts. Under the Community Council Resolution it states, "Community Councils are not the arm of the Borough." Please vote no on resolution 24-21, to prevent abuse of power and to protect the public process. I've seen too many management plans abuse the public process. Only those who support the agenda in management plans are the ones who create management plans, while those who are negatively impacted by the management plans are left out in the planning process. Alaska Helicopter Tours would be grandfathered in; therefore, Resolution 24-21 wouldn't solve the issue. The Mat Su Borough should enforce existing management plans; instead, of creating more rules and regulation. Thank you for your prompt and courteous attention.

Sincerely yours,

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The Borough's Long Range Transportation Plan (LRTP) was updated in 2007. Borough roads in the South Knik River Community are identified in Chapter 4.4, Rural Area Road System. The LRTP says, in part:

<sup>11</sup> *"The road system outside the central area of the Borough is not included in the transportation modeling process. Population and employment in the rural areas are widely distributed and the road system is functioning well with a few exceptions. Rural road needs tend to be based on providing access to new neighborhoods and a second connection to larger developed areas for the sake of emergency access and convenience. During the development of comprehensive plans for the Mat-Su communities, local transportation needs are examined and projects and other improvements are recommended. The approved comprehensive plans plus those in the final stages of development and approval were reviewed for transportation related recommendations."*

The LRTP defers to local community comprehensive plans for recommendations outside of the core area.

#### **Recommendations:**

- **The community recommends construction of through streets and loops rather than dead ends on public streets.**
- **The community recommends the construction of adequately sized turnabouts on dead end streets, long driveways, and other areas that would otherwise trap a large emergency vehicle.**
- **Identify potential road improvement/construction projects through the Borough's Capital Improvement Program (CIP) process.**
- **Regularly nominate and update South Knik River's transportation projects and priorities.**
- **Encourage coordination of transportation planning efforts with the state, borough, and Tribal entities.**
- **Provide regularly for residents' input regarding road expenditures in the BRSA.**

#### **AVIATION**

Aviation activity within the South Knik River Community has increased significantly in last five years. This increase is directly related to tourism-oriented aviation. This increase in aviation traffic has created a series of negative externalities like noise and environmental disturbances that are effecting the rural charters of the community. The community feels it is appropriate and respectful for aviation activity within the South Knik River Community to maintain at least a one mile line of sight between the aircraft and residential homes. In addition, activity within the flight routes should also be limited to the hours between 8am and 9pm.

In 2007 the Matanuska-Susitna Borough Assembly adopted the Regional Aviation Systems Plan (RASP) which consisted of two components. The first component was to identify the current

<sup>11</sup> Matanuska Susitna Borough. (*Long Range Transportation Plan*). Palmer, AK. 200. [www.matsugov.us/cpd/docuemtns](http://www.matsugov.us/cpd/docuemtns). (June 3, 2014).

state of aviation in the Matanuska-Susitna Borough, how that might change over the next 20 years, and any actions that should be taken to ensure aviation can grow in a positive way for MSB citizens. Part of this component was to take an inventory of existing air strips, both registered and unregistered, within the Borough. The second component of the plan was to identify potential locations for additional public airports or airstrips in the Borough, including a public seaplane base for float planes. Within the RASP, the only registered airstrip identified near the South Knik River Community is the Butte Municipal Airstrip. FAA records show it is a private strip with public access. While not listed in the RASP or registered with FAA, local residents also identified a small number of private airstrips throughout the area. The <sup>12</sup>RASP also identifies the potential future need for an advisory route over the Knik Glacier:

**Advisory Routes/Corridors** - This alternative would establish preferred routes into and out of certain high-traffic areas within the core area of the MSB. Such corridors are commonly used in large urban areas for VFR traffic and over National Parks for all traffic. The Anchorage Part 93 airspace even includes designated routes for small aircraft.

Areas in the MSB that might require corridors include the Knik Glacier, the Matanuska River valley, and the core area between Willow and Palmer. Most members of the TAC and public felt that these sorts of corridors are not yet required, but should be kept as long-term ideas to be implemented when necessary.

**Recommendations:**

- **South Knik River should continue to be aware of the need for emergency aircraft landing sites and maintain an active list of potential sites or investigate other options for a permanent landing site.**
- **South Knik River should work with the MSB Emergency Services Department to create a comprehensive emergency evacuation plan.**
- **For the purpose of the South Knik River Community and this comprehensive plan, it is recommended that aviation activity abide by the following recommendations. This activity has been recognized by the community because of the negative impacts it produces like noise and environmental disturbances that effect the community's rural character.**
  - **All aviation activity should maintain at least a one mile line of sight between the aircraft and residential homes.**
  - **All aviation activity within the SKRCC should also be limited to the hours between 8am and 9pm.**

<sup>12</sup> Matanuska Susitna Borough. (*Regional Aviation Systems Plan*). Palmer, AK. 2008. [www.matsugov.us/cpd/docuemtns](http://www.matsugov.us/cpd/docuemtns). (June 3, 2014).