


SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPTION OF AN ORDINANCE AMENDING MSB TITLE 17.05 ESSENTIAL SERVICE UTILITIES TO EXCLUDE THE PORT MACKENZIE SPECIAL USE DISTRICT.


AGENDA OF: May 3, 2022

ASSEMBLY ACTION:

Adopted without objection 5-17-22


MANAGER RECOMMENDATION: Introduce and set for public hearing.

APPROVED BY MICHAEL BROWN, BOROUGH MANAGER: 

Route To:	Department/Individual	Initials	Remarks
	Originator	HKM	
	Community Development Director	EP	
	Port Operations Manager	TMS	4.22.22
	Planning Director	(B)	
	Finance Director	CV	
	Borough Attorney	NS	
	Borough Clerk	JMM 4/20/22	

ATTACHMENT (S) : Fiscal Note: YES _____ NO X
 MSB Code Chapter 17.05 Essential Service Utilities (3 pp)
 Port MacKenzie Master Plan 2016 Update, Section 5 & Appendix A (8 pp)
 Port District Land Status Map (1 pp)
 Matanuska-Susitna Borough Port Commission Resolution Serial No. 22-03 (3 pp)
 Matanuska-Susitna Borough Planning Commission Ordinance Serial No. 22-16 (3 pp)
 Ordinance Serial No. 22-062 (3 pp)

SUMMARY STATEMENT: MSB 17.05 Essential Service Utilities was adopted by Ordinance Serial No. 07-076 as a means to provide an extended public notice process for certain types of public and private utility services and excludes the city boundaries of Houston, Palmer, and Wasilla, but includes the Port MacKenzie Special Use District (hereinafter the "Port District") that is zoned specifically for commercial and industrial.

The adoption of MSB 17.05 was a result of public concern and lack of public notification for a utility service expansion for Mat-Su Regional Hospital where a utility corridor ran through the Borough landfill, Crevasse Moraine trail system, and the University of Alaska property.

MSB 17.23, Port MacKenzie Special Use District, is the only recognized commercial and industrial zoning district within the Borough, aside from commercial and industrial lands within the city limits of Wasilla, Palmer, and Houston. The Port District lands, owned by either the Borough or the University of Alaska, encompass approximately 10,046 acres, which includes approximately 830 acres of University lands. There is no residential or recreational use land located within the Port District.

The Port MacKenzie Special Use District code provides the intent, purpose, and use of land within the Port District. The code established specific zoning districts within boundaries of the Port District for commercial, industrial, and conservation development. The implementation of MSB 17.05 within the Port District adds another layer of public noticing, meetings, and advertising which is already accomplished under the Borough's public notice process for the types of projects that are utilities such as pipelines, conveyors, sewer lines, water lines, and electric substations within the Port District. Moreover, all development and use of land within the Port District requires prior issuance of a port development permit authorized by the Borough Manager. The uses include on-site utilities (MSB 17.23.150) and the permit requires publication in a newspaper and public notification to the surrounding property owners.

Furthermore, the Port MacKenzie Master Plan 2016 Update "relates directly to its status as an official statement of public policy adopted by the Matanuska-Susitna Borough Assembly." The Master Plan is a source of information for Borough-owned land uses and opportunities for private use and investment as a basis to protect existing development.

Amending MSB 17.05 to except the Port MacKenzie Special Use District as codified under MSB 17.23 assures and provides for the zoning and land use goals of the Port MacKenzie Master Plan 2016 Update, and provides for efficient commercial, industrial, and

economic development on Borough-owned lands. The Port MacKenzie Master Plan 2016 Update, Section 5 Facilities/Utilities, includes a utility layout map (Appendix A) for the development of utilities for water, wastewater, storm water systems, electrical services, pipelines, conveyors, and natural gas. To review the master plan, visit <https://www.matsugov.us/plans/port-mackenzie-master-plan>.

On April 18, 2022, the Matanuska-Susitna Borough Planning Commission and Port Commission adopted Resolution Serial No's. 22-16 and 22-03, respectively, supporting the Borough Assembly adoption by ordinance an amendment to MSB 17.05 excluding the Port MacKenzie Special Use District.

RECOMMENDATION OF ADMINISTRATION: Matanuska-Susitna Borough Assembly adoption of Ordinance Serial No. 22-062 amending MSB 17.05 Essential Service Utilities excluding the Port MacKenzie Special Use District.

CHAPTER 17.05: ESSENTIAL SERVICE UTILITIES

Section

[17.05.010 Purpose](#)[17.05.020 Applicability](#)[17.05.030 Type I essential service utility](#)[17.05.040 Type II essential service utility](#)[17.05.050 Definitions](#)**17.05.010 PURPOSE.**

(A) The purpose of this chapter is to provide for public participation in the decision affecting the installation of essential service utilities in such a manner that they enhance the health, safety and general welfare of borough residents and properties while minimizing negative impacts. This chapter recognizes the importance and benefits of essential services, while ensuring that all feasible mitigation measures are taken to protect the scenic qualities of the Matanuska Susitna Borough. Essential services should be installed in cognizance of existing and projected demands for such services.

(Ord. 07-076, § 2 (part), 2007)

17.05.020 APPLICABILITY.

(A) This chapter applies to all areas of the borough except within the city boundaries of Houston, Palmer, and Wasilla. This chapter applies to municipal utilities that extend beyond city boundaries into unincorporated borough lands.

(Ord. 07-076, § 2 (part), 2007)

17.05.030 TYPE I ESSENTIAL SERVICE UTILITY.

(A) All proposed Type I essential service utilities, when installed or extended in any public way or borough-owned land, shall require a permit issued by the borough in accordance with MSB 11.30.030.

(Ord. 07-076, § 2 (part), 2007)

17.05.040 TYPE II ESSENTIAL SERVICE UTILITY.

(A) All proposed Type II essential service utilities shall require a public involvement program in accordance with a public participation plan as submitted by the utility in all areas of the borough excluding the cities of Houston, Palmer, and Wasilla.

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(B) Within 20 calendar days of receipt of the proposed public participation plan, the director shall provide the applicant with written acknowledgement of receipt of the plan, along with any recommendations concerning the proposed process. The public involvement program, at a minimum, must contain the following:

(1) *Minimum requirements.*

- (a) the utility's public involvement program must comply with established state and federal guidelines governing the utility including adequate public notice, public process, public meetings, or public hearings;
- (b) if no established state or federal guidelines apply to the proposed action, the utility shall follow its own utility board adopted guidelines for public notification and involvement;
- (c) if there are no established state, federal or utility board adopted guidelines, the public involvement program will consist of the minimum requirements outlined in subsection (B)(2) of this section, Public Involvement; and
- (d) if a state, federal or utility board adopted public involvement program is used, they must at least meet or exceed the minimum guidelines in subsection (B)(2) of this section, Public Involvement.

(2) *Public involvement.*

- (a) a minimum of one public meeting will be held by the utility and shall be held in an area central to the area impacted by proposed action;
- (b) a minimum of one formal public hearing will be held by the utility later in the process to allow for formal public testimony. The public hearing will be held in an area central to the area impacted by proposed action; and
- (c) notice of the public meeting and public hearing to occur a minimum of 15 days in advance of the public meeting or public hearing. The public notice will include:
 - (i) three notices in a newspaper of general circulation within the borough;
 - (ii) public postings in local areas such as libraries, public buildings, schools, stores, laundromats, lodges, on the utility's website, and on the Matanuska-Susitna Borough's website, etc.;
 - (iii) public service announcements on local radio stations starting 15 days before the public meeting; and

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(iv) mailings, as appropriate, including notification of all affected community councils.

(C) Implementation of the public involvement program shall commence within 120 days from the issuance date of written acknowledgement.

(D) Upon completion of the public involvement program elements, the applicant shall create and submit to the director a decisional document that describes how the public involvement program was implemented, the nature of public comment, the chosen course of action, timeline for construction, and the public's appeal process. Copies of all written public comments and an audio record, if available, shall be included in the decisional document.

(Ord. 07-076, § 2 (part), 2007)

17.05.050 DEFINITIONS.

- "Type I essential service utility" means any above or below ground structures or facilities used for utility distribution including:

(1) "Electricity distribution" means medium voltage (less than 50KV) power lines, low voltage electrical substations and pole-mounted transformers; and low voltage (less than 1,000V) distribution wiring to provide service to individual customers; and

(2) "Service pipeline" means a distribution line that transports gas, oil, water, or sewage from a common source of supply to the meter set assembly or distribution endpoint to provide service to individual customers.

- "Type II essential service utility" means any aboveground or below ground structures or facilities used for utility transmission including:

(1) "Electricity transmission" means high-voltage (50KV or higher) power lines, high-voltage electrical substations and pole-mounted transformers, and high-voltage distribution or transmission wiring; and

(2) "Transmission pipeline" means pipelines installed for the purpose of transmitting gas, oil, water, or sewage from a source or sources of supply to one or more distribution centers, to one or more large volume customers, or a pipeline installed to interconnect sources of supply. In typical cases, transmission lines differ from distribution lines in that they operate at higher pressures, are longer, and the distance between connections is greater.

(Ord. 07-076, § 2 (part), 2007)

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Port MacKenzie Master Plan, 2016 Update

Section 5 & Appendix A

5. Facilities/Utilities

5.1 Introduction

This chapter addresses the existing and future facility and utility needs for development of Port MacKenzie. Utilities, as a group, include emergency/fire suppression, potable water, wastewater, storm water systems, electrical service, pipelines, conveyors, and natural gas. The availability of such utilities and facilities will encourage the development of Port MacKenzie for large-scaled industrial, manufacturing and commercial uses. Utility layout is shown in the Port MacKenzie Layout Drawings in Appendix A. All utilities should be buried when crossing public roads and railways to allow for unfettered movement of tall freight.

An important consideration for future utility and facility requirements is the estimation of potential industrial, manufacturing and commercial activity. Utility and facility needs can be estimated by the overall utility usage of certain land uses and the distribution and intensity of these uses.

Identification of locations/routes of major infrastructure and utilities in the Port needs to be a priority. When parcels are leased for development, it needs to occur in a manner that ensures Port infrastructure needs are not compromised.

5.2 Terminal Building

A 7,000-square foot terminal building was constructed in 2006 at the southeast end of the barge dock. It was originally intended to act as the terminal for the proposed ferry, however, since the ferry is no longer being considered, the building is currently being used for Port activities. The terminal building includes office space, storage, and restroom areas. There are seven office spaces, three of which are currently being used by the borough, and 4 which are being leased out.

5.3 Security Posts

Two security posts have been installed. One is at the end of Don Young Road at the beginning of the barge dock. The other is at the intersection of Point MacKenzie Road and Lu Young Lane. The general public will be directed by signage to a security post at the beginning of Don Young Road.

The Security Gate will control traffic proceeding along Don Young Road to and from the dock. Locations for future security posts are illustrated on the Port layout drawings in Appendix A.

5.4 Deep-Draft Dock

Port MacKenzie contains a fully integrated and operational deep-water marine port with a 1,200-foot deep-draft dock. The deep-draft dock, with -60 feet Mean Low Water (MLLW), is capable of handling the world's largest vessels. The deep-draft dock is equipped with a conveyor system capable of loading bulk commodities at up to 2,000 tons/hour. An additional trestle will allow for more rapid transport of cargo on and off vessels. The design will also allow for roll-on/roll-off containers. Future development of the deep-draft dock must accommodate fuel and cement loading and unloading.

5.5 Barge Dock

The 14.7-acre open-cell barge dock has a 500-foot bulkhead barge dock with a depth to MLLW of -20 feet. Improvement of the barge dock with a bulkhead landing on the south side should occur to assist with loading large modules. Space for loading and unloading racks for liquid petroleum and liquefied natural gas should be established in the near term.

5.6 Conveyors

A 3,000-foot long, 5-foot wide, privately owned elevated conveyor system extends from the 22-acre bulk material stockpile area down to the deep-draft dock. Expansion of the conveyor corridor to service the interior of the rail loop as well as the area identified for truck coal will require additional conveyor belts. This expansion will allow bulk commodities to be loaded at a higher volume per hour. The existing conveyor was designed to accommodate a second conveyor on the same support structures. Additional conveyors are anticipated to be necessary to service the expanded deep-draft dock.

5.7 Pipelines

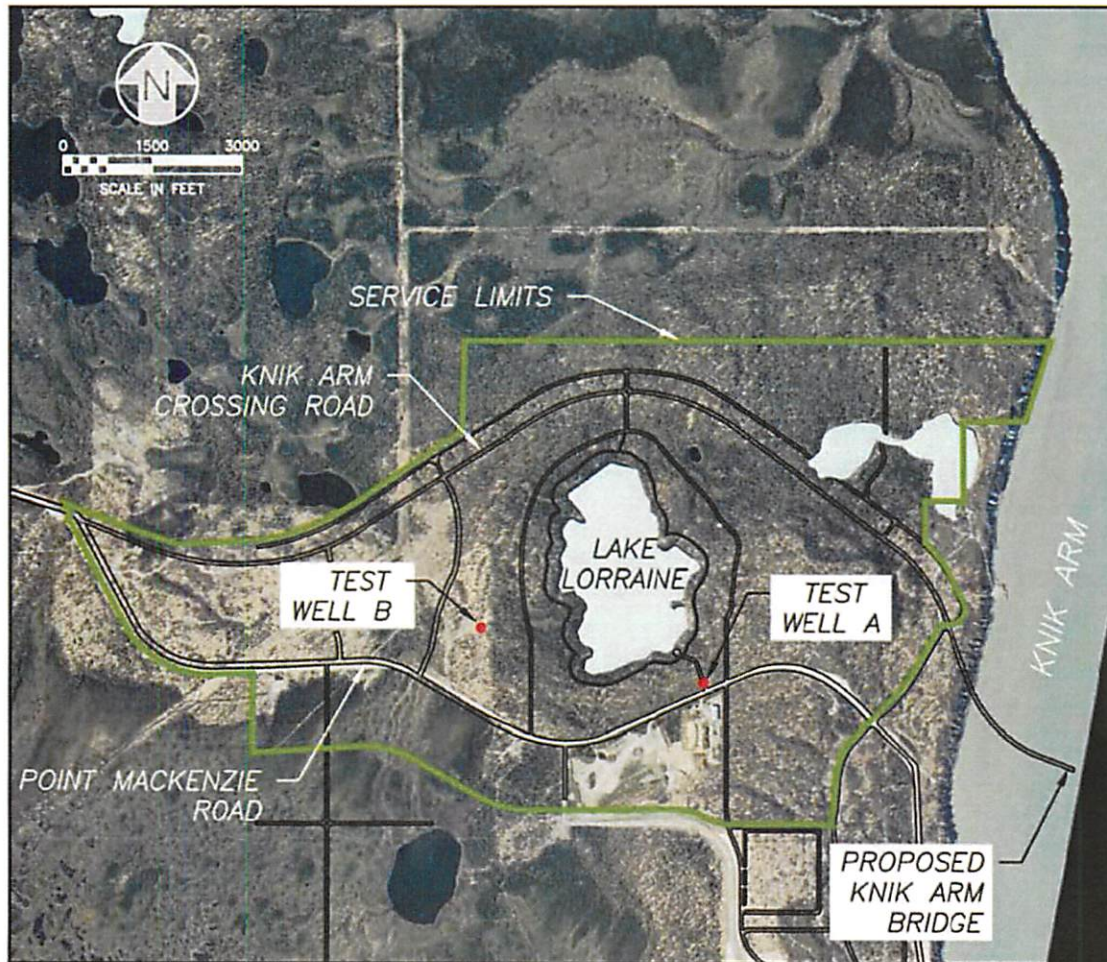
Pipelines are a necessary component of Port infrastructure. Pipelines will be constructed on the east and south sides of the tank farm to facilitate the loading and unloading of bulk fuel shipments onto both rail tankers and tanker trucks. The pipeline corridor is illustrated in the port layout drawings in Appendix A. A portion of the pipeline corridor has been surveyed and monumented from the southern end of the tank farm to the waterside of the barge dock. Multiple pipelines will be constructed to permit the loading and unloading of not only bulk liquid products but also bulk cement, liquefied natural gas, and other liquid petroleum products. Additional pipeline corridor must be engineered and surveyed from the tank farm to the Knik Arm Crossing.

5.8 Potable Water

In the near term, incremental development of industrial land uses will require the construction of on-site well systems for potable water. As the Port develops into a world class export facility, placement of storage tanks, treatment facilities, pumping stations and piping need to be carefully

considered in the overall facility and utility evaluation. The demand for potable water will be evaluated based on the composition of commercial and industrial land uses compared to the consumption of each type of use. Placement of potable water systems will be evaluated based on industrial density, soil composition and the topographical features of the Port District. A six-inch well was constructed and tested to determine the availability and suitability of water within the Port Commercial District. The locations of the two test wells drilled as part of the water and wastewater evaluation are shown on Figure 9 as well as the service area limits.

Figure 9. Water Well Locations

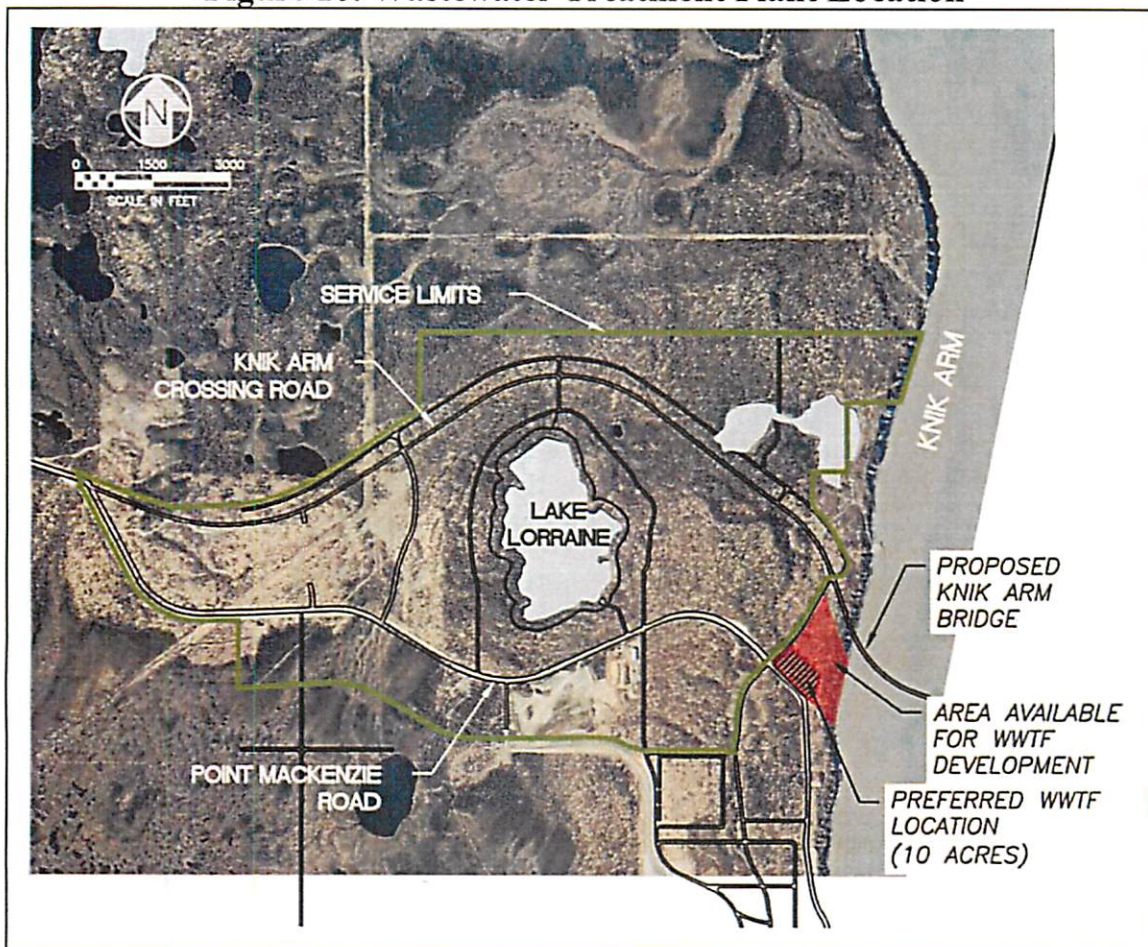


5.9 Wastewater Management

Development of industrial land uses will utilize on-site septic facilities for wastewater management. Continuous development of industrial and commercial uses will require the construction of large-scale treatment facilities to efficiently manage wastewater. Location of treatment plants, pumping stations and possibly irrigation land (to meet federally mandated tertiary treatment standards) must be identified and planned to meet local demand.

An area has been designated to be served by piped sewer and water service to achieve maximum development density. Because of the uncertainty and flow limitations with large subsurface discharges, this Master Plan includes a Waste Water Treatment Plant (WWTP) that will surface discharge into the Knik Arm. The future WWTP must be capable of treating the expected flow at full build-out. A WWTP is typically sized to treat the design flow rate for a 20 to 30-year planning horizon, plus additional space to at least double the plant size should forecasts underestimate growth. The shaded region in Figure 10 identifies an approximate 70-acre area that is suitable for a future WWTP. The preferred WWTF location within the available area is also shown. This location is ideal because it is inside of the Port's secure perimeter and is situated lower than the surrounding areas.

Figure 10. Wastewater Treatment Plant Location



5.10 Storm Water Management

Storm water is the surface runoff that results from rain and snowmelt that flows over land or impervious surfaces. Development at Port MacKenzie will alter the land's natural retention and absorption capabilities. An increase in industrial and commercial activity will introduce a host of pollutants (i.e., sediment, oil, grease, metals, salt, pathogens and/or other toxins). These pollutants can accumulate on impervious surfaces such as rooftops, roads, storage areas, and parking lots

which can be picked up by storm water runoff as it moves across these surfaces. Uncontrolled storm water discharges from Port activities can negatively affect water quality, elevate pollutant concentrations and change natural hydrologic patterns.

The state's approved program is called the Alaska Pollutant Discharge Elimination System (APDES) Program. The APDES storm water permit requirements are based largely on a pollution-prevention approach. The most effective storm water management techniques emphasize preventing rain and snowmelt from coming into contact with pollutants and preventing discharges directly to nearby receiving waters. APDES storm water permits require operators of permitted activities or systems to use best management practices (BMPs) designed to effectively protect water quality for their particular site conditions and activity. BMPs include ditches, curbs, gutters, man-made channels, storm drains, storm sewers and similar means of collecting or conveying runoff that do not connect with a wastewater collection system or treatment plant. Development of the Port District shall utilize BMPs for the facilitation of storm water management systems.

Two efforts have occurred documenting various storm water challenges at Port MacKenzie (USKH, 2012 and PND, 2013). Both studies include similar recommendations. In general, a Drainage Plan should be prepared to address the long-range development at the Port to provide a phased approach for installation of storm drainage collection, conveyance, treatment and disposal infrastructure to support development of industry and ongoing Port operations. An alternative is to develop an Area-Wide Drainage Plan for approval from the Alaska Department of Environmental Conservation (ADEC) in addition to an Area-Wide Storm Water Pollution Prevention Plan (SWPPP). The Drainage Plan should display drainage basins and where they will drain in addition to the proper treatment of the discharge while the Area-Wide SWPPP will set minimum standards for temporary and permanent erosion and sediment control within the Port District. Future developers in the Port District will need to conform to the Area-Wide plans, and developers would be able to utilize the SWPPP and amend their individual project into the document.

Allowing lessees to individually determine how best to manage on-site storm water runoff is unlikely to result in an overall coordinated, efficient and functional storm water management system at Port MacKenzie. Some near-term storm water management issues were identified in these reports and should be addressed in the next five years. The highest priority is engineering and constructing a storm water management system for the Knik Arm Bluff along Don Young Road and above the barge dock.

Finally, the groundwater movement within the Port District is not well understood but has clearly contributed to erosion of the bluff, cut slopes, roadway saturation, winter icing and generally increased the cost of constructing and maintaining facilities in this area. Additional site investigations and studies should be conducted to determine the location, extent, and nature of the groundwater near the bluff face and within Elmendorf Moraine where it will have the greatest effect on future development and operation of the Port.

5.11 Electric

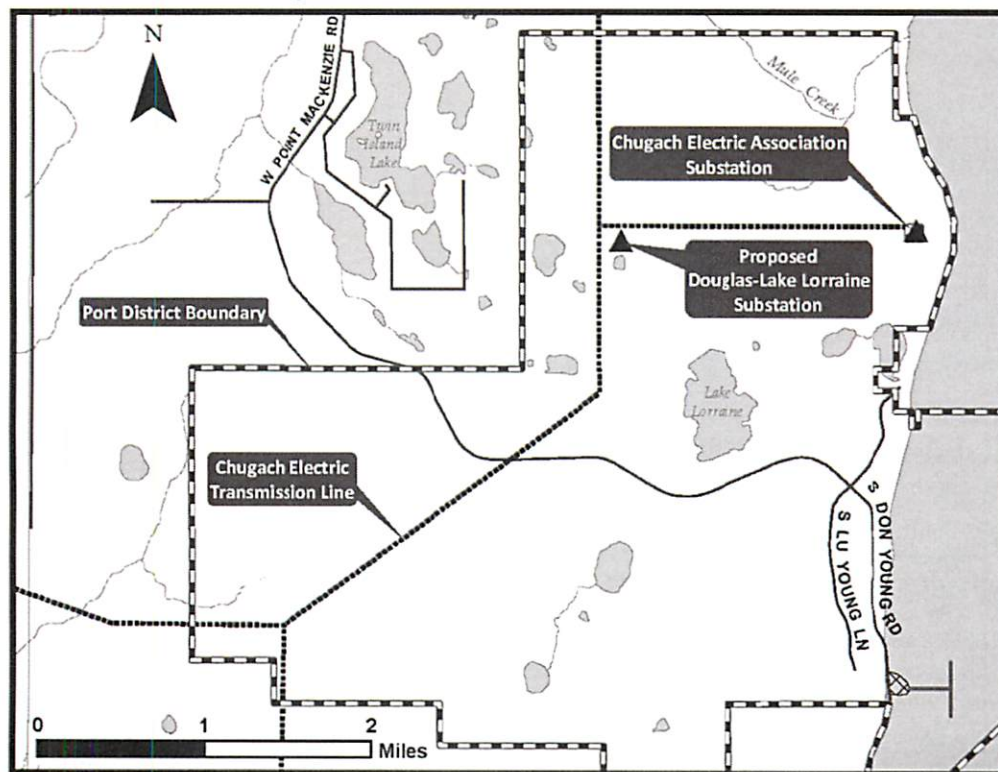
Two high-voltage electric transmission lines (230 kilovolt) enter the Port District from the southwest heading northeast. The lines turn north after crossing Point MacKenzie Road and branch once to the east where a buried transmission line crosses the Knik Arm to Elmendorf Air Force Base.

Three-phase electric power is available along Point MacKenzie Road to the barge dock. The lines are buried the last 2.3 miles. Matanuska Electric Association currently supplies electric power to the Port District via a substation and multiple 13.8 kV overhead lines. Although this power output is sufficient for the demands of current operators, incremental development will require additional electrical power loads. Electric service requirements will be determined by the electrical demand of future land uses. The location for future substation development and easement is illustrated in Figure 11.

Lake Lorraine Sub-Station

As development occurs, electric power use will need to maintain capacity to power individual industrial and commercial uses within the Port District. A substation should be pursued as a top priority to encourage the development of industrial and commercial land uses. An ideal location is north of Lake Lorraine, where dense commercial development is encouraged. The area west of Lake Lorraine and north of Point MacKenzie Road has been identified as suitable for a power generation facility.

Figure 11: Electrical Substations



5.12 Natural Gas

Planning for a Port MacKenzie power plant is prudent given the anticipated capacity of industrial, manufacturing and commercial uses. Natural gas delivery will be developed to sustain large-scale industrial and commercial activity at Port MacKenzie. Currently plans call for a 10-inch, high-pressure gas transmission line to be extended from Mile 39 Beluga pipeline located approximately 14 miles away for near-term natural gas usage. Distribution lines within the Port District will be developed in multiple grid patterns.

5.13 Communications

A telephone-microwave-relay facility was constructed by Matanuska Telephone Association to receive signals from another tower in Eagle River. Telephone lines are also buried within the utility easement. Internet service was upgraded to high speed DSL in 2007. Fiber optic lines were installed later.

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REV	DESCRIPTION	DATE	APPROVED BY
A	PRELIMINARY	05/14/2014	LOM
B	FOR APPROVAL	06/13/2014	LOM
C	FOR MODIFIED PLAN	10/27/2014	LOM
D	REVISED COMMENTS	11/02/2015	LOM



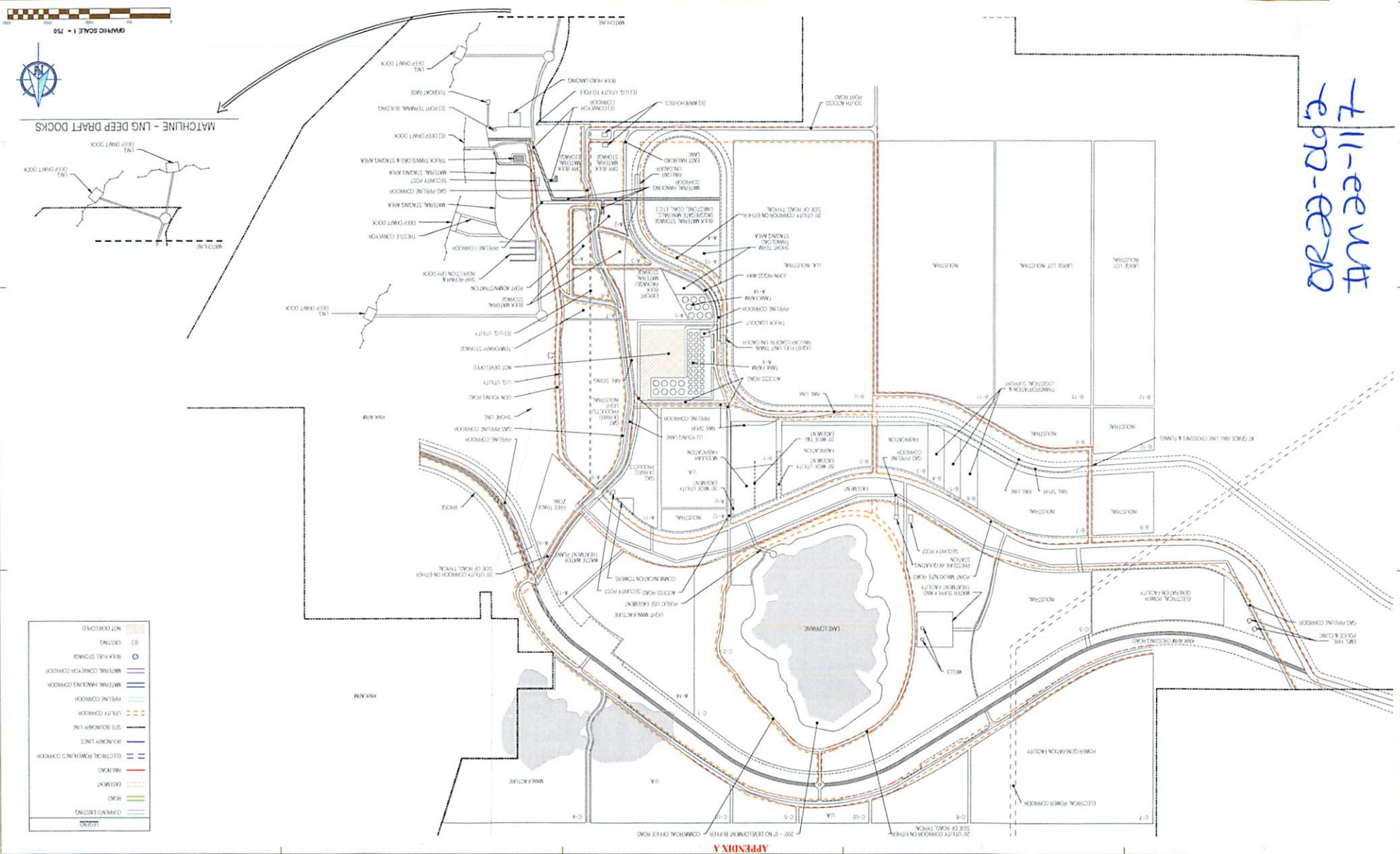
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Fax: (801) 501-2261
www.mcgraw-hill.com

MASTER PLAN - UTILITY CORRIDOR
PORT MACKENZIE
ALASKA

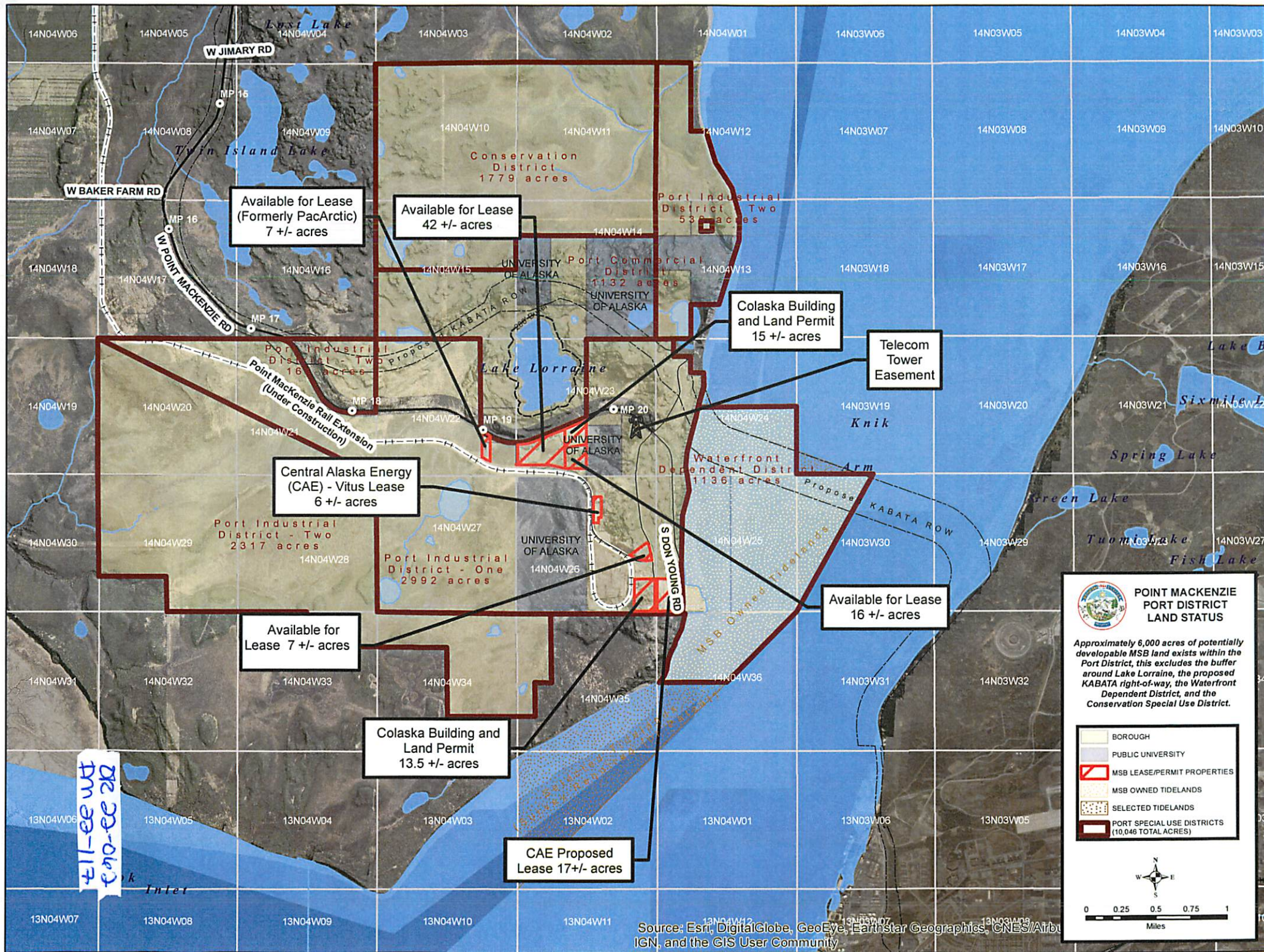
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STATUS	FOR WASTE PLAN	DATE	11/02/2015
REMOVED	Y BIRD	REMOVED	E. MORRISON
REMOVED	K. CHILDA	REMOVED	R. HODMAN

SCALE	PROJECT #	DATE
1" = 250' - 0"	1000	10/10/00
D		392 - U1.0



APPENDIX A



**MATANUSKA-SUSITNA BOROUGH
PORT COMMISSION RESOLUTION NO. 22-03**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PORT COMMISSION RECOMMENDING THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPTION OF AN ORDINANCE AMENDING MSB 17.05 TO EXCLUDE THE PORT MACKENZIE SPECIAL USE DISTRICT.

WHEREAS, MSB 17.05 Essential Service Utilities code requires an extended public notice process for certain types of utility services that includes the Port MacKenzie Special Use District; and

WHEREAS, the Port MacKenzie Master Plan 2016 Update and MSB 17.23 identify special use districts within Port MacKenzie and recognizes this district as the only industrial/commercial district within the Borough aside from industrial/commercial land within the city limits of Houston, Palmer, and Wasilla; and

WHEREAS, the cities of Houston, Palmer and Wasilla are excluded from the requirements under 17.05; and

WHEREAS, amending MSB 17.05 to exclude the Port MacKenzie Special Use District is consistent with the cities within the Borough, and is consistent with the Port MacKenzie Special Use District (MSB 17.23) having its own designated zoning districts and land use regulations; and

OK 22-062
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WHEREAS, The Port MacKenzie Master Plan Update 2016 is a source of information for borough-owned land uses and is used as a basis to protect existing development; and

WHEREAS, the Port MacKenzie Master Plan 2016 Update, Section 5 Facilities/Utilities, provides a utility layout map (Appendix A) for the development of utilities for water, wastewater, storm water systems, electrical services, pipelines, conveyors, and natural gas on borough-owned lands; and

On April 18, 2022, Resolution Serial No. 22-16 will be presented to the Matanuska-Susitna Borough Planning Commission for their consideration and support; and

WHEREAS, the Port Commission believes that Port MacKenzie is the most valuable piece of real estate in the Matanuska-Susitna Borough;

NOW, THEREFORE, BE IT RESOLVED, the Matanuska-Susitna Borough Port Commission hereby recommends approval of an Assembly ordinance amending MSB 17.05 to exclude the Port MacKenzie Special Use District as follows:

17.05.020 APPLICABILITY.

(A) This chapter applies to all areas of the borough except within the city boundaries of Houston, Palmer,

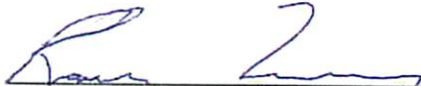
[AND] Wasilla, and the Port MacKenzie Special Use

District boundary. This chapter applies to municipal

OK 22-062
DM 22-117


utilities that extend beyond city boundaries and the
Port District boundary into unincorporated borough
lands.

ADOPTED by the Matanuska-Susitna Borough Port Commission
this 18th day of April, 2022.



Ron Tracy, Chair

ATTEST:



Therese M. Dolan
Port Operations Manager

OK 22-062
IM 22-117

By: T. McDaniel
Introduced: April 4, 2022
Public Hearing: April 18, 2022
Action: *Approved*

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION SERIAL NO. 22-16**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION
RECOMMENDING ASSEMBLY ADOPTION OF AN ORDINANCE AMENDING MSB 17.05
TO EXCLUDE THE PORT MACKENZIE SPECIAL USE DISTRICT.

WHEREAS, MSB 17.05 Essential Service Utilities code requires
an extended public notice process for certain types of utility
services that includes the Port MacKenzie Special Use District;
and

WHEREAS, the Port MacKenzie Master Plan 2016 Update and MSB
17.23 identify special use districts within Port MacKenzie and
recognizes this district as the only industrial/commercial
district within the Borough aside from industrial/commercial land
within the city limits of Houston, Palmer, and Wasilla; and

WHEREAS, the cities of Houston, Palmer and Wasilla are
excluded from the requirements under 17.05; and

WHEREAS, amending MSB 17.05 to exclude the Port MacKenzie
Special Use District is consistent with the cities within the
Borough, and is consistent with the Port MacKenzie Special Use
District (MSB 17.23) having its own designated zoning districts
and land use regulations; and

WHEREAS, The Port MacKenzie Master Plan Update 2016 is a source of information for borough-owned land uses and is used as a basis to protect existing development; and

WHEREAS, the Port MacKenzie Master Plan 2016 Update, Section 5 Facilities/Utilities, provides a utility layout map (Appendix A) for the development of utilities for water, wastewater, storm water systems, electrical services, pipelines, conveyors, and natural gas on borough-owned lands; and

WHEREAS, On April 18, 2022, Resolution Serial No. 22-01 will be presented to the Matanuska-Susitna Borough Port Commission for their consideration and support.

NOW, THEREFORE, BE IT RESOLVED, the Matanuska-Susitna Borough Planning Commission hereby recommends approval of an Assembly ordinance amending MSB 17.05 to exclude the Port MacKenzie Special Use District as follows:

17.05.020 APPLICABILITY.

(A) This chapter applies to all areas of the borough except within the city boundaries of Houston, Palmer, [AND] Wasilla, and the Port MacKenzie Special Use District boundary. This chapter applies to municipal utilities that extend beyond city boundaries and the Port District boundary into unincorporated borough lands.

17.05.040 TYPE II ESSENTIAL SERVICE UTILITY.

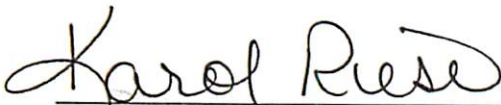
(A) All proposed Type II essential service utilities shall require a public involvement program in accordance with a public participation plan as submitted by the utility in all areas of the borough excluding the cities of Houston, Palmer, ~~and~~ Wasilla, and the Port MacKenzie Special Use District Boundary.

ADOPTED by the Matanuska-Susitna Borough Planning Commission
this 18th day of April, 2022.



STAFFORD GLASHAN, Chair

ATTEST:



KAROL RIESE, Planning Clerk

(SEAL)

Yes: Commissioner Rubeo, Chesbro, Scoggin, Allen, Kendig, Glenn

No: Commissioner Glashan

OK 22-062
IM 22-117