

HANDOUTS



Safety Starts at Our Core

Comprehensive Safety Action Plan



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The MSB Safety Action Plan is **now** available for **PUBLIC REVIEW**



Go to the project website to review and submit a comment!
ss4a.matsugov.us

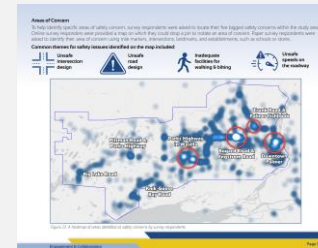
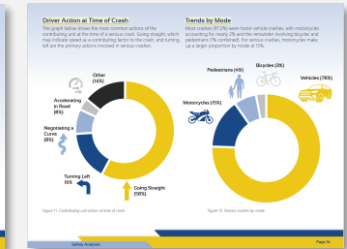
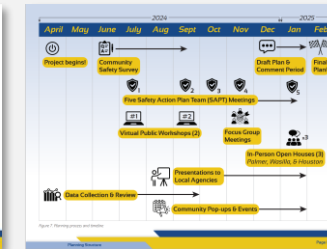


What's included in the plan?



Plan Chapters

1. Leadership Commitment & Goal Setting
2. Planning Structure
3. Safety Analysis (Existing Conditions/Peer Review)
4. Engagement & Collaboration
5. Equity Considerations
6. Policy & Process Changes
7. Strategy & Process for Project Selection
8. Progress & Transparency



Performance Measures and Targets

Table 10: Roadway Performance Measures

Performance Measure	2022	2023	2024	2025	2026
Target	Target	Target	Target	Target	Target
Crash rate per mile per year	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by mode	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by severity	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by location	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by weather	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by time of day	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by time of year	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road type	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road condition	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road design	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user group	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user age	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user gender	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user ethnicity	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user language	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user education	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user income	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user occupation	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user marital status	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user religion	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user race	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user sex	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user height	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user weight	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user eye color	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user hair color	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user skin color	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user eye shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user nose shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user mouth shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user ear shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user neck shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user shoulder shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user hip shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user leg shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user arm shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user hand shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user foot shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user finger shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user toe shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user nail shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user hair shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user eye shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user nose shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user mouth shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user ear shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user neck shape	1.5	1.5	1.5	1.5	1.5
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Crash rate per mile per year by road user hip shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user leg shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user arm shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user hand shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user foot shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user finger shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user toe shape	1.5	1.5	1.5	1.5	1.5
Crash rate per mile per year by road user nail shape	1.5	1.5	1.5	1.5	1.5

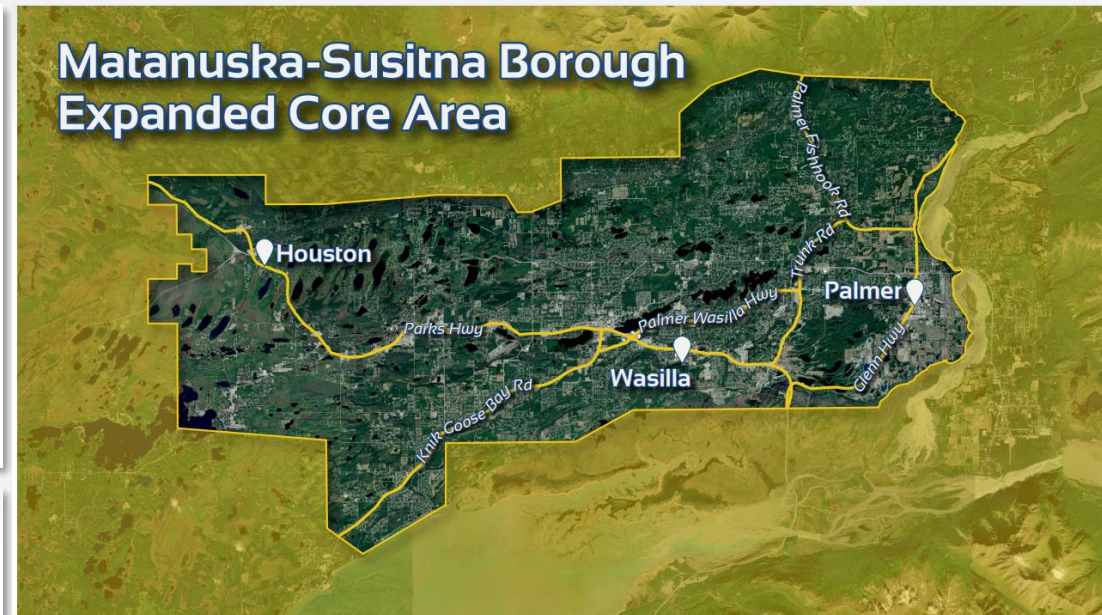
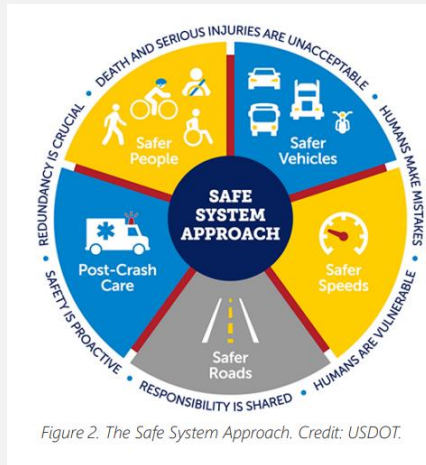


Chapter 1: Leadership Commitment & Goal Setting



Overview

- Project study area
- Safe Systems Approach
- 3.5% Annual Reduction Goal



Chapter 2: Planning Structure



Overview

- **Safety Action Plan Team**
 - Representation
 - Meeting Schedule
- **Plan Process**
 - Outreach
 - Schedule
 - Meetings
 - Plan Adoption

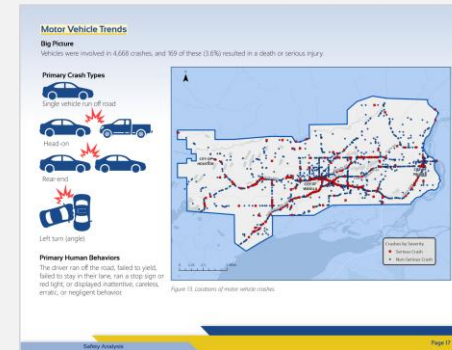
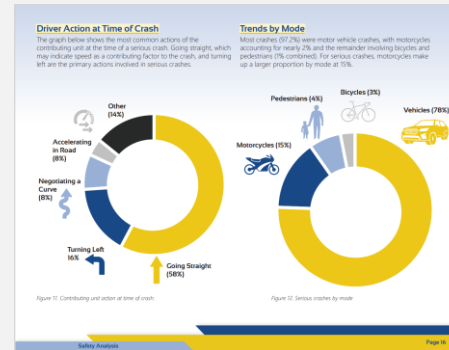


Chapter 3: Safety Analysis (Existing Conditions & Peer Review)



Overview

- Existing Conditions Analysis
 - MSB Crash Trends by Mode
 - Crash Types
 - Crash Circumstances
- Peer Review (11 cities)
 - Education, Enforcement, Infrastructure, Policies, 5-year crash averages

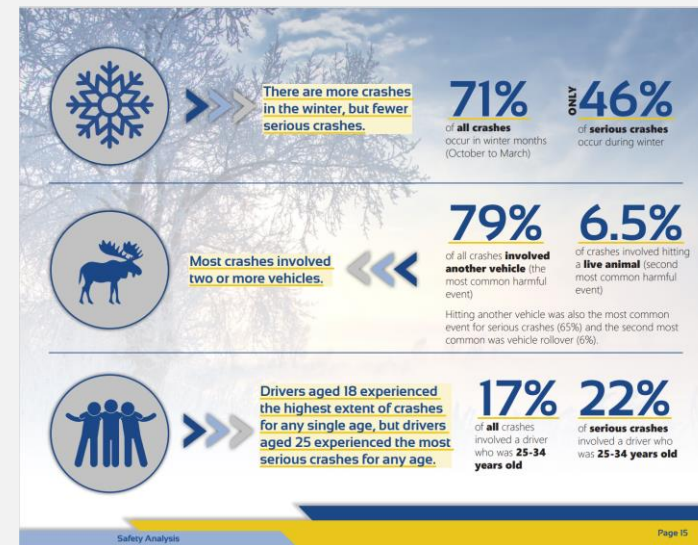


National Best Practices and Peer Review
As part of the MSB CSAE project team performed a peer review analysis to assess safety strategies that have proven to be successful in other communities around the United States. Eleven communities were selected, most of which have similar climates to the MSB. They included:

- Ada County, Idaho
- Anchorage, Alaska
- Austin, Texas
- Boulder, Colorado
- Denver Metro Council of Governments
- Canyon County, Idaho
- Fairbanks, Alaska
- Minneapolis, Minnesota
- State of Missouri
- State of Utah
- Walla Walla, Washington

SSA is an emerging concept for the nation and for communities, and many are embracing the Vision Zero goal through public commitments and the SSA program. The table below includes safety strategies being planned or used in other communities, and some that are already being implemented in Alaska.

Peer Community Strategy	Benefits	Communities Using It Successfully
Implement Vision Zero campaigns and maintain a regional Vision Zero webpage	<ul style="list-style-type: none"> • Promotes a culture of traffic safety • Provides resources, support, and shared responsibility for safety 	Boulder, Denver, and Ada County
Combine countermeasure deployment with promotional activities (press releases, promotional signage, media interviews)	<ul style="list-style-type: none"> • Provides educational opportunities for safety treatments 	Boulder

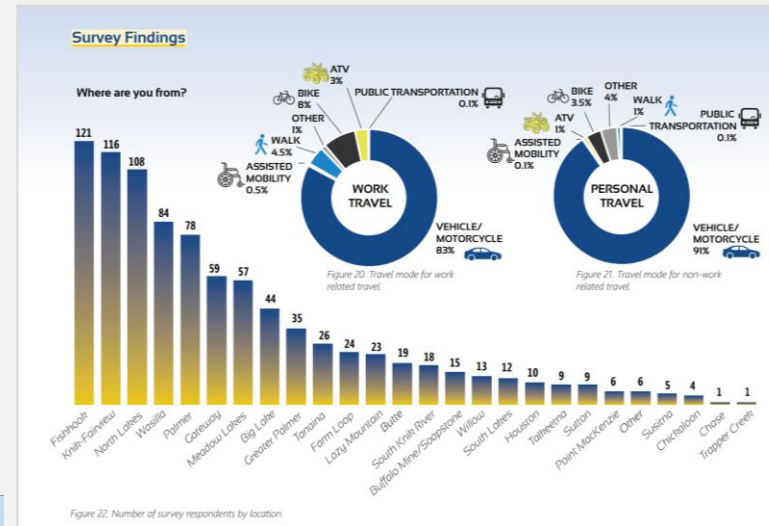


Chapter 4: Engagement & Collaboration



Overview

- Project Website
- Stakeholder Outreach
- Safety Survey Results
- **912 Responders**
- 5 SAPT Meetings
- 3 In-person Open Houses
- 3 Focus Group Meetings
- 2 Virtual Public Workshops
- 6 Pop-up Events
- 15 MSB Agency Presentations
- Online Interactive Crash Data Dashboard
- Social Media, News Publications, Email Notifications

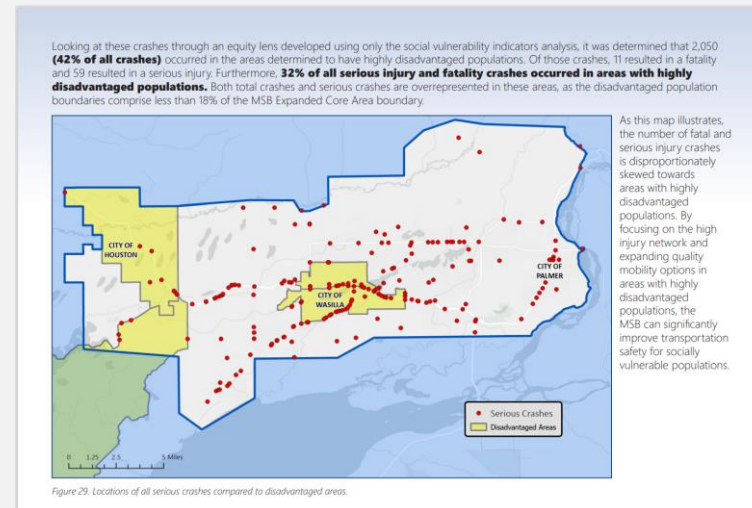
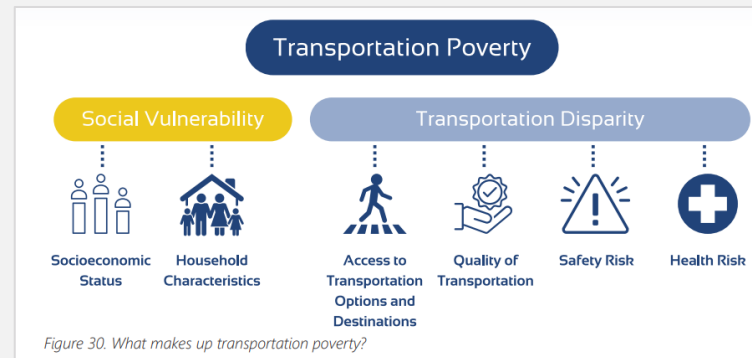


Chapter 5: Equity Considerations



Overview

- Equity Analysis
 - Vulnerable Populations within MSB Expanded Core Area
 - Transportation Insecurity
 - Social Vulnerability
 - Health Vulnerability
 - High Injury Equity Analysis
 - Transportation Barriers
 - Recommendations to Improve Equity
 - Equity Impact Analysis



Social Vulnerability Indicators Within the MSB Expanded Core Area
 Finally, a third equity analysis of the MSB Expanded Core Area focused on the social vulnerability category of the ETC Explorer to assess the most highly disadvantaged areas. For the third equity analysis, the project team used socioeconomic status and household characteristics to assess social vulnerability.

- Indicators for socioeconomic status include**
- Percent of population with income below 2x the poverty level
 - Percent of people age 25+ with less than a high school diploma
 - Percent of people age 16+ who are unemployed
 - Percent of total housing units that are renter-occupied
 - Percent of houses that spend 30% or more of their income on housing with less than \$75K income
 - Percent of population uninsured
 - Percent of households with no internet subscription
 - Gini index (degree of inequality in the distribution of income/wealth)
- Indicators for household characteristics include**
- Percent of population 65 years or older
 - Percent of population 17 years or younger
 - Percent of population with a disability
 - Percent of population (age 5+) with limited English proficiency
 - Percent of total housing units that are mobile homes





Chapter 6: Policy & Process Changes

Overview

- Existing Plans Review
 - Key Findings
 - Project Recommendations
- Policy/Program Review
 - What is Already Working
- Recommendations for New Policies and Practices
- Safety Toolkit

Table 6: Safe Vehicles - SSA Recommended Policies and Practices for MSB Expanded Core Area

ID	Equity Impact	Policy/Practice
SV1	High	Evaluate the MSB's vehicle fleet, and when replacement vehicles are due, give consideration for the smallest vehicle size suitable for the task.
SV2	Moderate	Child car seat education and workshops
SV3	Moderate	Adult car fitting education and workshops (e.g., proper mirror adjustment, ergonomics, and other safe practices in vehicles)
SV4	High	Income-based programs and potential incentives for vehicle owners that address vehicle maintenance issues such as operable headlights and blinkers, brakes and brake lights, and tires with proper all-season tread
SV5	High	When purchasing replacement vehicles for MSB vehicle fleet, consider vehicles with more safety features and automations such as lane assist, backup cameras, and other hazard warnings.

Table 7: Safe Speeds - SSA Recommended Policies and Practices for MSB Expanded Core Area

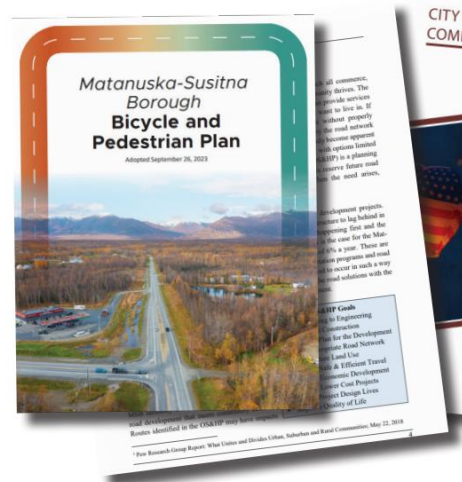
ID	Equity Impact	Policy/Practice
SS1	Moderate	Initiate policy development for active monitoring for speed enforcement.
SS2	Moderate	Review/implement speed management policies for setting speed limits.
SS3	High	Assess the appropriateness of speed and functionality of local and state roads in the MSB through the development of an MSB Complete Streets Plan and future MSB transportation plan updates.
SS4	Moderate	Develop a consistent speed zone policy for schools within the MSB Expanded Core Area.
SS5	Moderate	Work with local enforcement agencies to advocate for increased funding, staffing, and equipment to strengthen policing capabilities throughout the MSB.
SS6	Moderate	Work with local enforcement agencies to educate policy makers and advocate for stronger laws and stricter fines and penalties to improve accountability for speeding and traffic violations.

Table 8: Safe Roads - SSA Recommended Policies and Practices for MSB Expanded Core Area

ID	Equity Impact	Policy/Practice
SR1	High	Develop an MSB Complete Streets Plan.
SR2	High	Update street design guidelines, standards, and borough code to support Complete Streets policies and Safe System principles.
SR3	Moderate	Prioritize and pursue implementation funding for the projects recommended in the MSB CSAP. Refresh the safety priority analysis at least every three years to ensure continued relevancy.
SR4	Moderate	Systematically install low-cost safety countermeasures at priority locations identified in the MSB CSAP and throughout the region.

Policy & Process Changes

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Appropriate Speed Limits & Speed Feedback Signs



Speed Safety Cameras



Bicycle Lanes



Crosswalk Visibility Enhancements



Chapter 7: Strategy & Process for Project Selection

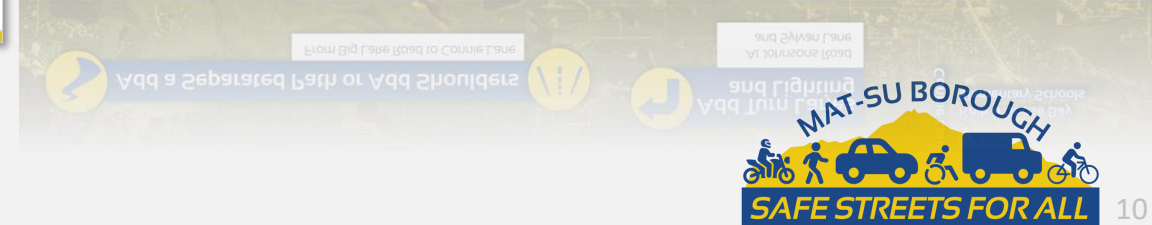
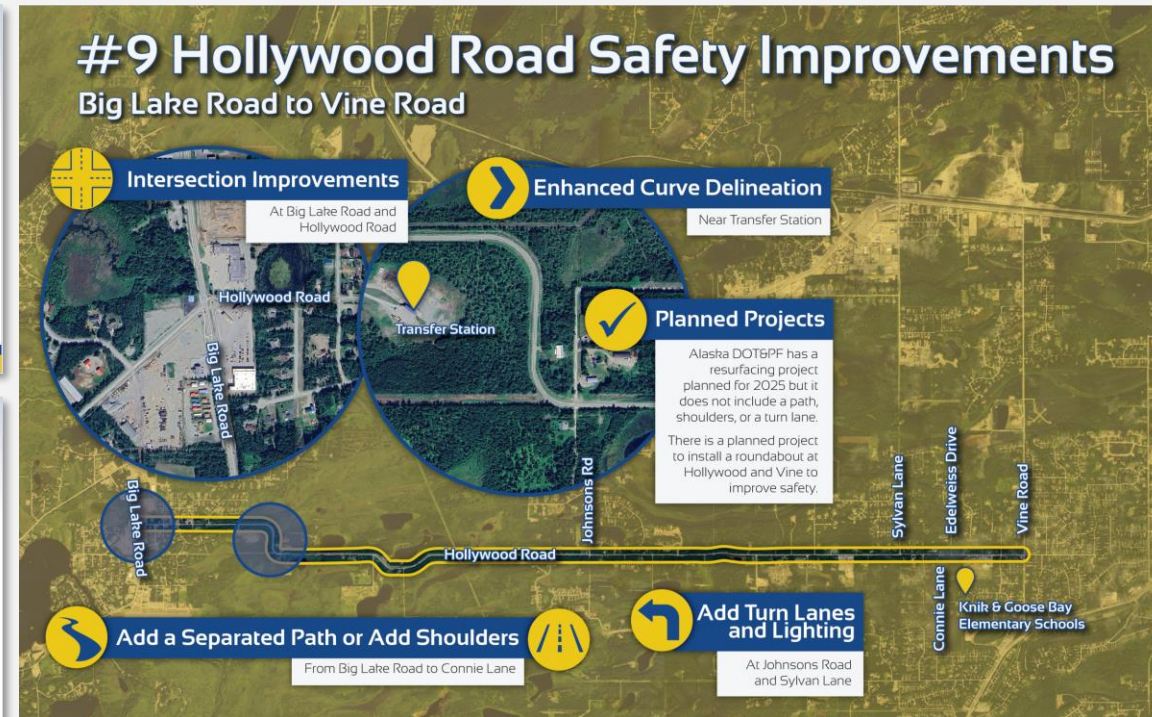
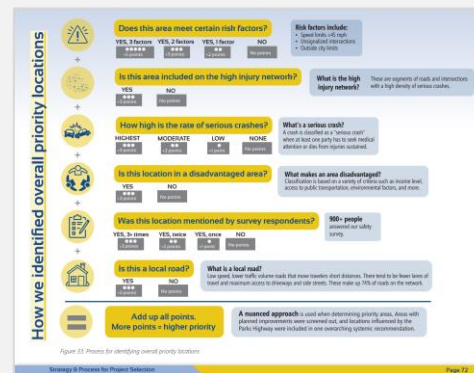
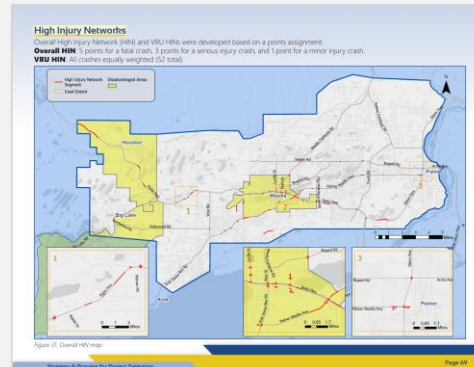


Overview

- High Injury Networks
- Risk Profiles
- Project Prioritization

Criteria

- Priority Projects



Chapter 8: Progress & Transparency



Overview

- Implementation Matrix
- Tracking Progress
 - Data Dashboard
 - Performance Measures & Targets
 - Updating the MSB CSAP

Implementation Matrix

Table 10: Implementation Matrix - Immediate (0-2 years)

Implementation Action	Related Policy/ Practice	Implementation Partners
Apply for federal grant funding, such as the Safe Streets for All program, to implement recommended <u>near-term</u> projects outlined in Chapter 7. Strategy and Project Selections of the MSB CSAP.	SR3, SR4, SR5	MSB, City of Houston, City of Palmer, City of Wasilla, MVP
Apply for federal grant funding, such as the Safe Streets for All program, to implement <u>near-term</u> demonstration projects or supplemental planning projects that align with the MSB CSAP.	SR3, SR4, SR5, SR6	MSB, City of Houston, City of Palmer, City of Wasilla, MVP
Begin systematically installing low-cost safety countermeasures at locations identified for improvement in Chapter 7. Strategy and Project Selections, and throughout the region.	SR4, SR5, SP5	MSB, City of Houston, City of Palmer, City of Wasilla, MVP, DOT&PF
Share the MSB CSAP and Safety Countermeasures Toolkit with partner transportation agencies such as MVP and DOT&PF in support of implementation projects.	SP3, SR5	MSB
Establish a Safe Streets MSB Working Group to guide development of a Safe Streets MSB or Vision Zero campaign and website, including seasonal safety messaging, safety in school zones (developing consistent speed zone policy, signs and markings, and maintenance procedures for schools), and encouraging compassion and community responsibility in young drivers through campaign partnerships with health and human service organizations, parent groups, and schools.	SP1, SP2, SP4, SS4, SP9, SP10, SP11, SR11	MSB, City of Houston, City of Palmer, City of Wasilla, MVP, DOT&PF, Alaska State Troopers, MSB School District, Mat-Su Health Foundation
Implement a Winter Dashboard for MSB to show the public the status of open requests, in progress, and snow removal on routes for borough-maintained routes.	SR12, SR13, SR14	MSB
Establish a Maintenance Working Group to address key challenges and roadblocks associated with all-season maintenance of streets, sidewalks, multi-use pathways, bike lanes, bus stops, and school zones. Devise a resource such as a checklist or infographic to illustrate the hierarchy of information, roles, and responsibilities for adhering to maintenance goals. Explore potential efficiencies in RSA consolidation.	SR12, SR16, SR14	MSB, City of Houston, City of Palmer, City of Wasilla, MVP, DOT&PF
Organize and facilitate an annual safety walking tour for elected officials and the public to demonstrate safety needs and navigating locations where improvements are planned or have recently been implemented.	SP8	MSB, City of Houston, City of Palmer, City of Wasilla, MVP, DOT&PF



Attend the online virtual workshop

ss4a.matsugov.us



Explore crash & safety data on Mat-Su Borough's urban roads

This virtual workshop is part of the development of the Mat-Su Borough Comprehensive Safety Action Plan

- Explore the data
- Safe Streets for All
- Crash Locations
- Travel Modes
- Causes
- Solutions



What's next and ways to participate

- View the Plan [ONLINE](#) and submit comments

Public Review Closes on January 19

- View the Virtual Public Workshop
- View the Data Dashboard
- Come to an in-person Open House

Wednesday, January 15

- Houston City Hall (4:00pm – 6:00pm)

Thursday, January 16

- Wasilla Museum & Visitor's Center (4:00pm-6:00pm)
- Palmer Pioneer Peak Elementary School Library (4:00pm-6:00PM)



Thank you!

Joni Wilm

Email address:

joni.wilm@mbakerintl.com

Website:

ss4a.matsugov.us



*Smith Road, Palmer Ak
Photo credit: Joni Wilm*

PC Reso 24-33 Comments

HANDOUT



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Natural Resources

DIVISION OF PARKS AND OUTDOOR RECREATION
MAT-SU / COPPER BASIN AREA OFFICE

7278 E. Bogard Rd.
Wasilla, AK 99654
Main: 907.745.3975
Fax: 907.745.0938

Matanuska-Susitna Borough Assembly
Planning Commission
350 E Dehlia Ave.
Palmer, AK 99645

January 3, 2025

Dear Mat Su Borough Assembly | Planning Commission

On behalf of the Division of Natural Resources, Department of Parks and Outdoor Recreation (DPOR, Alaska State Parks) we are submitting these comments in reference to Matanuska – Susitna Borough Planning Commission Resolution NO. 24-33, for the Conditional Use Permit (CUP) within the Denali State Park Special Land Use Planning District.

Alaska State Parks would like to submit these written comments for the record as you consider the CUP for Ark@Denali. Firstly, DPOR would like to make clear that Alaska State Parks does not typically comment on the private development on private lands in or adjacent to our state lands.

With that said, DPOR would like to clarify a few points that were made in a letter dated Dec 19, 2024, from the Boutet Company and the draft resolution that is before you for consideration on January 6th, 2024.

DPOR appreciates the efforts that the planners of this development have made to date regarding potential impacts to the adjacent K'esugi Ken Campground and the surrounding environments of the park. It should be noted however that staff are concerned with a few elements that have been presented to the Assembly that will affect our park and park users.

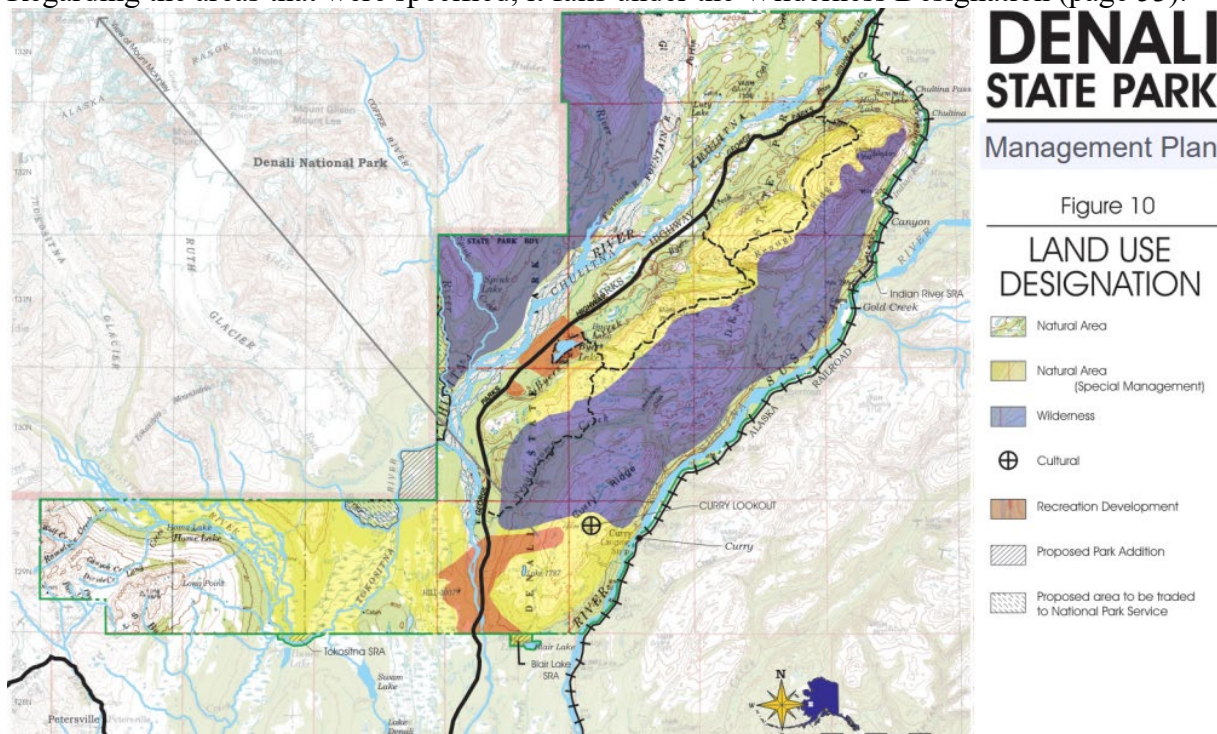
Helicopter Operations ~ Currently there are no FAA flight restrictions within Denali State Park. Should flight seeing operations become successful at Ark@Denali, staff may need to monitor the impacts on the K'esugi Ken Campground and reserve the right to request that FAA restrictions be put in place. Furthermore, it should be noted that the FAA does have flight restrictions over Denali National Park and Preserve which request a minimum altitude of 2,000' above the surface of lands and waters. The boundary of Denali National Park and Preserve is relatively close to the Denali State Park boundary and the effects noted in FAA Advisory Circular (AC 91-36C) may apply to Denali State Park in the future.

Another element in the applicants' documents note that helicopters would not land East of the Parks Highway. DPOR wishes to reference our regulations that prohibit any helicopter landings within Denali State Park without a Commercial Use Permit.

The Management Plan for Denali State Park (DSP) and applicable regulations prohibit the use of helicopters within DSP for commercial purposes.

For your reference, the Management Plan can be accessed here: [Denali State Park Management Plan](#).

Regarding the areas that were specified, it falls under the Wilderness Designation (page 53).



Within this designation, helicopter operations are deemed incompatible except for park management, research, and emergency purposes (page 63).

Activity/Facility	Natural	Wilderness	Cultural	Recreation Development
Helicopter Operations. Landing and take-off of rotary-blade aircraft to provide access to the park if authorized by the Director. ²¹ Practice landings prohibited by park regulation.	Conditionally compatible. Except for park management, research, and emergency purposes, landings limited to gravel bars or beaches on the Tokositna, Chulitna, and Susitna rivers if authorized by the Director. Under Alternative B, one helicopter landing zone may be designated in conjunction with the Tokositna backcountry lodge.	Not compatible , except for park management, research, and emergency purposes.	Not compatible, except for park management, research, and emergency purposes.	Same as Natural

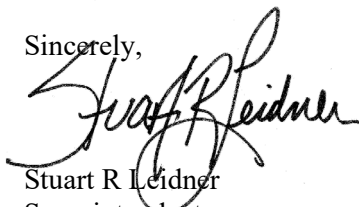
Furthermore, regulation 11 AAC 20.410(c) states: “A person may land a helicopter in Denali State Park if authorized by the director under 11 AAC 18.010.” Regulation 11 AAC 18.010 pertains to Special Use Permits (non-commercial) and is limited to park management, research, and emergency purposes.

Gravel Access Ramp ~ In the letter from The Boutet Company, it states on the third page that they would develop a gravel access ramp. DPOR would request that the company provides verification of their boundaries. Staff's review of the boundaries as they currently appear, a gravel access ramp may encroach on state lands. It is difficult to ascertain from imagery, and DPOR assumes that the area has been completely surveyed and would like to verify that their proposed access is in fact completely on private land. The concern is that their boundary may not extend to a point where their guests can hand launch a raft or other means of floating the Chulitna that it would require requesting a Special Use Permit for access across state lands. Currently, under state law DPOR would not be allowed to provide a private easement across state lands for that purpose. Any such access must be available to all public to access regardless of whether they are staying at the campground. The applicants would be required to submit a Special Use Permit application that would be adjudicated under our current laws and authority.

Bears ~ On page 4 of the same letter, DPOR wishes to clear up any confusion of the roll of our state park law enforcement. Bear dens and monitoring of said sites is the responsibility of Alaska Department of Fish and Game. State Park Law Enforcement rangers do not have authority, nor have staff historically monitored bear dens. DPOR confers with Alaska Department of Fish and Game and Alaska Wildlife Troopers as needed to address problem bears. Nor does DPOR have Park Rangers who are assigned to monitor in-holding properties and as such, staff will not be monitoring bear activity within this commercial development.

Furthermore, included in the Matanuska – Susitna Borough Planning Commission Resolution NO. 24-33 on page 13 0 19 (beginning on 221 of 236) stating that the park will implement a bear safety plan. DPOR asks that this be clarified to state that the applicant or private operators are responsible for said plan so as not to be confused with Alaska State Parks.

Sincerely,



Stuart R. Leidner
Superintendent
Mat Su | Copper River Basin Region

Cc: Ricky Gease
Matt Wedeking
Wendy Sailors

From: [Peggy Horton](#)
To: [9-AAL-FAASI \(FAA\)](#)
Cc: [9-AWA-NoiseOmbudsman \(FAA\)](#)
Subject: RE: Question on helicopter noise
Date: Friday, January 3, 2025 10:36:00 AM
Attachments: [DNR Comments 10-28-24.pdf](#)
[image001.png](#)

Hello Mr. Pennie,

Thank you for responding to my email. I have attached the correspondence I received from the Department of Natural Resources (DNR) regarding their comments on the Conditional Use Permit (CUP) application for the campground facility. Nikki Potter represents DNR. They did not specifically address the addition of the helipad or helicopter tours within the state park. The applicant for this CUP has also been in contact with DNR and has learned that there are certain permits the campground will need to obtain from them to operate fully.

I understand that DNL stands for Day-Night Average Sound Level, which is a metric used to measure cumulative noise exposure over a 24-hour period. It represents the average noise level on a typical day of the year based on annual aircraft operations.

My previous email aimed to provide information to help the Planning Commission understand the likely noise levels at the proposed helipad, which is located 300 feet from the Parks Highway. The public hearing for this matter is scheduled for Monday, January 6, 2025, at 6 p.m. Alaska Standard Time. I believe you have provided sufficient information in your email below, especially considering that the cutoff for any new submissions is noon today. I truly appreciate the research you've conducted and thank you for your time.

Respectfully,

Peggy Horton
Current Planner
Matanuska-Susitna Borough
350 E. Dahlia Avenue
Palmer AK 99645
907-861-7862

From: 9-AAL-FAASI (FAA) <9-AAL-FAASI@faa.gov>
Sent: Friday, January 3, 2025 9:49 AM

To: Peggy Horton <Peggy.Horton@matsugov.us>
Cc: 9-AWA-NoiseOmbudsman (FAA) <9-AWA-NoiseOmbudsman@faa.gov>
Subject: FW: Question on helicopter noise

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

Greetings Ms. Horton,

My name is Ryan Pennie, I am the local FAA Alaskan Regional Community Outreach representative. Your inquiry was forwarded to my office for assistance.

A couple aspects determine the best way forward. To ensure we get the right answer and process through the correct authorities.

The unknown type of helicopter will be a factor in the time the process could take.

Three aspects of your query may determine what that process is.

1. "I am processing a permit for the construction and operation of an RV "campground with related amenities within Denali State Park."
2. "The property is owned privately. It is an in-holding within the State Park."
3. "Department of Natural Resources."

Can you please keep me informed of what the DNR has informed you of, and who you are corresponding with there?

FAA guidance for helicopter noise that I am aware of follows:

"For helicopters, the FAA has noise standards for a Stage 3 helicopter that became effective on May 5, 2014. These more stringent standards apply to new type helicopters and are consistent with ICAO Annex 16, Volume 1 Chapter 8 and Chapter 11." That is the last update I currently have.

- **DNL 65 dBA and below:** The FAA considers this level to be compatible with residential land uses.
- **DNL 65–75 dBA:** The FAA considers this level to be "normally unacceptable" and requires special review and abatement measures.
- **DNL 75 dBA and above:** The FAA considers this level to be "unacceptable" except in very limited circumstances.

I am researching whether there is anything more recent to supersede this. Please use the email address 9-AAL-FAASI@FAA.gov for future correspondence.

I look forward to assisting you in the matter.

Kindly,

J. “Ryan” Pennie
FAA Alaskan Region
Community Engagement Specialist
222 West 7th Ave, Box 14
Anchorage, AK 99513
Main: 907 271-5645



From: 9-AWA-NoiseOmbudsman (FAA) <9-AWA-NoiseOmbudsman@faa.gov>
Sent: Tuesday, December 24, 2024 4:10 AM
To: Pennie, Jared R (FAA)
Subject: Fw: Question on helicopter noise

Hey Ryan—

Can you please forward this to the right people in your office?

Happy holidays!

From: Peggy Horton <Peggy.Horton@matsugov.us>
Sent: Monday, December 23, 2024 8:12 PM
To: 9-AWA-NoiseOmbudsman (FAA) <9-AWA-NoiseOmbudsman@faa.gov>
Subject: Question on helicopter noise

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

I work for the Matanuska-Susitna Borough, the local government planning organization in southcentral Alaska. I am processing a permit for the construction and operation of an RV campground with related amenities within Denali State Park. Here's a link to the application material for the permit. [Ark @ Denali RV Campground Resort CUP](#) The campground is proposing a helipad for helicopter tours. They do not currently have a third-party helicopter service, so they don't know the exact type of helicopter to be used for the tours. The property is owned privately. It is an in-holding within the State Park. I'm in contact with the Department of Natural Resources for information on what is and isn't allowed within the State Park.

We have received some public concerns about expected noise from the helicopters reaching the highway that runs alongside the proposed campground and the state hiking trail system nearby. The helipad is located about 300 feet from the local highway, an interstate. A 50-foot-

wide vegetated buffer will provide visual screening from the public highway.

I've already looked at Chris Corbisier's Living with Noise article on the FWHA website. I understand the noise coming from the highway. Would you be able to give me a dB range we should expect from the helipad when the helicopter is on the helipad? If you can calculate the helicopter dB range expected at the highway 300 to 400 feet from the helipad, that would be helpful also. These are tour helicopters, not ones carrying cargo.

My understanding is that our office can only regulate noise when the helicopter is on the ground because the FAA regulates noise in the air. Could you confirm that assumption and provide any information concerning noise from tour helicopters?

Respectfully,
Peggy Horton
Current Planner
Matanuska-Susitna Borough
350 E. Dahlia Avenue
Palmer AK 99645
907-861-7862



Talkeetna Community Council, Inc.

A non-profit, community service organization

January 2nd, 2025

Re: Resolution 24-33 A Conditional Use Permit In Accordance With MSB 17.17 – Denali State Park Special Land Use District For The Construction And Operation Of An RV Campground Resort Within The Park's Boundaries. The Site Is Located At Milepost 135.7, 4852 North Parks Highway, Tax ID #U04998000L02-4 (Staff: Peggy Horton, Current Planner)

Submitted via email to: Lacie Olivieri, msb.planning.commission@matsugov.us, peggy.Horton@matsugov.us

To Planning Commission Members Glenn, Allen, Koan, Shane, McCabe, Fernandez, and Scoggin:

This letter is a follow-up letter to the one we submitted on Dec. 5th, 2024 in which we requested that the Planning Commission extend the public comment period for Resolution 24-33 regarding the Conditional Use Permit for the Construction and Operation of an RV Campground Resort Within Denali State Park's Boundaries. We are making that same request again today.

Although the planning commission did technically extend the deadline by pushing it back to Jan. 6th, it did not do so in any meaningful way to allow for input by community councils and area businesses that would be affected by this CUP. To our knowledge, no community councils have met or (will have met) between the date that the notice was sent out (December 19th) and the date of the next meeting (Jan. 6th, with comments due by Jan. 2). To date, we haven't even seen that the nearest impacted neighbor, Denali State Park, has been able to weigh in with comments or concerns.

The Talkeetna Community Council requests that the Planning Commission extend the deadline for public comment on Resolution 24-33 and delay a vote until the next Planning Commission meeting in February (at an absolute minimum) Our Council (as well as other Northern Valley Community Councils) deserves to have the opportunity to listen to the issues and concerns of our community members and businesses that would be impacted by this proposed new development.. This development has the potential to significantly impact our community and business members, as well as a vast number of visitors who use and do business in or near Denali State Park.

Talkeetna Community Council, Inc.
P.O. Box 608, Talkeetna AK 99676

Although we have not been able to publicly discuss this issue at a community council meeting, that doesn't mean we haven't been hearing about it from our local community members. There have been a number of concerns raised about the development, but a particular concern that has been brought up by many individuals is that the introduction of a helicopter tour operation at that location is incompatible with the values, purposes and uses of Denali State Park. Many folks have expressed concern that the helicopter tour operation would diminish the quality of the user experience within the park, as well as be disruptive to wildlife. The application refers only to a "third party operator" - who is the third party operator, and what kind of safety and track record do they have doing business in Alaska? These are just some of the questions being raised, undoubtedly there are many more.

This process has seemingly been rushed from the start, at least in terms of public involvement. We're not suggesting to stop development, but we do encourage responsible development. A project of this magnitude, in this magnificent but fragile location, deserves to have a fair and honest attempt to engage the public so that it can be developed in the best way possible. We respectfully request that you delay any further decisions on this project until affected community councils and other stakeholders can hold meaningful discussions about the potential impacts.

Thank you for hearing our concerns and thank you for your service,



Jonathan Korta
Chair, Talkeetna Community Council
jon@talkeetnacouncil.org
(907) 203-2532



Denali Citizens Council

www.denalicitizens.org * mail@denalicitizens.org * P.O. Box 78, Denali Park, AK 99755 * (907) 244-2510

January 3, 2025

RE: Conditional Use Permit in Denali State Park, milepost 135.7, 4852 North Parks Highway

To the Matanuska-Susitna Borough Planning Commission:

The Denali Citizens Council Board of Directors opposes the granting of a Conditional Use Permit (CUP) that would allow construction of a helipad and associated helicopter usage as part of the development proposed by the Boutet Company.

As you know – and have recognized in code by creating the Denali State Park Special Land Use District – the state park is incredibly important for outdoor recreation, particularly for Alaskans and residents of local communities who value the chance to camp, hike, fish, paddle, and float in a natural setting. Ease of access by road, incredible scenery, chances to explore a variety of terrain by foot, both flatwater and swift water boating opportunities, wonderful places to camp – these are all features that help make Denali State Park uniquely beloved.

It is unfortunate that the development proposal includes provision for a helicopter landing pad with multiple flights per day. There are few more disruptive activities for non-motorized recreational users than helicopter flights. Particularly in such close proximity to K'esugi Ken Campground, Troublesome Creek, and associated trails, the flights represent a noisy disturbance that benefits only a few people at the expense of the many. Impacts are likely to reach beyond the immediate area to include people camping and paddling at Byers Lake, hiking Kesugi Ridge, and certainly floating on the Chulitna River. It would be worth the Commission's time to understand better how extensive an area may be impacted by the noise from a single helicopter. We suggest that you contact National Park Service soundscape monitoring staff at Denali National Park where they have conducted extensive and authoritative research on this topic.

Helicopter use seems to fall through a gap in the Borough code for the Denali State Park Special Land Use District. While the proposed RV park is clearly identified under permitted conditional uses in the code at 17.17.060, helicopter use or aircraft facilities are unmentioned. We would argue that the level of noise created by helicopters fits best under the "prohibited uses" described in 17.17.070, as it is closer to an industrial use in terms of its impact than any of the conditionally permitted recreational uses. At the very least, the helipad and associated helicopter activity do not meet the general standard articulated in 17.17.180 for conditional use permits, that "(1) the conditional use will not detract from the value, character or integrity of Denali State Park." This use definitely will detract from the value, character AND integrity of the park.

Meanwhile, there is no shortage of opportunities for flightseeing experiences in the area that don't affect the State Park, with flights originating in Talkeetna, Healy, and outside the Denali National



Park entrance. No one who wants such an experience – and can afford it – is likely to be displaced by disallowing helicopter flights from this location.

Please support the many over the few. We hope that you will deny the portion of the CUP application for helipads and helicopter flights.

Thank you for the opportunity to comment.

DCC Board of Directors

Scott Richardson

Steve Carwile

Nancy Bale

Nancy Russell

Charlie Loeb

December 31, 2024

PO Box 766
Talkeetna, AK 99676

TO: MSB Planning Commission
FROM: John Strassenburgh

RE: ARK Conditional Use Permit on an inholding within Denali State Park (DSP) located at MP 135.7 of the Parks Highway, directly across from K'esugi Ken, PC Resolution 24-33.

I am addressing the revised Staff Report dated December 26, 2024 and PC Resolution 24-33 and an update of the application materials dated December 19, 2024, all of which are contained in the PC packet for its January 6, 2025 meeting. None of these revised materials were made available to the public until the afternoon of December 27, 2024.

There have been some constructive revisions to the ARK Plan Letter¹ and Borough Staff Report/Res 24-33. These changes came about as a direct result of public comments submitted to Planning in the week preceding the PC's December 16, 2024 meeting, postponed to January 6, 2025. These comments were submitted barely in time for the December 16th meeting because of inadequate public notice back in October. The noticing problem and need for postponement was partially explained by Staff at the at the December 16th meeting. But it is important to also note that the notice was also improper because staff originally did not follow precedent to notice the Northern Susitna Valley Community Councils² even though the authority to do so is provided in Code.

This cascading noticing deficiency leaves the public perpetually behind the curve, only being allowed to comment after the Staff Report/Res 24-33 had been written when it is virtually a done deal. Public comment is supposed to help inform the Staff Report/Res 24-33, not react to it. As a result of the improper notice last October and the disjointed way Staff and PC has tried to rectify the problem, the public's right to participate fully in the process has been greatly diminished.

For example, of the 7 community councils noticed as a result of the postponement of the public hearing, NONE of the councils were scheduled for a meeting between their notice date of December 19th and the Hearing date of January 6th, and therefore none of these community councils are able to comment.

¹ See December 19, 2024 letter from the Boutet Company and signed by Tim Alley on behalf of the owner of the subject property.

² See Dale Van Doren file number CUP2007-0029, which was a CUP application to build a tourism hotel on a parcel that adjoins the Subject Parcel (i.e., ARK) on its south.

I attended the December 16th PC meeting and it was evident that the public hearing was postponed in order to withstand possible appeal, rather than because the PC wanted to hear the perspectives of the general public, notably from those who use the Park and are knowledgeable about the Park. I think it is important not to lose sight of benefits of public input. Decisions are better and more broadly serve the public interest when the public is meaningfully engaged in the process.

Of note, in spite of lack of public notice and due to a KTNA news report, twenty members of the public submitted comment for the December 16th PC meeting. But the comments were classified as “Handouts”, which means they were not in time to be meaningfully considered at the meeting. Due to postponement, staff and the applicant had time to read the comments and make a number of changes in both the ARK Plan Letter and the Staff Report/Res 24-33 to reflect at least some of this new information.

Helicopter Tours

With respect to the ARK’s helicopter tours, the revisions cleaned up the language to clarify that the 8 tours per day at intervals of about one hour between 9:00 am and 5:00 pm was a maximum limit and to require certain flight limitations. But that doesn’t alter the fact that helicopter’s are very intrusive to both the eye and the ear, and are incompatible with the value, character, and integrity of Denali State Park.

Unfortunately, neither the ARK Plan nor the Staff Report embraced the public’s wish to eliminate entirely or even reduce the frequency of helicopter tours to and from the subject property.

I appreciate that ARK states that its (third party) helicopters will be permitted to land and take off only from the west and that its helicopters will not be allowed to fly over K’esugi Ken campground or over adjacent inholdings.

However, the language of both the ARK Plan and the Staff Report/Res 24-33 is not clear as to whether ARK will permit its (third party) helicopters to fly over Curry Ridge and K’esugi Ridge. The Staff Report itself at page 19 of the packet (page 10 of the Staff Report) acknowledges the adverse effect of helicopters on both Park visitors and wildlife, as follows:

Helicopters can be noisy, and flying over sensitive areas like the nearby trails and campgrounds could negatively impact the experience of those using those facilities. Additionally, the noise could disturb both wildlife and visitors enjoying the natural sights and surroundings. Staff recommends a condition of approval that aligns with the applicant’s statement regarding the flight paths and frequency of operations for the proposed helicopter tours. This would not limit the flight path of helicopters during emergencies.

I **request** that the standard of approval that allows helicopter tours be removed from the ARK Plan and the Staff Report/Res 24-33, and replaced with a standard of approval that prohibits helicopters except in an emergency.

Failing that, I **request** that the frequency of helicopter tours be reduced to one every two hours rather than one every hour.

Regardless of frequency, if helicopter tours are allowed at all, I **request** that the ARK Plan and the Staff Report (or final Decision Document that comes out of the PC for this CUP) and Res 24-33 be written to make it clear (as it does with K'esugi Ken Campground and adjacent inholdings) that ARK not permit its (third party) helicopters to fly over Denali State Park, particularly over the trails and campgrounds.³

A helicopter operation on the subject property would be in full view and earshot of the most used parts of Denali State Park; the power up noise of takeoff and the constant whump whump whump of a helicopter would be heard for miles. In general, people living in the Northern Sunitna Valley are accustomed to the noise of passing aircraft, but such noise is sporadic, infrequent, and at muted by distance and relatively high altitude. The proposed ARK helicopter operation would be "in your face" almost continually on a daily basis between 9:00 am and 5:00 pm, which coincides with the time frame that most people use Denali State Park.

Bear Awareness Protocols

Although the "Bear Awareness" protocols in the revised ARK Plan letter and the Staff Report/Res 24-33 are a significant improvement The current Staff Report, as does the ARK Plan establishes basic common sense "bear aware" protocols. These protocols are designed to protect public safety within and beyond the subject property. And not only humans... the bears are better protected as well, from becoming food-conditioned and inevitably getting into trouble and shot.

However, the ARK bear aware proposal is problematic because it shifts much of its responsibility for implementing and the ongoing monitoring of the program to the Denali State Park rangers at K'esugi Ken. There is no indication that Denali State Park management has been contacted and agrees to provide staffing for this purpose, even if ARK agrees to reimburse the Park.

Proper Bear protocols is a very important public and bear-safety necessity, and, accordingly I request that the viability of ARK's plan be verified prior to consideration by the PC of this CUP.

³ It is very important to protect the major trails and facilities from noise and viewshed impairment, including but not limited to: Little Coal Creek Trail, Ermine Trail, Cascade Trail, Byers Lake Loop Trail, Troublesome Creek Trail, Curry Ridge Trails originating at K'esugi Ken, the high country trails that go between Little Coal Creek and K'esugi Ken, Rocky Knob, Lake 1787, Byers Lake Campground and Public Use Cabins, and Byers Lake. These trails and facilities are all on top of or on the west side of the ridges. In addition, helicopters should be kept away from Denali Viewpoint South off the Parks Highway.

Draft Res 24-33 at p. 13 states that the park will implement the program:

WHEREAS, according to the application material, the park will implement a bear awareness program that includes informational pamphlets and briefings at the check-in station for all visitors, detailing requirements for food and garbage storage to minimize attraction to bears;

State Parks is short staffed and underfunded. The above WHEREAS is unrealistic. The basis for this WHEREAS is probably the statements at page 4 of the ARK Plan letter: “The staff will communicate with the Rangers on K’esugi ken Campground which is watching for bear dens” and “a Park Ranger is assigned to monitor in-holding properties throughout the park and will monitor activities as needed.”

I suggest that Staff take a harder look at this, and contact the Mat Su State Parks Superintendent, to ensure that responsibility for the Bear Awareness program is clearly defined.

Additional comments on Draft Res 24-33

Page 14

WHEREAS, Denali State Park is carefully managed by state agencies. The state’s oversight reduces the risk of non-compliance and ensures all necessary permits are thoroughly reviewed and obtained prior to use;

I don’t know where this statement came from and I don’t see how this WHEREAS is relevant to this ARK development.

Page 16, number 6 under THEREFORE BE IT RESOLVED

The proposed commercial use does not detract from the value, character, or integrity of Denali State Park (MSB 17.17.180(A)(1)).

I disagree. Without question, helicopter tours are incompatible with Denali State Park and would detract from its value, character, or integrity of Denali State Park.

Page 18, number 6 under BE IT FURTHER RESOLVED

6. Helicopter tours, regardless of the originating point, are limited to one per hour and no more than eight per day. Tour helicopters are not permitted to fly into or out of the subject parcel from the east, over K’esugi Ken Campground, or adjacent private lands. This condition is not meant to limit the flight path of helicopters during emergencies.

I **request** that the PC **amend** this BE IT FURTHER RESOLVED statement to specifically state that ARK will not permit its (third party) helicopters to fly over the ridgetops or over the western slopes of Denali State Park. That’s where the visitors are and where the trails and facilities are,

and that is where most folks will be adversely affected by helicopter noise and viewshed impairment.

Page 19, number 7 under BE IT FURTHER RESOLVED

7. The operation shall comply with the maximum permissible sound level limits per MSB 8.52—Noise, Amplified Sound, and Vibration.

The Borough Code refers to a Sound-Amplifying Device when it stipulates decibel limits. It is doubtful, especially considering the examples of “sound-amplifying device” provided in Borough code, that a helicopter would be considered a sound-amplifying device, so it is doubtful that Code would apply in this case. So this standard of approval would be of no value in protecting against helicopter noise.

Conclusion

ARK derives considerable benefit from the public by virtue of its location within Denali State Park. With benefit, comes responsibility to the Park: To be a good neighbor; not detract from the value and wilderness character of this beautiful park, not diminish quality of the park visitor experience. I ask that ARK not bring helicopters to Denali State Park.

Sincerely,

//s//

John Strassenburgh

From: [cici.schoenberger](#)
To: [Peggy Horton](#); [MSB Planning Commission](#)
Subject: CUP for the proposed RV Park near Denali State Park
Date: Thursday, January 2, 2025 4:44:20 PM

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

To the Planning Commission:

I am writing to express my opposition to potential approval of a CUP for the operation of Helicopter Tours and construction of a helipad. I am a person who uses both K'esugi Ken and Byers State Parks and their hiking trails on a regular basis. While some efforts to mitigate the impact of the noise of the helicopters appear to have been made, it does not seem to me that helicopter tours are compatible with the enjoyment that I, and so many others, get from hiking the trails in the relative peace of the area. I understand that there are many ways to enjoy the wilderness, but this seems to be an unnecessary addition to a well-used area that is so accessible in other ways. I am asking that permission to operate the Helicopter Tours not be granted.

I also must express my dismay over the lack of consideration for the time frame of this hearing. It seems that the community has been given very little opportunity to hear the pros and cons of this proposal since the meeting was scheduled before any of the most impacted communities in the Northern portion of the Borough has had an opportunity to meet. Our communities deserve more consideration and respect from the Borough. This is not the first time this has happened and it must stop. Community members need to have information to properly decide and then to express an opinion so that the various Board entities can understand the feelings of those directly impacted by their decisions.

Thank you for your consideration,

Cici (Lucille) Schoenberger
Talkeetna

From: [Trisha](#)
To: [Peggy Horton](#)
Subject: MSB 17.17 -- Denali State Park Special Land Use District
Date: Friday, January 3, 2025 10:23:45 AM

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

Hello,

My comments in regard to the CUP request within the Denali State Park Special Land Use District:

The establishment of a helipad and subsequent helicopter tour activity does not seem consistent with desired use and overall experience outlined in the Denali State Park Management plan. I agree with the sentiment already expressed: keep the helicopters at the airports.

The public comment period and process for this issue fell short. Outside of this particular CUP request I would ask the Borough to review its public comment/review process and make changes to allow adequate notice, specifically when the issue concerns lands that are of broad interest to larger populations. Like a state park. Many community councils and committees meet monthly - and are made up of volunteers - making it difficult to encourage comment or provide information in a timely manner. Many of us no longer have access to print newspapers - like the Frontiersman - as we continue to navigate the changing ways we get information. I would also recommend submitting comment opportunities and deadlines to KTNA, the Upper Susitna Valley's only public radio station. They offer an Announcement page just for such items of community interest. These are read over the air three times a day during the week. There is currently no upper valley newspaper.

There were so many well thought out and well written comments in the previous round of public input that I feel my other opinions have been stated, and I continue to support those letters. My two main points above I wanted to be sure I expressed.

Thank you for the opportunity to comment.

Trisha Costello
Talkeetna

Comment on proposed ARK development in Denali State Park, PC Res. No. 24-33

From Bill Sherwonit <akgriz@hotmail.com>

Date Mon 12/30/2024 7:57 PM

To Peggy Horton <peggy.horton@matsugov.us>; MSB Planning Commission <msb.planning.commission@matsugov.us>

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

Members of the Matanuska-Susitna Borough Planning Commission,

I'm writing in response to a proposed commercial-use "RV Campground Resort" on an inholding within Denali State Park at mile 135.7 of the Parks Highway. I came late to this particular issue and only because a friend who lives in the area notified me, so I may not have all the terminology and details, but my understanding is that an entity named ARK or ARKDenali is seeking a conditional use permit for this development, which I believe is given as PC Res. No. 24-33.

I have several concerns, including what I (and many other Alaskans who value Denali State Park) consider an insufficient notice and comment period. From what I've been able to learn, the borough sent out an initial notice on Oct. 25, 2024, but that notice was somehow sent to only a few recipients and no copies of the notice were received by residents of the northern Susitna Valley, nor by community councils in that area, nor by those who recreate in Denali State Park and are advocates for that parkland.

By the time information about the proposed development was more widely circulated, it was already December; but enough people commented on the original CUP with their concerns that it was revised. And on Dec. 27, a packet with the revised staff report and other information was posted on the planning commission's website. That leaves the public only seven days—seven!—to digest the newly revised information and prepare comments before the Jan. 3 deadline. Making things worse is that this time frame occurs during the holiday season.

At the same time, it appears that the state agency that manages Denali State Park, the DNR's Division of Parks, has not yet submitted comments and it's uncertain, as I write this, whether the park's superintendent, other staff, or Division of Parks administrators (including Director of State Parks Ricky Gease) will have the opportunity to comment by that deadline. It seems the borough's planning commission would want input from the primary land manager of the area surrounding this proposed development.

Given all that, I urge the Planning Commission to postpone any decisions on the proposed development until the public and the state agency that manages Denali State Park are given sufficient time to comment and/or testify in person. The way this process has taken place is unacceptable to me and, I would suggest, to many others who care deeply about Denali State Park and the recreational opportunities it provides and wildlands that it protects.

All that said, I will comment on one aspect of the proposed development that is deeply concerning to me and, I would argue, is an inappropriate activity throughout much of Denali State Park, which is widely considered one of the gems in the Alaska State Parks system. That is, the proposed helicopter tours.

Helicopter tours would conflict greatly with many of the most popular summer activities in Denali State Park, namely hiking, backpacking, boating, and camping and would intrude upon and deeply compromise the park's wilderness character in its more remote areas, for instance Kesugi and Curry Ridges and the Peters Hills in the park's western reaches. I would argue that helicopter tours within the park should be disallowed. But if permitted along the park's highway corridor, it must be made clear that they stay a considerable distance from the Kesugi-Curry Ridges area, Byers Lake, and the Peters Hills. Popular trails that connect with the Kesugi-Curry Ridges complex must also be off-limits to helicopter traffic, from the Little Coal Creek Trail in the north to the Cascade Trail, Troublesome Creek Trail and Curry Ridge Trail.

I also have concerns about bear-safety and proper food-storage at the development, to minimize bear-human conflicts and harm to either people or bears. But for now I will emphasize my opposition to the helicopter tours, particularly in Denali State Park's wilder areas. And again I ask the borough Planning Committee to enact a more realistic public-comment period and postpone any decisions on the proposed development.

In ending I'll note that my relationship with Denali State Park goes back to the late 1980s and that I've spent many days within the park, been an advocate for its wild values, and written about the park in a wide range of publications, from newspapers to magazines and books. Thanks for considering my comments and perspectives,

Bill Sherwonit

Anchorage, Alaska

akgriz@hotmail.com

comments Res 24-33

From Kathleen Fleming <redstar62n@gmail.com>

Date Tue 12/31/2024 10:58 AM

To Peggy Horton <peggy.horton@matsugov.us>; MSB Planning Commission
<msb.planning.commission@matsugov.us>

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

To: Planning Commission

Re: PC Res #24-33

I love Denali State Park. The easy access hikes, the views, the blueberries, the wildlife, the peace and quiet.

There may be a need for additional camping and RV sites in the region, since the existing park drive-in campsites are so popular. A focus on low impact on wildlife is important, and I appreciate efforts to avoid bear encounters.

The impact of any helicopter operations that close to/within the park cannot be mitigated. It should not be allowed.

We have some real jewels in the Borough. They are precious largely because of their natural ambiance. We should not elevate commercialization to the point of tarnishing these gems, like Denali State Park.

Thank you for considering my comments.

Kathleen Fleming

40 year resident of the upper Su Valley

Email your comments to both peggy.horton@matsugov.us and to msb.planning.commission@matsugov.us. Comments are due by **noon** on Friday, January 3rd. Your comment should be addressed to the Planning Commission and include PC Res. No. 24-33 in the subject line. You only need to make 2 or 3 points.

From: [Caitlin Elison](#)
To: [Peggy Horton](#)
Subject: MSB 17.17 Denali State Park Special Land Use District
Date: Thursday, January 2, 2025 8:24:00 PM

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

Good evening,

I'd like to comment on MSB 17.17.

I own land west of the parks highway at MP 124 and spend a significant amount of my weekends out there. Currently the air traffic is very high. On a daily summer average I see a minimum of 10 Turban Otters flying over head on their way to and from Denali on any given day. This doesn't include any private aircraft that also frequent the area.

The air traffic is already very high and if helicopter tours are added they will severely impact the area with an already over crowded airspace.

At what point do we say enough is enough? Where is the line in the sand?

The place the "Ark" doesn't add value to our parks. We already have places to camp in the area. And there are already permitted tour companies operating in the area.

I urge the assembly to not approve this special land use permit.

Thank you,

Caitlin Elison
907-350-1569

From: [Doug Moore](#)
To: [Peggy Horton](#)
Subject: Public comment for CUP for the Boutet Company Denali Park SPUD
Date: Thursday, January 2, 2025 9:11:46 PM

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

I am writing to encourage the Planning Commission to grant the Conditional Use Permit for The Boutet Company Inc, for Yoland D'Oyen, application for an RV park at Milepost 135.7, 4852 North Parks Highway.

The permit application spells out exactly what we need in the northern Susitna Valley. We need more opportunities for tourist of all types to be able to enjoy the splendor that Alaska offers. This development will provide employment opportunities for locals, add to the bed and property tax. In addition the development will provide much needed additional camping spaces and much needed cabins for use in the very underdeveloped Denali State Park.

It is a perfect place for this type of development. It is near the highway and on private property. It does not detract from the State Park in any way. If completed as planned it will clean up one of the few eyesores within the Parks Highway corridor running through Denali National Park.

I know there is concern about helicopter use in the area, but the application causes zero concern for me. The only use of the State Park in the summer west of the highway is rafting on the Chulitna River. Overflights at cruising speed will cause a few minutes of noise pollution that rafters may encounter if they are in the right place at the right time. The east side of the highway, which the application says they will remain out of, is where all the trails and activities are. Honestly, that helicopter noise is going to be minimal compared to all the truck traffic ascending and descending the many hills in this area. It's a highway corridor, not an irreplaceable wilderness area.

I highly encourage the Planning Commission to approve this application,

Sincerely,
Doug Moore
HC 89 Box 8574
Talkeetna AK 99676
cell 907-841-3200

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This email has been checked for viruses by AVG antivirus software.
www.avg.com

From: [Brian Okonek](#)
To: [Peggy Horton](#); [MSB Planning Commission](#)
Subject: ARK Conditional Use Permit application in Denali State Park
Date: Friday, January 3, 2025 10:11:18 AM

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

Dear MSB Planning Commission,

Thank you for considering a few of the recommendations that you received concerning ARK@Denali's proposal for development on private property within Denali State Park.

The process for the public to weigh in on the ARK proposal and the MSB staff report in a meaningful manner has been poorly executed. It was nice that the comment period was extended and that upper valley community councils were notified, but because this period fell within the Christmas and New Year's holiday and before any community council meetings took place it did not allow the public to participate fully. Denali State Park is cherished by many residents of the borough, the State and visitors from far away. There should have been a much more robust public process. It would be best to delay any decision on the ARK@Denali CUP for another month so that more of the public can comment. Denali State Park deserves to be protected from development that will degrade the "character and integrity" of the park and quality of experience for park users.

The bear/human conflict issue is really quite easy to mitigate. Educate the public about bear aware practices, require and ensure that all garbage and food is stored in bear resistant containers, keep development away from salmon streams and monitor all the above. This should be the responsibility of ARK@Denali and the MSB. State Parks monitors state land within the park and CUP holders and the MSB should monitor private lands within the park.

Helicopter landings and take offs at the proposed heliport and overflights of Denali State Park will negatively impact other user groups in the park. It is virtually impossible to regulate overflights. There are "best practices" for height of flights above the ground to mitigate disturbance to wildlife, but no one monitors or regulates it. The natural soundscape is diminishing around the world and is being overrun by mechanical noise. A helipad with eight authorized helicopter operations per day is too much. The helicopters will be heard far from the private helipad. Noise will not stop at the border of the private property.

Sincerely,

Brian Okonek

From: [NICK Power](#)
To: [Peggy Horton](#)
Subject: Denali Conditional use Permit MP 135
Date: Thursday, January 2, 2025 11:23:04 PM

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

Hello,

My family and I own property within the trapper creek glen HOA which is just South of the East West Express trail and on the west side of the Parks.

I am a long standing taxed citizen of this quaint piece of property. Over the years the noise pollution from aviation has gotten very distracting and disturbing. The helicopter operations will only make the noise pollution worse.

I've had property here for 20 years and just now caught wind of them mentioning an opportunity to comment on this. It's likely I've missed many more concerns for the area that are not seemingly properly publicized.

I spend a lot of time in this vicinity and have seen the animals reactions out of pure terror being bombed by existing aviation companies. This used to be such a beautiful area but, now it only seemingly caters to ultra rich folks whom are just coming for a quick flight through. They are blinded to the fact the noise pollution they are off putting to local wildlife and the other multitude of user's within the vicinity.

K2 aviation with their big, loud white and red airplanes are constantly polluting the air with noise.

Thanks for the opportunity to share my little ground level, tax paying experience. Please do not allow this.

Thank you,
Nick Power
907-748-4144

The Boutet Company, Inc., for Yolanda D'Oyen, submitted an application for a Conditional Use Permit under MSB 17.17—Denali State Park Special Land Use District to construct and operate an RV campground resort within the park's boundaries. The site is located at Milepost 135.7, 4852 North Parks Highway, Tax ID #U04998000L02-4.

Sent from my iPhone

From: [Shoo Salasky](#)
To: [MSB Planning Commission](#)
Cc: [Peggy Horton](#)
Subject: PC Res. No. 24-33: Comments
Date: Thursday, January 2, 2025 11:50:54 PM

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

To the Mat-Su Borough Planning Commission,

As a 46 year resident of the Upper Susitna Valley, I find it unconscionable that the Borough is even considering this permit application to operate helicopter tours within Denali State Park. A commercial operation such as this is in direct opposition to the Mission Statement of Alaska State Parks —

Mission Statement

"The Division of Parks and Outdoor Recreation provides outdoor recreation opportunities and conserves and interprets natural, cultural, and historic resources for the use, enjoyment, and welfare of the people."

The noise generated by multiple rotor-wing take-offs & landings daily, will only detract from the “conservation and interpretation of natural, cultural and historic resources for the use, enjoyment and welfare of the people” who come to Kesugi K’en to hike, camp, bird, photograph, rest, relax and commune with nature in one of Alaska’s premier parks.

To allow commercial helicopter tours to operate at the entrance to Kesugi K’en State Park is in direct conflict with the already existing uses for which the Park was established.

I urge you to deny this absurd permit request.

Thank you,
Sheryl Salasky
PO Box 196
Talkeetna, Alaska

Sent from my iPhone

From: [Willi Prittie](#)
To: [MSB Planning Commission](#)
Cc: [Peggy Horton](#)
Subject: PC Res. No. 24-33: Comments
Date: Thursday, January 2, 2025 9:21:14 PM

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

To Matanusca-Susitna Borough Planning Commission

Regarding the planned RV park development just off the Parks Highway in Denali State Park near Kesugi Ken campground: I have the below comments.

Thanks to the Borough for efforts to make conditions of the Conditional Use Permit for this operation enforceable, and also to permit applicant for clarifications of their intentions. Bear awareness, bear-proof trash protocols, and water quality are important considerations for such a development.

However, I feel very strongly that the helipad and helicopter tours **SHOULD NOT** be approved! This activity within Denali State Park and so close to Kesugi Ken campground and many hiking trails in the park is completely inappropriate! According to MSB Code: 17.17.180 (A) (1) says, “(A) A conditional use may be approved only if it meets the requirements of this section in addition to any other standards required by this chapter. (1) the conditional use will not detract from the value, character or integrity of Denali State Park;” Helicopter flight noise and take offs and landings **WILL HAVE** serious negative impact on “value, character, or integrity of Denali State Park”! This is beyond question. I would remind the Borough that the Denali State Park Management Plan includes this text, “Noise from fixed-wing aircraft and helicopters travels long distances, disturbing ground-based recreationists seeking quiet and solitude.” I refer you also to MSB 17.17.180 GENERAL STANDARDS.

I am a long time Alaskan resident, and I frequently hike, backpack, and ski in the state park. I do so to enjoy quiet and the great views while I get good, healthy exercise. Noise from a helicopter operation disturbing hikers and backpackers on park trails which pretty much all face to the west where the helicopters will be flying (to say nothing of boaters on Byers Lake) is exactly the type of development use that much language in code and management plans seeks to avoid!

There is also lacking an important condition: Anyone hiking on any trail in Denali State Park needs to be protected by helicopter generate noise by a tour operator or route. I do not believe that MSB 8.52 is adequate to do so.

Thank you for your work on this, and for considering my comments.

Sincerely,

Willi Prittie
Sunshine, Alaska

From: [Schiroadams](#)
To: [Peggy Horton](#)
Subject: The Boutet Company MSB 17.17 Permit Application Comment
Date: Thursday, January 2, 2025 9:15:22 PM

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

Peggy,

If the permit for this development is issued please stipulate that public river access (put-in and take out) is required.

While this proposed development will degrade the characteristics of Alaska that visitors and locals cherish (helicopters tour noise) other aspects are reasonable. The Chulitna River access is a great idea if public access is stipulated. A Chulitna River public access is currently lacking for this section of the river and is sorely needed.

Thanks for your consideration,

Dave Schirokauer
POB 256
Healy AK 99743

907-612-0272

From: [corinne](#)
To: [MSB Planning Commission](#)
Cc: [Peggy Horton](#)
Subject: Comment on MSB 17.17 -- Denali State Park Special Land Use District
Date: Friday, January 3, 2025 10:00:12 AM

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

To the Mat-Su Borough Planning Commission:

I am writing regarding a Conditional Use Permit for an RV Resort/Cabins/Campground/Helicopter Tour in Denali State Park (MSB 17.17 -- Denali State Park Special Land Use District).

First, I want to say that I am disappointed that the public notice on this CUP was so poorly executed. For an inholding in an outstanding state park, the impacts of a development like the one proposed affects many more people than those who own property immediately adjacent to the development. This area of Denali State Park is the most readily accessible to half the population of Alaska and to many visitors to south-central. A development here has potential to affect the experience of everyone who comes to the scenic overlooks, campgrounds, cabins, hotels, and trails in this area. I do hope that borough staff will review their procedures for noticing the public about any development with the Denali State Park Special Land Use District and think more broadly about who is affected by such proposals.

Second, I have not had time to review the entire packet so I can only comment on the proposal to have a helicopter tour operating from this site. The terrain along this portion of the Parks Highway makes that idea especially negative for other users to the area. In general, the land slopes down to the west of the highway, and up on the east side. The noise from a helicopter operating from near the highway will reverberate loudly off that upslope, which is also where most of the trails, current campgrounds, and other overnight accommodations are located, and echo over the proposed development, existing residences and accommodations, and scenic overlooks on the west side of the highway. I would imagine that anyone staying at the proposed development would prefer to drive to the sightseeing air businesses in Talkeetna, less than an hour away, versus hearing helicopters coming and going outside their campsite or cabin all day long. Everyone else staying or recreating nearby would prefer that, too.

Permitting a helicopter tour operation from this site is short-sighted and will negatively impact the many users of Denali State Park. **I urge the Planning Commission to send the proposal back to the developer with a firm note that a helicopter tour operation is incompatible with the uses and values of the Denali State Park Special Land Use District.**

Sincerely,
Corinne Smith
PO Box 991
Talkeetna, Alaska 99676

From: [Michele Stevens](#)
To: [Peggy Horton](#); [MSB Planning Commission](#)
Subject: Conditional Use Permit for an RV Resort/Cabins/Campground/Helicopter Tour in Denali State Park
Date: Thursday, January 2, 2025 9:17:59 PM

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

Dear Borough Planning Commission

The Petersville Community would be greatly affected by the helicopter tours with this project. We property owners and residents of the Petersville area like our remote living and the quiet it comes with. We understand the decibels of sound created by the helicopters are no more than a highway noise, however we choose to be off grid just to get away from that noise. We have a community of 380 property owners some of which is next to the Park boundaries and We oppose the Helicopter portion of this project. We have no quarrel with the RV park and other items proposed. We would like to continue with our peace and quiet in our area. This letter would have been more in depth if it had been better advertised and was given more time to address this issue. Thank you for your time

Michele Stevens

President

Petersville Community Non-Profit Corp.

DBA

Petersville Community Council

To: Mat-Su Planning Commission
Date: December 10, 2024
VIA Email To: peggy.horton@matsugov.us and msb.planning.commission@matsugov.us.

Re: Comments MSB Planning Commission Resolution No. 24-33
Resolution of MSB Planning Commission Approving a Condition Use Permit for a commercial use (Recreational Vehicle (RV) Campground Resort) within the Denali State Par Special Use District

Dear Mat-Su Borough Planning Commissioners:

I am writing again to ask that the proposed conditions for approval be amended to disallow the proposed Helipad and Helicopter Tours. I appreciate that both the Applicant and the Borough have dealt with some of the concerns raised in my previous letter and in other peoples' letters. The major concern about the development, i.e., Helipad and Helicopter Tours, however, has not been adequately addressed.

Findings of Fact pulled from the Staff Report:

According to the application material, the proposed helipad is situated approximately 13 feet below highway elevation and about 320 feet west of it. A 50-foot-wide vegetative buffer will visually screen the helipad from the Parks Highway. - [The issue is not visual screening from the Parks Highway, but audio screening from K'esugi and Curry Ridges and trails.](#)

According to the application material, the helipad will operate from May 15 to September 15, with hours from 9 a.m. to 5 p.m. - [9 a.m. to 5 p.m. is prime hiking time, and the hours that see the greatest use of Denali State Park by visitors.](#)

According to the application material, the site will limit proposed helicopter tours to one per hour and no more than eight per day. - [How long will the noise from the approach to landing to taking-off be audible from the campground, the hiking trails, and the ridges? Staff report does not address the amount of time that each tour will create objectionable noise.](#)

According to the application material, helicopter flights will utilize the airspace generally above the Chulitna River for flights into and out of the Park. - [Is the reference to the State Park or the National Park or both? The K'esugi Ridge and the State Park trails traverse 37 miles from Little Coal Creek Trailhead to the Upper Troublesome Creek Trailhead. The trails to access the ridge are on the west side of the ridge, i.e., east of the Parks Highway. Helicopters don't fly high; they make a lot of noise; they don't fly fast; and, the noise lingers. Take-offs, landings, and flights into the State Park will be disruptive to anyone hiking the K'esugi Ridge Trail System.](#)

According to the application material, helicopters will not fly into or out of the subject property from the east, over adjacent inholdings, or the K'esugi Ken Campground. - [As above, this fact omits consideration of the impacts to anyone hiking the K'esugi Ridge and the new Curry Connector Trail \(17 miles.\)](#)

The discussion on page 10 of the Staff Report says, "Helicopters can be noisy, and flying over sensitive areas like the nearby trails and campgrounds could negatively impact the experience of those using those facilities. Additionally, the noise could disturb both wildlife and visitors enjoying the natural sights and surroundings. Staff recommends a condition of approval that aligns with the applicant's statement regarding the flight paths and frequency of operations for the proposed helicopter tours. This would not limit the flight path of helicopters during emergencies." - [Unfortunately the applicant's statement regarding the flight paths does not address the K'esugi Ridge or Curry Connector Trail. Thus, the helicopter tours would be free to fly over the entire ridge system just by flying into the State Park north or south of the K'esugi Ken campground.](#)

The Staff Report states: The proposed use meets all standards of MSB 17.17. - [I disagree because:](#)

MSB Code 17.17.140 says, "... The conditional use permit procedure is intended to allow planning commission consideration of the impact of the proposed conditional use on surrounding property and the application of controls and safeguards **to assure that the conditional use will be compatible with the surrounding area and in keeping with the character and integrity of the Denali State Park.**"

MSB Code 17.17.180 (A) (1) says, "(A) **A conditional use may be approved only if it meets the requirements of this section in addition to any other standards required by this chapter. (1) the conditional use will not detract from the value, character or integrity of Denali State Park;**"

[Until the conditions of approval are revised to disallow the Helicopter Pad and Helicopter Tours the standards of neither MSB 17.17.140 nor of MSB 17.17.180 have been met, and the CUP should not be approved. Helicopter Tours are not compatible with the surrounding area nor are they in keeping with the character and integrity of the Denali State Park. Helicopter tours will definitely detract from the value, character and integrity of Denali State Park.](#)

Staff Recommendation # 6 states: "Helicopter tours, regardless of the originating point, are limited to one per hour and no more than eight per day. Tour helicopters are not permitted to fly into or out of the subject parcel from the east, over K'esugi Ken Campground, or adjacent private lands. This condition is not meant to limit the flight path of helicopters during emergencies." - [Staff Recommendation #6 is not sufficient to meet the requirements of MSB 17.17.140 and MSB 17.17.180.](#)

Notice Problems

In my prior comments, I was one of the people who requested the public hearing be kept open until the Planning Commission's February 3rd meeting. Instead, staff recommended that the public hearing not be opened but postponed to the Planning Commission's January 6th meeting. The Planning Commission so acted. Unfortunately, that did not solve the problem. The new notice was posted, notices were mailed out to the State and to property owners on December 17th. Notices were then emailed with a link to the application material, and a request for comments to community councils from Big Lake, Meadow Lakes, Willow, Talkeetna, Susitna, Trapper Creek, and Chase on December 19, 2024. Then, on Friday December 27th in the afternoon the MatSu Borough revised staff report and the Applicant's December 19th letter with clarifying information were posted. **The general public, thus, had 3 1/2 business days or 6 1/2 calendar days to review the new materials and comment. But, not one of the community councils noticed had a meeting between December 19th and January 6th, so they could not comment.**

I do not know why the original public notice was so slim. Community Council meeting dates are published on the borough calendar well in advance. Why didn't the planning department consider that the community councils would not meet prior to January 6th and recommend postponing until January 20th or February 3rd? I can only hazard a guess that it might be because the department is understaffed. As we approach the next budget cycle, I hope the commissioners will advocate for adequate funding for the planning staff. In a growing borough it's critical.

As always, I appreciate the opportunity to comment.

Sincerely,
Ruth D. Wood
Talkeetna, Alaska

Jan 3, 2025

To the Mat-Su Planning Commission:

Please consider my comments regarding Planning Commission Resolution 24-33

What I love about living in Alaska is slowly eroding due to industrial tourism. I live in Talkeetna, and in the summer it is almost impossible to go downtown because of the 18 tour buses a day that infiltrate a town of 1,000. Car and bus traffic is almost constant on the Talkeetna Spur Road. Downtown is saturated with tourists disgorged from the constant bus traffic. When will it be enough and when will the quality of life for those of us who live here be taken into account?

Two years ago, I went to my favorite lake to paddleboard with friends, only to find a commercial rental company had set up shop. Talkeetna Community Council was never notified. We were never given a chance to comment. It's the drip, drip, drip of tourism invading quiet community spaces. It's frustrating and detrimental to why we live in a wilderness space.

Now comes this proposed major development inside Denali State Park. According to MSB 17.17, the land in Denali State Park is zoned for recreational uses, not commercial. Please consider carefully before issuing a CUP for the entire proposed development. It's huge and it will alter the wilderness aspect of the State Park. According to the Planning Commission Staff Report: "Based on the above findings, the proposed commercial use does not detract from the value, character, or integrity of Denali State Park." I beg to differ. Of course a development of this magnitude will alter the character of the State Park and impact the quiet nature of camping, hiking, and backpacking there.

The most egregious aspect of the proposed development is the idea of guided helicopter tours—8 tours per day, one per hour. Helicopters are noisy and invasive. I am saddened to read the Planning Commission staff recommends allowing the use of helicopters. Last fall, I was riding my bike on the road at Denali National Park, and the noise from small airplanes was noticeable and distracting. Because of the Pretty Rocks slide at Polychrome Pass, buses can no longer get to the backcountry lodges. Instead, small airplanes ferry passengers to and from the lodges in the backcountry. The increase in noise was definitely noticeable. To think the drone from helicopters won't affect the experience of every other user of the State Park is ridiculous.

Please deny the entire CUP for this massive project. If you cannot square going that far, at least do not permit helicopter tours. Please consider the needs of the people who live close to the State Park and are regular users or of the many independent travelers who relish the wilderness experience of hiking in the State Park. Also remember, people come to Alaska for the wilderness experience. A development of this scope detracts from the intimacy of the natural world they wish to experience.

Sincerely,

Kathy Trump

P.O. Box 470
Talkeetna, Alaska 99676
907-315-8775
kathy.trump@yahoo.com

From: [Karako Walker](#)
To: [MSB Planning Commission](#); [Peggy Horton](#)
Subject: Resolution 24-33, Opposition to Proposed CUP for Helicopter Tours & Development in Denali State Park
Date: Friday, January 3, 2025 10:59:11 AM

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

Hello,

I am writing to express my strong opposition to the proposed CUP for helicopter tours and development in Denali State Park. As an avid visitor, I have come to deeply appreciate the unparalleled serenity and natural beauty of this remarkable landscape. The tranquility of the park is not only a source of personal joy but is integral to the wellbeing of its wildlife and ecosystems.

Helicopter tours would introduce a disruptive and intrusive noise pollution that would shatter the quietude of this pristine environment. The constant hum of helicopters would diminish the park's natural ambiance, disturbing visitors and wildlife alike. Such disturbances could significantly alter animal behaviors, including displacement, which could ultimately have detrimental effects on local populations and biodiversity.

The very essence of Denali lies in its ability to offer a refuge from the clamor of modern life. By allowing helicopter tours and unrestricted development, we risk undermining the core values that make this park a treasured haven for both humans and wildlife. I urge you to consider the long-term consequences of this decision and deny the CUP to protect the park's natural integrity for generations to come.

Respectfully,
Kara Walker

--
Kara Walker
walker.km@gmail.com
425-442-8048

From: [Sean McPhilamy](#)
To: [MSB Planning Commission](#); [Peggy Horton](#)
Subject: Conditional Use Permit for Helicopter Tour in Denali State Park
Date: Friday, January 3, 2025 11:33:13 AM

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

Good day,

I am writing in concern of the draft Conditional Use Permit (CUP) for the Ark@Denali proposal, specifically regarding the helicopter tour operation.

I am concerned at the proposed noise level helicopter operations disrupting both humans and wildlife in the area.

I am concerned at the proposed location (320 feet west of the highway, which will cause surprise/response from drivers on the highway.

I am concerned at the term “tour”, as other similar operations offer helicopter tours at planned times for cruise ship visitors, when in fact there are multiple helicopters operating simultaneously for a named “tour”.

If adopted, there should be in-place noise level monitoring, along with a correction to spell out that each tour has a maximum of one helicopter in operation (per tour). Finally, the natural vegetation “left in place” should be better defined as to density and height above ground.

Thank you for your consideration.

Sean

~

Sean McPhilamy

PO Box 966
Talkeetna, AK 99676-0966

(907) 947-4310
seanmcphilamy@mac.com