

## Quainton, Madeleine

---

**Subject:** FW: New Public Comment to Assembly Members

---

**From:** Kenai Peninsula Borough <[webmaster@kpb.us](mailto:webmaster@kpb.us)>

**Sent:** Friday, February 23, 2024 3:17 PM

**To:** BoroughAssembly <[Borough-Assembly@kpb.us](mailto:Borough-Assembly@kpb.us)>; Mayor's Department <[MayorDepartmental@kpb.us](mailto:MayorDepartmental@kpb.us)>

**Cc:** Turner, Michele <[MicheleTurner@kpb.us](mailto:MicheleTurner@kpb.us)>

**Subject:** New Public Comment to Assembly Members

**Your Name:** Ann & Brad Hanson

**Your Email:** [annfhanson@att.net](mailto:annfhanson@att.net)

**Subject:** KPB-5821

**Message:**

We are currently out of state, but have some major concerns regarding the proposed site for the Davis Block Concrete Plant (KPB-5821). It seems that there needs to be more consideration given to other options that may not impact a residential area. Although the local board voted 5-1 to move this forward, it seems that this was a rush to judgement, & there was no consideration or additional caveats or control recommendations put into place. Some questions that have not been addressed/answered are:

Who will pay for the road repair that is needed at the conclusion of this project?

Will the road repair be completed the year that the plant is disabled? Or will it be postponed for years?

Should there be a cap on the number of trucks per day?

Should there be a quiet period of time? No "Jake breaking"...

Should there be a weight limit for the trucks?

Should there be a limit on the number of trucks per day/per week/per hour?

How long will this concrete site be in use? Is there an ending date? Is it permanent?

Are there other alternatives that do not impact a residential area? It seems there is plenty of borough land throughout the Cooper Landing area, that looking at the parcel map, would yield a better site, with less impact on Cooper Landing residents. Yes, it might need to be reclassified as industrial, but there are 7 acres by the regular dump off Quartz Creek? Or by the Stetson Creek Area? The drive from the dump is not that much more than going up to the brush dump on Snug Harbor Rd.

How noisy is this plant, when in use? Will it impact the Senior Center residents?

Until all these questions are addressed, I do not see how the Borough can move forward by approving this.

Please express these concerns to the commission, assembly & mayor, so that questions can be answered.

Sincerely,

Ann & Brad Hanson  
35360 Just Bears Court  
Cooper Landing

[annfhanson@att.net](mailto:annfhanson@att.net)  
847-767-8968

## Quainton, Madeleine

---

**From:** Hughes, Aaron  
**Sent:** Friday, February 23, 2024 4:35 PM  
**To:** Quainton, Madeleine  
**Subject:** FW: <EXTERNAL-SENDER>Fwd: Concrete Plant

Additional comments received for 2024-4 Proposed Davis Block Lease in Cooper Landing

---

**From:** Shirnberg, Ann <[ashirnberg@kpb.us](mailto:ashirnberg@kpb.us)>  
**Sent:** Friday, February 23, 2024 3:11 PM  
**To:** Hughes, Aaron <[AaronHughes@kpb.us](mailto:AaronHughes@kpb.us)>  
**Subject:** FW: <EXTERNAL-SENDER>Fwd: Concrete Plant

---

**From:** Virginia Morgan <[tommyginny@arctic.net](mailto:tommyginny@arctic.net)>  
**Sent:** Friday, February 23, 2024 3:04 PM  
**To:** Shirnberg, Ann <[ashirnberg@kpb.us](mailto:ashirnberg@kpb.us)>  
**Subject:** <EXTERNAL-SENDER>Fwd: Concrete Plant

---

**CAUTION:** This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

---

Ann,  
I'm forwarding the public comment email below, to be included in the packet for all of the Planning Commission members.  
Thank you,  
Virginia

----- Forwarded message -----

**From:** Ann Hanson <[annfhanson@att.net](mailto:annfhanson@att.net)>  
**Date:** Feb 23, 2024 2:51 PM  
**Subject:** Concrete Plant  
**To:** <[tommyginny@arctic.net](mailto:tommyginny@arctic.net)>  
**Cc:**

Hi Virginia-

I understand that you are a representative to the Borough? I am sending this email to all the Assembly, as well as Cindy Eklund. I am pretty disappointed that more discussion/consideration was given to other alternatives for the proposed contract to lease the brush dup for a concrete plant. I would hope that some restrictions/verification/controls are put on this proposal, so that there will be an end to the site, that the road will be repaired & maintained by the state, and that there would be some discussion about other proposed sites that did not impact a residential neighborhood.

I appreciate our consideration.

Ann

We are currently out of state, but have some major concerns regarding the proposed site for the Davis Block Concrete Plant (KPB-5821). It seems that there needs to be more consideration given to other options that may not impact a residential area. Although the local board voted 5-1 to move this forward, it seems that this was a rush to judgement, & there was no consideration or additional caveats or control recommendations put into place. Some questions that have not been addressed/answered are:

Who will pay for the road repair that is needed at the conclusion of this project?

Will the road repair be completed the year that the plant is disabled? Or will it be postponed for years?

Should there be a cap on the number of trucks per day?

Should there be a quiet period of time? No "Jake breaking"...

Should there be a weight limit for the trucks?

Should there be a limit on the number of trucks per day/per week/per hour?

How long will this concrete site be in use? Is there an ending date? Is it permanent?

Are there other alternatives that do not impact a residential area? It seems there is plenty of borough land throughout the Cooper Landing area, that looking at the parcel map, would yield a better site, with less impact on Cooper Landing residents. Yes, it might need to be reclassified as industrial, but there are 7 acres by the regular dump off Quartz Creek? Or by the Stetson Creek Area? The drive from the dump is not that much more than going up to the brush dump on Snug Harbor Rd.

How noisy is this plant, when in use? Will it impact the Senior Center residents?

Until all these questions are addressed, I do not see how the Borough can move forward by approving this.

Please express these concerns to the commission, assembly & mayor, so that questions can be answered.

Sincerely,

Ann & Brad Hanson  
35360 Just Bears Court  
Cooper Landing

[annfhanson@att.net](mailto:annfhanson@att.net)

847-767-8968

## Quainton, Madeleine

---

**Subject:** FW: New Public Comment to Assembly Members

---

**From:** Kenai Peninsula Borough <[webmaster@kpb.us](mailto:webmaster@kpb.us)>

**Sent:** Friday, February 23, 2024 4:38 PM

**To:** BoroughAssembly <[Borough-Assembly@kpb.us](mailto:Borough-Assembly@kpb.us)>; Mayor's Department <[MayorDepartmental@kpb.us](mailto:MayorDepartmental@kpb.us)>

**Cc:** Turner, Michele <[MicheleTurner@kpb.us](mailto:MicheleTurner@kpb.us)>

**Subject:** New Public Comment to Assembly Members

**Your Name:** Nick VanderHoff

**Your Email:** [nvanderhoff@yahoo.com](mailto:nvanderhoff@yahoo.com)

**Subject:** Lease for Concrete Batch Plant in Cooper Landing

**Message:**

I am writing to comment on the proposed lease for a concrete batch plant operation at the Snug Harbor Road material site in Cooper Landing.

This site is not a good place for a concrete batch plant. Concrete and aggregate trucks running up and down Snug Harbor Road, negotiating two intersections along the Sterling Highway, plus crossing the bridge during summer traffic, for the next five years with additional one year lease extensions...no thank you. Another consideration is the air pollution factor of locating a concrete facility less than a mile from the senior residence buildings and not much further to residential development in Cooper Landing. Locating the batch plant somewhere along the or near the project site is where it should be located.

Peter Micciche  
Mayor KPB  
Soldotna, AK

Feb. 24, 2024

Dear Mayor Micciche:

I recently arrived home (I am a homeowner on Snug Harbor Road) from a long overdue month long vacation. I became aware of a recent Cooper Landing Advisory Committee (CLAPC) recommendation to support the use of the local KPB organic dump as a location (Snug Harbor Road) for the production and distribution of cement for the construction of the Juneau Creek bridge for the Cooper Landing By-pass. I also heard that KPB had been working with Mr. Block (Contractor for cement production) for a year discussing this option before presenting their findings to our local planning commission without community involvement. Apparently the organic dump lease for the production of cement is for 5 yrs. with a 1 yr. lease extension if needed. This appears to me a permanent installation! The CLAPC meeting was on Feb. 21<sup>st</sup>. CLAPC had only a week time-line to respond.

I, and many people along Snug Harbor Road, have some serious concerns with this proposal! Since the proposed route for the cement trucks will also pass through sections of Bean Creek Road. The following are my concerns:

- (1) There has been a lack of community involvement with this proposal. We would like to see a more indepth discussion of this proposal. Perhaps a Cooper Landing Community Club meeting?
- (2) There was no information presented by KPB and Mr. Block regarding the proposed timeline for this project and, no information has been given pertaining to the number of cement trucks/day. I have heard there maybe as many as 10-50/day! Also, the aggregate needed for cement will be trucked from Kenai to the Snug Harbor facility in double side-dump trucks!

(3) I have heard from some residents along Snug Harbor Road that such a disruption could lower property values for those home-owners thinking of selling during the 5 yr+. period that the contractor is allowed.

(4) There will be increased traffic and noise along Snug Harbor Road. There also will no doubt be a traffic jam at the stop sign at the entrance to the Sterling Highway especially when dip-netting occurs and summer vistors arrive at Cooper Landing.

(5) There will be no doubt be road damage to Snug Harbor and Bean Creek Roads; who is responsible for the road repairs?

(6) It appears there was no discussion of alternate job sites. I wonder why the Dave's Creek gravel pit was not considered. Also, it seems to me that the production of cement could be accomplished on the By-pass job site.

I urge the KPB to delay the decision to place the Snug Harbor cement processing plant. This would allow the contractor, the KPB and the Cooper Landing Community ample time to discuss the ramifications of this decision.

There should be no cement processing and aggregate transportation through a rural community road!

Sincerely,

Ed Holsten  
PO Box 790  
Cooper Landing

cc: Robert Ruffner, Assembly Clerk, CLAPC

## Quainton, Madeleine

---

**Subject:** FW: <EXTERNAL-SENDER>Item for February 26, Planning Commission Meeting

---

**From:** Sandra Holsten <[sandrakey8@msn.com](mailto:sandrakey8@msn.com)>

**Sent:** Sunday, February 25, 2024 12:23 PM

**To:** Mayor's Department <[MayorDepartmental@kpb.us](mailto:MayorDepartmental@kpb.us)>

**Cc:** Rizzo, Joe <[jrizzo@kpb.us](mailto:jrizzo@kpb.us)>; G\_Notify\_AssemblyClerk <[G\\_Notify\\_AssemblyClerk@kpb.us](mailto:G_Notify_AssemblyClerk@kpb.us)>; Katie Feichtinger/Dan Osborn <[kfrannyf@gmail.com](mailto:kfrannyf@gmail.com)>; Ecklund, Cindy <[CEcklund@kpb.us](mailto:CEcklund@kpb.us)>; Ribbens, Peter <[pribbens@kpb.us](mailto:pribbens@kpb.us)>; Ruffner, Robert <[RRuffner@kpb.us](mailto:RRuffner@kpb.us)>

**Subject:** <EXTERNAL-SENDER>Item for February 26, Planning Commission Meeting

---

**CAUTION:** This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

---

I am writing to ask that you intervene and ask the Borough Planning Commission to delay their recommendation on the permit to use the organic dump on Snug Harbor for a cement processing plant. Because this issue was not given to our local advisory planning group until six days before their meeting, I do not believe the community has had ample opportunity to review and discuss and understand the proposal. It is causing considerable angst in our community. This is a big issue for residents and especially for home owners. One week to review and understand it was honestly a slap in the face to the community. This is especially true when you realize the Borough and Block have been evaluating this site for a year and the Block filed the permit in July 2023.

As you may know, I served as Chair of the local APC for several years and then had the honor of serving on the Borough Planning Commission for several years. In my experience in those roles, I cannot remember another time when the Borough rushed an issue of this consequence through in a matter of days. Had there been more time for community input I believe reasonable operating guidelines could have been established as is the norm for this kind of operation or alternative sites could have been evaluated. As I mentioned, Block submitted their application in July 2023 so there would have been ample time for meaningful review. However, our community was told only days before we were required to vote on it. The current angst many in the community are experiencing could have been greatly diminished by allowing reasonable time to understand the ramifications. I cannot



imagine any possible excuse for the time frame that our community has had to respond to this issue.

As you would expect, I concur with the correspondence Mr. Holsten sent you earlier today but would add the following:

1. There is nothing in the permit that keeps this contractor from using this site for many other projects. Given the infrastructure funds that are in the works, this is very scary and a cause for this decision to be considered as a permanent allocation of Borough lands.
2. There are no "hours" or "days" of operation or constraints on the contractor for when they can run or how many trucks they can run.
3. There appears to be no opportunity to consider other locations. Evidently the Daves Creek site has been rejected out of hand because of travel times and the "curing process" of the concrete. With traffic and speed limits Daves Creek would take less time and be far safer than running these large trucks through two neighborhoods. There is also a large cleared area near the project that many are suggesting is a better choice. Building the East End Access would allow all of this to be avoided. We are told it will "probably happen" next year.
4. Clearly there is a reduction in the value of homes in two neighborhoods during the period of this contract. That said, the "period" seems to be open to going on permanently. Consider if you have two homes of equal value. One gets up to 50 large trucks (100 trips) a day. The other has normal residential traffic. Which house would you buy?
5. We are a tourist economy. To add this level of traffic to both neighborhoods will detract from our tourist base. Not only the obvious Princess Lodge users who have no choice but to walk Bean Creek Road to access community attractions and services but also the many privately owned lodges and VRBO's will be impacted. Polls have shown that the largest complaint from visitors is there is no "safe place to walk". Do you want to stay in a neighborhood with up to 100 trucks a day running by and perhaps 20 hours a day?

Postponing this decision for thirty days would allow the contractor and the Borough to meet with the community and develop better operating guidelines and even consider alternative sites. Again, we are told that there is a crisis to get the materials hauled into the plant site to avoid the "load limit restrictions". Shouldn't this have been considered before now given the time this permit has been in the Borough's hands?

Thank you for considering my views. I can be reached at 907-240-4846 and will be in Soldotna Monday if you would like to discuss.

Sandra Holsten

## Quinton, Madeleine

---

**Subject:** FW: <EXTERNAL-SENDER>Letter regarding Snug Harbor batch plant lease

---

**From:** Alec Lamberson <[alamberson@iceservices.net](mailto:alamberson@iceservices.net)>

**Sent:** Sunday, February 25, 2024 3:05 PM

**To:** G\_Notify\_AssemblyClerk <[G\\_Notify\\_AssemblyClerk@kpb.us](mailto:G_Notify_AssemblyClerk@kpb.us)>

**Subject:** <EXTERNAL-SENDER>Letter regarding Snug Harbor batch plant lease

---

**CAUTION:** This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

---

I am expressing strong opposition regarding the Dais Block concrete batch plant proposed lease.

I have attached a letter stating that. I have also pasted the letter below in case attachments are removed from your system.

I apologize if it seems a bit overkill. I just want to make sure my voice is heard.

Thank you for your consideration.

Alec Lamberson

**Letter in opposition to the proposed lease to Davis Block for a batch plant on Snug Harbor Road in Cooper Landing.**  
Borough Officials,

I am writing to express my strong opposition to the proposed concrete batch plant in our residential area. As a concerned member of this community, I believe that this project poses significant risks and drawbacks that could adversely affect the well-being and quality of life for the residents. Not to mention a significant safety to current traffic and pedestrians already using this area. This plant would add unnecessary heavy truck traffic to an already congested road.

I urge you to reconsider the proposed location of the concrete batch plant and engage in a more transparent and inclusive decision-making process. Additionally, a thorough assessment of the potential impact on the safety of the adjacent bike path users must be conducted, considering the concerns raised by the community during a proper public scoping period.

Issues not addressed completely at any meetings or any of the lease documents I have seen so far:

**Non-Adherence to Public Scoping Period:**

I believe that the public scoping period was not adhered to in the planning process for this project. This lack of adherence raises serious concerns about transparency and community engagement. Public input is vital in ensuring that the concerns and perspectives of the community are considered in the decision-making process. I believe this last-minute notification has violated borough ordinance **17.10.110. - Notice of disposition**. Which is governed by **17.10.100. - Methods of disposition. Paragraph I.**

*Q: from Y Galbraith: What will happen if this location is not approved? Assume this is a vital part of the project. Application apparently came in July 2023 and was held in KPB legal for a period. Why are we just getting this now on such short notice? <sup>1</sup>*

*A: from R Davis: They'd have to go back to the drawing board if this contract is not approved. They'd like to be the best neighbors as possible for the community. A from A Hughes and R Davis: There were timing issues with this contract. Davis Block didn't sign a contract till January, 2024. It was a long process to get through it all.<sup>1</sup> "Having it held up in KPB legal" and "having to go back to the drawing board" is no excuse or reason for skipping a proper scoping period.*

**Noise and Air Pollution:**

Batch plants are known for generating considerable noise and emitting airborne particles. The constant noise from the machinery and the dust produced during the concrete mixing process could have severe consequences for the health of our community.

One example from a list of questions submitted in advance to Aaron Hughes, KPB Land Agent

*Will there need to be dust mitigation measures taken through the neighborhood along Snug Harbor Rd?*<sup>1</sup>

*A: A Hughes indicated again this is a State maintained road. Not addressed by this project.*<sup>1</sup>

Many of the answers to the questions posed to Mr. Hughes regarding impact to residents and users of Snug Harbor Rd. were “this is a state maintained road.” This tells me that many of the concerns of residents have not been considered or addressed in lease agreements or planning of the project.

Minutes from the meeting referenced above can be found here:

<sup>1</sup>[https://www.kpb.us/components/com\\_papyruslist/document.php?d=3298707](https://www.kpb.us/components/com_papyruslist/document.php?d=3298707)

### **Traffic Congestion:**

No mention in the lease of the traffic control or human traffic interface safety measures that will be taken by Davis. Davis only states in the meeting they will place signs on roadway and send an email notifying of planned activity.

The influx of heavy vehicles associated with the transportation of raw materials and the delivery of concrete can lead to increased traffic congestion on our already congested roads. The two-lane road with a 25 MPH speed limit is already operating under constraints, and the addition of heavy industrial traffic associated with the batch plant introduces an increased safety hazard.

I urge all relevant parties to carefully evaluate the implications of locating the batch plant on a two-lane road with a 25 MPH speed limit and an adjacent bike path. Community input and safety considerations should be prioritized in the decision-making process. Transparent communication and collaboration between stakeholders will help ensure that the chosen location aligns with the best interests of the community.

Another example from the meeting:

*Q: from A Neeld: Is there exclusivity to this project or could the company exercise an option to supply projects to other communities? The numbers given then would be just for the MP 45-60 project and any other community needs would be in addition to those given?*<sup>1</sup>

*A: from C Davis: This was a driving part of taking this contract. Demand for cement has risen around the Eastern Kenai Peninsula and Seward is not inclined to come outside of Seward. Part of the point of developing a batch plant would be to serve other Eastern Peninsula communities.*<sup>1</sup>

Allowing Davis Block to service projects other than just the bypass will further increase traffic on Snug Harbor. I feel that this should be prohibited, and the plant will operate exclusively for the bypass project but preferably not at all at the Snug Harbor location.

### **Health Concerns:**

No mention in the lease of the dust control mitigation measures that will be taken by Davis.

The emissions from a concrete batch plant may contain pollutants such as particulate matter, volatile organic compounds, and other hazardous substances. These pollutants can have adverse effects on respiratory health and overall well-being, especially for vulnerable populations such as children and the elderly. A senior living facility is located just under a mile to the west of the proposed site as well as much of the population of Cooper Landing. Prevailing winds in Cooper Landing are from the east which will allow for much of the dust related to drift towards town.

### **Environmental Impact:**

There was no mention of spill or environmental impact readiness in the lease package.

Concrete batch plants may have a negative impact on the local environment, affecting soil, water quality, and nearby ecosystems. Our community values sustainability and environmental responsibility, and this project goes against those principles.

There are several areas already in use serving the bypass project which would provide ample space and access for a batch plant. I feel it would be advisable to try and keep the construction operations confined to as few sites as possible. All of the alternative areas I have outlined below have more than the approximately 1.5 acres Davis has requested for the plant footprint and materials storage.

A mere \$3500 per year of revenue for the borough is not worth the disturbance caused by the heavy truck traffic on Snug Harbor Rd. or Bean Creek Rd. Snug Harbor Rd. was paved and a bike path added to address the safety issue on the road in the first place. A bike path that was cut short and is not complete in my opinion.

From a logistical point of view, this location adds to travel time for delivering materials to final locations. Whether it be raw materials or concrete. Why would you send this type of traffic through 4 miles (round trip, including Snug Harbor and Bean Creek) of residential roads with 25 mph speed limits? There is a bypass being built already, use those areas for this type of project.

I respectfully urge you to reconsider the decision to locate the concrete batch plant in our residential area. I believe that there are more suitable locations for such industrial activities that do not compromise the well-being and harmony of a community and do not pose such substantial risks to the residents and users of the Snug Harbor Rd.

I'm sure that there are reasons the following obvious better locations were not selected. In the end we must make wise choices and just do what makes logical sense. We are already cutting a swath through the wilderness for the bypass. Any reason not to choose a location other than the one proposed which needs access via residential areas for a batch plant makes no sense.

I feel like the bypass project is being built from the inside out. Meaning, construct the road to the bridge and then build a bridge. With this approach there would be ample space and access for any infrastructure needed to complete the project.

A statement like the one that follows from a member of the CLAPC is no reason to allow or settle for such an intrusive use to happen in the proposed location.

*Statement from C Degernes: "This is the only site in our land management plan for this light industrial activity."*<sup>1</sup>

<sup>1</sup>[https://www.kpb.us/components/com\\_papyruslist/document.php?d=3298707](https://www.kpb.us/components/com_papyruslist/document.php?d=3298707)

Sincerely,

Alec Lamberson

Cooper Landing resident

907-406-0681

[alecontheslope@gmail.com](mailto:alecontheslope@gmail.com)

### Alternate locations:

☆ Parcel ID 11912417

View KPB assessment info here.

Use the link below to view the plat. If not plat is listed, there is no plat for this parcel.

PARCEL ID	11912417
ACREAGE	15.81
OWNER	KENAI PENINSULA BOROUGH
MAILING_ADDRESS	144 N BINKLEY ST
MAILING_CITY	SOLDOTNA
MAILING_STATE	AK
MAILING_ZIP	99669
LEGAL	T 5N R 3W SEC 36 SEWARD MERIDIAN SW 0940011 QUARTZ CREEK SUB TRACT C

plat is listed, there is no plat for this parcel.

PARCEL ID	11907133
ACREAGE	35.12
OWNER	KENAI PENINSULA BOROUGH
MAILING_ADDRESS	144 N BINKLEY ST
MAILING_CITY	SOLDOTNA
MAILING_STATE	AK
MAILING_ZIP	99669
LEGAL	T 5N R 3W SEC 29 SEWARD MERIDIAN SW 2004014 BIRCH AND GROUSE RIDGE SUB TRACT F

STERLING HWY

Parcel ID 11912417

Parcel ID 11907133

Scale: 9739

Turn OFF imagery

Bookmarks



☆ Parcel ID 11930026

[View KPB assessment info here.](#)  
 Use the link below to view the plat. If not plat is listed, there is no plat for this parcel.

PARCEL ID	11930026
ACREAGE	340.00
OWNER	ALASKA STATE D N R
MAILING_ADDRESS	550 W 7TH AVE STE 650
MAILING_CITY	ANCHORAGE
MAILING_STATE	AK
MAILING_ZIP	99501
LEGAL	T 05N R 02W SEC 16 SEWARD MERIDIAN SW 2019007 ALASKA STATE LAND SURVEY NO 2014-26
SUBNAME	ALASKA STATE LAND SURVEY NO 2014-26

Get Sharing

Print

Save Project

Load Project

Turn OFF imagery

Bookmarks

Scale: 29658

1,000 ft

Mile 53 of the Sterling Hwy. An area already being utilized for the project.



## Quainton, Madeleine

---

**Subject:** FW: <EXTERNAL-SENDER>FW: Some questions

---

**From:** Hughes, Aaron <AaronHughes@kpb.us>  
**Sent:** Monday, February 26, 2024 10:45 AM  
**To:** Quainton, Madeleine <mquainton@kpb.us>  
**Subject:** FW: <EXTERNAL-SENDER>FW: Some questions

Please find below additional comment related to 2024-04.

Thanks

---

**From:** Sandra Holsten <[sandrakey8@msn.com](mailto:sandrakey8@msn.com)>  
**Sent:** Sunday, February 25, 2024 5:48 PM  
**To:** Katie Feichtinger <[kfrannyf@gmail.com](mailto:kfrannyf@gmail.com)>; [tommyginny@arctic.net](mailto:tommyginny@arctic.net)  
**Subject:** Re: Some questions

Here's some questions I have. I'm also sharing these with Cindy  
Possible questions:

1. Driving time from DAVE's Creek is likely less and much safer than curvy 25th roads with two access points onto busy Sterling Highway. How was this used as a justification
2. Isn't it likely that Permit extension provision will lead to permanent commitment of Borough lands for commercial purpose for one company?
3. Why are there no hours or days of operation, safety requirements etc included in APC approval?
4. How many trips down road a day. Is 59 trucks actually 100 trips? Or because they also haul the aggregate I. Is it 200 trips
5. 5. How will traffic congestion at Sterling Hwy/Snug Harbor and Sterling Highway/bean Creek be addressed. It is only access for our fire and ambulance and road is too narrow to accommodate these large trucks backing up or moving over?
6. Both Bean Creek and Snug Harbor have several blind corners and poor sight distances with no recovery land. Traffic on both is heavy with a predominance of out of town/state drivers who are unfamiliar with roads and unaware of ongoing project. How will safety be addressed
7. We understand that trucks have speed monitors on them but given the shortage of truck drivers nationwide is it realistic to expect meaningful discipline when project needs these drivers so badly?
8. Why wasn't there more public involvement? Permit was filed 8 months ago.
9. What is the harm in delaying 30 days for public input? If it's to move aggregate to avoid load restrictions should the community have to accept this decision on short notice since the permit was filed 8 months ago.

Get [Outlook for iOS](#)

---

**From:** Katie Feichtinger <[kfrannyf@gmail.com](mailto:kfrannyf@gmail.com)>  
**Sent:** Sunday, February 25, 2024 4:13:16 PM

**To:** Sandra Holsten <[sandrakey8@msn.com](mailto:sandrakey8@msn.com)>

**Subject:** Some questions

I don't consider myself a very well written person, but here are a few questions. Please feel free to edit or omit anything.

## Concrete Batch Plant

If KPB and Davis Block have been planning this for 9 months or a year why did the citizens of Cooper Landing only get notice a week before the CLAPC Special Meeting?

One of the reasons the location was chosen is because of the proximity to accessing the bridge project from either side. Previously cement trucks would have to come from Kenai. The Dave's Creek gravel pit is about 3-4 miles out of Cooper Landing. It's merely a couple more miles to the east entrance of the bypass. It's not much further than coming from the site on Snug harbor road. It's a lot closer than Kenai. Why was this site not considered?

The comments that were sent to CLAPC prior to the special meeting were all opposed to the lease, and several folks attending the meeting spoke up in opposition. Why did the CLAPC approve 5-1 without giving the community proper time to collect questions and concerns?

Katie Feichtinger



## Proposed Concrete Batch Plant at Snug Harbor Materials Site Questions & Concerns

Placing the concrete batch plant for the Sterling Highway MP 45-60 construction project at the Snug Harbor Materials Site is cause for concern for the residents of the Snug Harbor Road area and community at large due to the truck traffic and associated safety issues. Concrete will be required not only for the new Juneau Creek bridge, but also for the wildlife overpasses and underpasses, interchanges with the existing highway at each end of the project, retaining walls, etc. When the project was first approved by the Federal Highway Administration in 2019 it was a five-year project scheduled for completion in 2025. By July of 2021 the completion date was extended to 2027. Without funding in the 2024-2027 STIP for continuing construction of the new highway or interchanges there is no way of knowing when the project will be completed, and therefore, how long the concrete and gravel truck traffic associated with the proposed batch plant will continue.

There are 16.7 million pounds of concrete in the Juneau Creek bridge alone per the Alaska DOT. That is approximately 4,175 cubic yards, which at 10 cubic yards per truckload equals 418 truckloads. Coupled with an equal quantity of aggregate and cement to be hauled in to make the concrete brings the total to over 800 loaded trucks, then double that for the empty part of the round trip and there are 1,600 one-way trips. The bridge is a four-year project, so assuming concrete is being poured for three of those years – that's 533 truck trips per year. The concrete pouring season is approximately May – September, or 22 weeks. That makes 24 truck trips per week if the work is spread out evenly, and it is not. We do not know how many truck trips will be involved in the large pours, or how many large pours there will be. We do believe when they are happening there will be a steady stream of concrete trucks on Snug Harbor Road and the Sterling Highway.

The first 1.5 miles of Snug Harbor Road is a residential area with a 25 MPH speed limit. The intersection with the Sterling Highway is very near the Kenai River bridge and the turns are dangerous enough for a passenger vehicle. Then there's the Sterling Highway itself – narrow and winding with no shoulders.

1. Why was the Snug Harbor Materials Site chosen for the concrete batch plant?
2. Were other sites considered, and if so, where?
3. Is it possible to place the batch plant on the construction site to keep at least one-half of the truck traffic off the existing roads?
4. Is it possible to place a batch plant on each side of Juneau Creek?
5. If two batch plants are not possible, is it possible to transport concrete across Juneau Creek by aerial cableway or some other method?
6. How does the contractor intend to keep the residents of the Snug Harbor Road area and all the users of the Sterling Highway safe?

## Quainton, Madeleine

---

**Subject:** FW: New Public Comment to Assembly Members

---

**From:** Kenai Peninsula Borough <[webmaster@kpb.us](mailto:webmaster@kpb.us)>

**Sent:** Monday, February 26, 2024 12:52 PM

**To:** BoroughAssembly <[Borough-Assembly@kpb.us](mailto:Borough-Assembly@kpb.us)>; Mayor's Department <[MayorDepartmental@kpb.us](mailto:MayorDepartmental@kpb.us)>

**Cc:** Turner, Michele <[MicheleTurner@kpb.us](mailto:MicheleTurner@kpb.us)>

**Subject:** New Public Comment to Assembly Members

**Your Name:** Karen Button

**Your Email:** [karenbutton@riseup.net](mailto:karenbutton@riseup.net)

**Subject:** Proposed Concrete Batch Plant on Snug Harbor Road

**Message:**

On behalf of my family, and myself I am writing to express absolute opposition to a concrete batch plant on Snug Harbor Road in Cooper Landing, proposed by the Kenai Peninsula Borough.

**#1: Lack of Transparent and Inclusive Decision-making**

We learned of this issue on Friday of last week, two days after a "special" CLAPC meeting where the concrete batch plant was approved. The Cooper Landing Crier is the place where important notices are published. Why was such an important issue not noticed in The Crier by the CLAPC and the KPB several weeks beforehand as a stand-alone announcement? Why was it not heard over at least two CLAPC meetings in order to ensure community members knew about it and had an opportunity to comment to them? Why would this be brought forward at a time when many community members are out of state? Is this last-minute vote even legal?

**#2 Safety**

Those of us on Snug Harbor Road know full well the safety issues of speeding vehicles and increased volume of traffic. A few of us acquired a speed gun to document the problem and have clocked cars and trucks traveling 42-45mph in this 25mph zone. This includes industrial vehicles driven by Chugach Electric, SOA DOT, Ed Martin & Sons, propane trucks, food delivery semis, as well as motor homes and other recreation vehicles, trucks hauling boats, snow machine trailers, and the average cars and trucks.

The road beyond Shackelford Creek is particularly unsafe without a separated bike path and several hidden driveways. Adding concrete trucks to this situation is untenable.

**#3 Community Health and Well-being**

Besides safety, concrete trucks will further disrupt the relative peace in the neighborhood. Noise associated with the use of Jake brakes and heavy engines is well documented with concrete trucks, not to mention noise from the site itself. Pollution from air-borne particulates in the making and transport of concrete is a concern. I have not had time to review the full lease but it appears there is no mention of a SWIPP, nor is there mention of potential negative health impacts to the community.

#### #4 Site Location for Proposed Concrete Batch Plant

Besides safety concerns, logistically a concrete batch plant doesn't make sense on Snug Harbor Road. There are several locations in and around Cooper Landing that are closer to or actually along the Sterling Highway and would not travel through a residential neighborhood at 25mph. These sites include the Chugach Substation at Dave's Creek, the site used by DOT to the east of Sunrise Inn, plus a site previously utilized for gravel: Parcel # 11930026.

In closing, I would like to reiterate we are opposed to any site on Snug Harbor Road being used for a concrete batch plant and we encourage a "no" vote by the KPB Planning Commission and the KPB Assembly.

Thank you,

Karen Button  
37628 Snug Harbor Road  
Cooper Landing, AK

## Quainton, Madeleine

---

**Subject:** FW: <EXTERNAL-SENDER>Cooper Landing Concrete Batch Plant

---

**From:** Neeld, Alison (HAP) <[aneeld@hagroup.com](mailto:aneeld@hagroup.com)>

**Sent:** Monday, February 26, 2024 4:13 PM

**To:** [peter.micciche.kpbmayor@gmail.com](mailto:peter.micciche.kpbmayor@gmail.com); Ecklund, Cindy <[CEcklund@kpb.us](mailto:CEcklund@kpb.us)>; G\_Notify\_AssemblyClerk <[G\\_Notify\\_AssemblyClerk@kpb.us](mailto:G_Notify_AssemblyClerk@kpb.us)>

**Subject:** <EXTERNAL-SENDER>Cooper Landing Concrete Batch Plant

---

**CAUTION:** This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

---

Good Afternoon,

Please reconsider placement of the cement batch plant from Snug Harbor Road to another location.

Cooper Landing residents are hopeful and supportive of many actions taken to complete this bypass project, but we are running out of safe spaces in our community. For many years, I've been a daily walker of Bean Creek Road. After having rocks and gravel bruise my face, rocks hit dogs I've been walking, and nearly being hit by large vehicles, I had to switch my route to Quartz Creek Road which is also no longer an option with bridge work and constant construction traffic. Now we are losing our last road, Snug Harbor.

Houses and gardens are covered constantly in dust and gravel from these large trucks. Our kids and dogs are no longer allowed to play freely in yards. Even with all of the promises of limited traffic, we all know that it is in any business's best interest to maximize profit out of any location they lease. No guarantees can be made about limiting the numbers of trucks or days the road is used.

From the AL APC Meeting this week, it sounds like a majority of the traffic is planned for July. This is also our biggest traffic month from increased recreational traffic on this road. We have asked Troopers for assistance during this time period in our community and repeatedly been told it is not possible with current staffing and budget issues. We have long delays at the busy intersection of Snug Harbor Road and the Highway and the line builds up in front of our Cooper Landing Emergency Services and Fire Hall.

Our roads in Cooper Landing are falling apart with the increased traffic already. The state and Burrough have given no solutions to fixing the existing problems. Having these trucks tearing up another road that is not already a part of the current construction traffic seems wasteful and unnecessary. Please consider use of Dave Creek Gravel Pit, or a space along the Bypass cut.

I understand it is in the best interest of the cement company to be centrally located between both access points of the bypass. It saves them time and money. I feel that this comes at the expense of Cooper Landing residents once again.

We are being priced out of our town by temporary construction workers inflating rent, losing local recreating spaces, and now, all of our roads will be filled with construction traffic.

Please help to keep Cooper Landing a livable town.

Thank you,

**Alison Neeld**

Food and Beverage Manager

[aneeld@hagroup.com](mailto:aneeld@hagroup.com)

907-420-4889

Princess Cruises and Holland America Line

Kenai Princess Wilderness Lodge



**The views in this email do not necessarily reflect the views of this company.**

The information contained in this email and any attachment may be confidential and/or legally privileged and has been sent for the sole use of the intended recipient. If you are not an intended recipient, you are not authorized to review, use, disclose or copy any of its contents. If you have received this email in error please reply to the sender and destroy all copies of the message. Thank you.

To the extent that the matters contained in this email relate to services being provided by Princess Cruises and/or Holland America Line (together "HA Group") to Carnival Australia/P&O Cruises Australia, HA Group is providing these services under the terms of a Services Agreement between HA Group and Carnival Australia.

## Quainton, Madeleine

---

**Subject:** FW: FW: Letter of Opposition Regarding Snug Harbor Rd. Concrete Batch Plant - Cooper Landing, AK

---

**From:** Amy Brodersen <[akamybro@gmail.com](mailto:akamybro@gmail.com)>

**Sent:** Monday, February 26, 2024 7:04 PM

**To:** [tommyginny@arctic.net](mailto:tommyginny@arctic.net); [ecklundc@gmail.com](mailto:ecklundc@gmail.com)

**Subject:** Letter of Opposition Regarding Snug Harbor Rd. Concrete Batch Plant - Cooper Landing, AK

I am a concerned citizen of Cooper Landing. The Kenai Peninsula Borough is proposing to allow for a concrete batch plant to be located down Snug Harbor Road, which passes through a 25mph residential neighborhood, and then transports material to the Cooper Landing Bypass project through another 25-mph residential road system.

My partner and I live year-round on Langille Road, currently the main, easterly most access point for the Bypass, and we have been coping with road construction traffic since the project broke ground. Unfortunately, our experience thus far has been awful. Construction crews with both DOT and Quality Asphalt Paving (QAP) regularly drive faster than the posted 25mph road speed limit. On several occasions when we have motioned for speeding truck drivers to slow down, we have been met with extreme aggression. On one occasion, a driver of one of the side dump trucks slammed on his brakes, got down from his truck and marched over to my partner yelling and swinging his fists wanting to fight. We have voiced our concerns several times at Community Meetings, and in private to both DOT and QAP Supervisors, and their solution was to add an electronic speed sign on Langille Road, as well as additional speed limit signs. Unfortunately, neither of these speed “deterrents” slowed the construction traffic; instead, they escalated the problem, to where my partner began receiving anonymous, aggressive text messages from angry construction workers. In another instance, I was following behind a handful of school children riding their bikes to school in the fall, and they had to navigate past two large side dump trucks headed up Bean Creek Road. There is no bike path along Bean Creek Road, and the added construction traffic is making it more dangerous for local children, Princess Lodge staff, and guests, to walk or ride their bikes on the neighborhood road to reach Area sites and activities.

We are opposed to adding more construction traffic to the already excessive and disrespectful traffic on our neighborhood road system, so we are in strong opposition to a concrete batch plant being located down Snug Harbor Road.

We have done tours with DOT supervisors to observe construction occurring on the Bypass behind our house, and on those tours, we have witnessed side dump trucks and other large dump truck equipment moving efficiently along the current construction alignment. After seeing this, we feel that there is no reason why Davis Block trucks could not use the current Bypass from its easterly most access point or from its westerly most access point on the other side of the Kenai River near the Resurrection Trailhead. There are already sites being used to contain explosives, heavy equipment, and for construction employee housing that are of adequate size to house a concrete batch plant, with closer access to the Juneau Bridge construction. We feel that construction impacts should be minimized as much as possible and that those current sites should be fully utilized before causing more strain on our community.

We feel that notice of this proposal was brought to our community without enough time for proper discussion, and that the Cooper Landing Planning Commission's vote is not representative of the community since they were not able to properly poll their constituents on this issue.

I, Amy Brodersen, and my partner, Josiah Brown, are strongly opposed to the proposed concrete batch plant being located on Snug Harbor Road.

Amy Brodersen & Josiah Brown  
18234 Langille Road, Cooper Landing, AK 99572  
(907) 750-0838 or (907) 599-0085