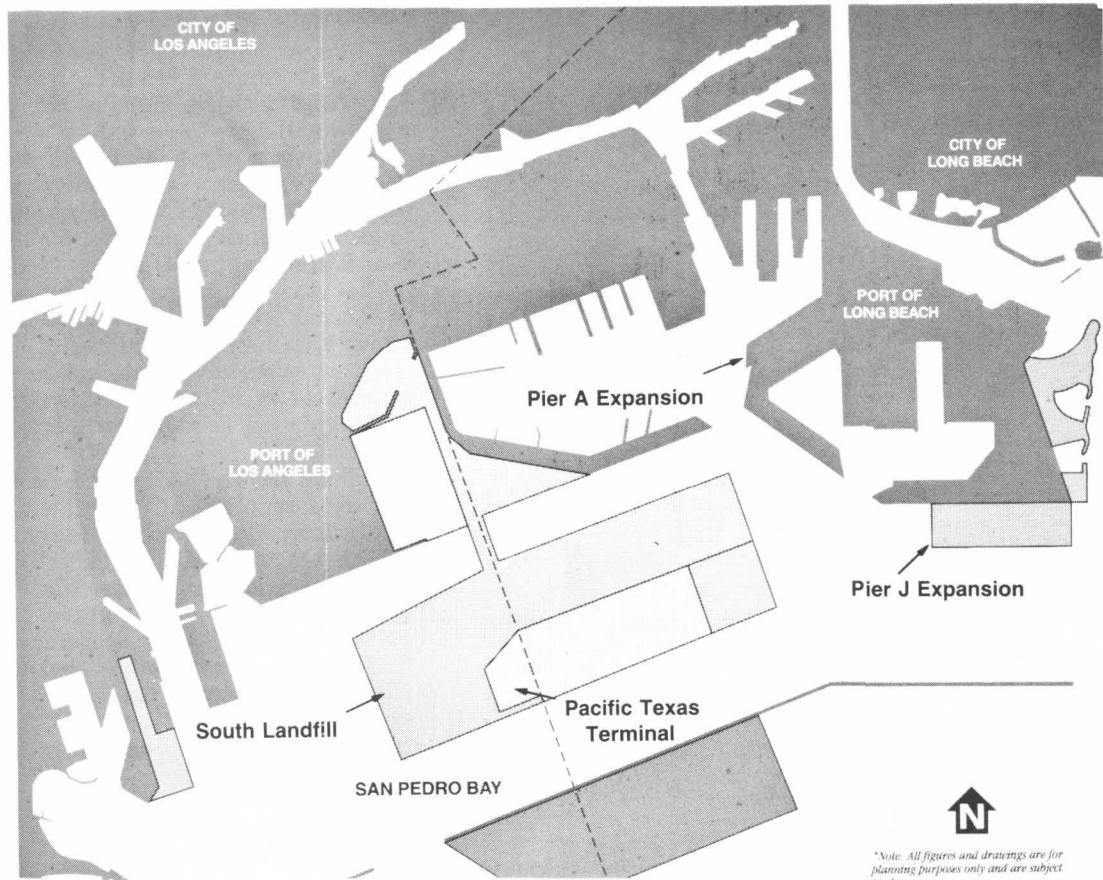


12-Million Yard Projects Imminent at Los Angeles/Long Beach



ation by
the Pier

Badly-Needed Small Boat Harbor Planned for Seward

Harbormaster Foster Singleton of Seward, Alaska has a problem. The boat harbor has room for 650 boats, and he has 2,351 boats on his active ledger. They can come in, offload, refuel and leave, he said. They are lined up six deep in places.

A new facility, the Nash Road Small Boat Harbor, is planned for across the bay. It will hold 1,500 to 1,800 boats up to 200 feet in length. A 35-acre basin will be dredged to 18 feet MLLW, progressing to 12 feet MLLW to the north. 55 acres of uplands will be created with the dredged material. The dredging portion is estimated at nine million cubic yards at a cost of about \$11.6 million.

The engineering contract for the inner harbor and uplands use is about to be awarded, and the basin design has been completed by the Corps of Engineers. Part of the engineering

International Dredging Review, May/June, 1985 9

Anchorage Daily News Thursday, August 8, 1985 C3

Assembly approves MacKenzie study

By C.L. GILBERT
Daily News reporter

PALMER — The Matanuska-Susitna Borough Assembly reversed a decision it made three weeks ago and agreed late Tuesday night to proceed with developing a land study for Point MacKenzie.

The study, which would guide development of 30,000 acres of public and private land, was postponed July 16 after massive public distrust for any planning measures, according to Assemblyman Vern Ungerecht, who represents Point MacKenzie.

"It was too premature to cancel the study," he said Wednesday, "but it was an emotional issue. It was most certainly a backlash."

Ungerecht and four other assembly members voted to postpone the study in July. Only one assembly member, Barbara Carr, voted Tuesday against continuing the study.

"I thought we should at least finish the project," Ungerecht said explaining why he changed his vote on the matter. "Then we can see what to do with it."

Part of an 18-month planning effort, the study was about 60 percent complete when it was set aside, according to Bill Gissel, acting planning director. It has not yet been presented to the assembly for review.

The incomplete plan identifies areas for a port, industrial park and a townsite on land just across the Knik Arm from Anchorage. It was drafted in anticipation of a Knik Arm Crossing as part of the borough's coastal zone management plan, Gissel said.

There currently are no guidelines for development in that area.

Assemblyman Al Strawn agreed with Ungerecht that the study's rejection three weeks ago was based on negative feelings about planning in general. But, Strawn said, the Point MacKenzie study is worth saving because it is an example of the type of planning the borough could attempt in the future.

"Maybe we should try these small regional plans and then piece them together," Strawn said. "The message on the original decision was that we're not interested in planning and I really don't think that's the feeling on the assembly."

The \$85,000 study could be completed and ready for review by October, according to Gissel.

ALASKA BUSINESS Monthly

August 1985

Letters

Railroad reforms

The April issue of *Alaska Business Monthly* contained accurate and informative articles on transportation in Southcentral Alaska. I thought you might be interested in a few developments since then.

Your "Ports of Brawl" article quoted me blaming the Alaska Railroad for poor rail service to the Port of Anchorage users. The same article had the railroad conceding the issue. I know the article got a lot of attention because friends and colleagues in the transportation industry commented on it to me.

Whether due to your article, the new leadership at the Alaska Railroad or a combination of the two, I would like to report that the recent rail service requirements at the Port of Anchorage have been met and exceeded by the Alaska Railroad. Calls at the port by the vessels *Yanoshima Maru* and *Global Star* were aided by direct rail offloading of steel cargo, thanks to the efficient dispatch of Alaska Railroad gondolas and flatcars.

I'd like to give credit to both your magazine and to the Alaska Railroad for this quick resolution of a longstanding problem. It certainly bodes well for future relations between the Port of Anchorage and the Alaska Railroad.

Tyler Jones
Port Director
Port of Anchorage

Wednesday, July 24, 1985, The Anchorage Times F-3

Cargo rate slips in June

Times Business Staff

General cargo shipped through the Port of Anchorage in June declined by 3.2 percent to 120,746 tons from about 124,852 tons for the same month last year.

Petroleum shipments also were down to 68,614 tons in June from 77,916 tons in June 1984.

Outbound foreign freight plummeted to 359 tons from 13,837 tons in June 1984.

Other shipping decreases at the port included domestic outbound shipments with 11,349 tons last month compared with 22,536 tons in June 1984.

Domestic inbound shipments increased, however, from 166,395 tons in June 1984 to 177,295 tons last month.

Through the first six months of the year, all cargo shipped through the port, including petroleum shipments, totaled 900,704 tons.

Sunday, September 8, 1985, The Anchorage Times B-5

MUNICIPALITY OF ANCHORAGE

Tony Knowles, Mayor

Agenda cont.

1. Amend the Official Streets and Highways Plan to reduce the required minimum right-of-way width along I and L Streets: Public Hearing on September 23, 1985.

B. Resolutions for Approval

- | | |
|-------------------|---------------------------------------|
| Resolution 151-85 | Rezoning Case 85-087 |
| Resolution 153-85 | Amend CU Case 85-098 |
| Resolution 160-85 | Rezoning Case 85-100 |
| Resolution 163-85 | ATU Service Center Complex Annex |
| Resolution 164-85 | Transportation Impact Analysis |
| Resolution 170-85 | Expedited Hearing Case 85-125 |
| Resolution 174-85 | Project Development Plan |
| Resolution 177-85 | Highway Screening Case 85-127 |
| Resolution 181-85 | Drive-up Bank Amendment Case 85-037-2 |
| Resolution 182-85 | CU for Child Care Case 85-073 |
| Resolution 184-85 | Delaney Park Site Plan |

C. Site Plan Reviews

1. Port of Anchorage Terminal Number 1: Addition and Renovation

Monday, August 12, 1985, The Anchorage Times



Times photo by Alice Puster

Port addition

An 8.8-acre site at the end of the existing Port of Anchorage dock has been excavated and is being filled with gravel and dirt in preparation

for a new cargo container staging area. A vapor membrane fabric has been installed under the soil to aid in drainage. Excavation was started

in July and paving is to be completed this month. The work is being done by Cowdery Excavating & Construction Inc. of Anchorage.