

MEMORANDUM

January 16, 2026

TO: BLCC Jordan Lake Development Committee, BLCC Board of Directors

FROM: Jim Faiks, Co-Chair, Larry McKinstry, Co-Chair

RE: Committee Meeting on January 10, 2026

On Saturday, January 10, 2026, the BLCC Jordan Lake Development Committee met to discuss planning for the 2026 and future projects. Hugh Leslie, MSB Recreational Services Manager; Heather Plucinski from Northwest Playground Equipment, Inc., Telsche Overby, Associate Director of Community Engagement from the Matsu Health Foundation, and Jodi Riddell, President, BLCC attended and assisted in the committee's planning discussions.

The following projects are slated for work and/or completion in 2026:

- 1) WELL HOUSE/PUMP, ETC.
- 2) PERIMETER WALKING/JOGGING/XC SKIING TRAIL AROUND THE NEWLY LEVELED PARK AREA;
- 3) 8-12 STATION "FITNESS COURSE" ADJACENT TO THE PERIMETER TRAIL;
- 4) BRICK DRIVEWAY/ENTRY GATE;
- 5) "PIONEER" DONORS RECOGNITION SIGN.

A. WELL HOUSE/PUMP:

We will need to construct a sturdy structure to enclose and protect the pressure tank and accompanying well plumbing. The structure should be large enough to use as storage for park tools, etc. Hugh Leslie will be discussing the cost and design of electrical power to the structure with MEA, and we will need to raise funds to cover the cost. It is intended that the power would be sufficient to supply the future needs of the park, including the stage/ampitheater, picnic pavilions and potentially lighting for the area.

B. PERIMETER TRAIL:

Hugh Leslie indicated that the MSB trail construction crew would obtain the gravel/materials for the trail and would construct it. The cost of the construction of this portion of the JLP trail system could be used as the MSB matching portion of a grant

from the Matsu Trails and Parks Association to design and build a future trail to Jordan Lake and the rest of the park lands or other significant park features.

C. 8-12 STATION "FITNESS COURSE"

Discussion of the "Fitness" course revealed that it would be much more expensive than originally thought. It appears that we will be forced to add items to the course as funding becomes available. Doing the project in this manner will cost significantly more due to shipping each item independently and factoring in cost increases over time. We presently have \$30,000. To be used for this project. We will be putting together a list of the stations we would like to install and forward it to Heather for review and a cost estimate.

D. BRICK DRIVEWAY/ENTRY GATE:

In 2026, the Committee will be seeking additional funding to continue work on the brick entry driveway and gate(s) to the park. It is estimated that the cost of construction will be approximately \$15,000. We presently have about \$6,000 of the needed funds. We will also need to have the design and construction plans done in order to determine the final cost.

E. "PIONEER" DONOR SIGNAGE:

The Matsu Borough has indicated that it will cover the cost of a permanent sign at the entry to the park acknowledging the "Pioneer" donors. (i.e., donors who stepped up in 2025 and provided significant cash and in-kind donations that resulted in the work that was accomplished last year.) We need to determine the design of the sign, color, font, etc. It is also possible that a donor will cover the cost. We are looking at the possibility of construction of a permanent kiosk structure upon which to place the signage and other notices for the park.

F. The committee also discussed planning for 2027 projects: Ampitheater/stage; picnic pavilions, basketball and bocce ball courts and a 2.5 mile trail to Jordan Lake. The committee will be working on the plans and making applications for foundation and other funding to cover the future cost of these items.

G. The committee ended the meeting with a discussion of the potential impact to the park and development activities due to the large number of construction projects slated to be conducted in Big Lake this upcoming season. (Jolly Creek diversion project; Paving of Hollywood and Big Lake Roads, Susitna Access Road, Port MacKenzie development, Railroad extension)