



VIII. NEW BUSINESS *(five minutes per person)*

A. Committee of the Whole

1. Discuss updating the City of Wasilla Official Streets & Highways Plan

IX. UNFINISHED BUSINESS

X. COMMUNICATIONS

A. Permit Information

B. Enforcement Log

XI. AUDIENCE COMMENTS

XII. STAFF COMMENTS

XIII. COMMISSION COMMENTS

XIV. ADJOURNMENT

**I. CALL TO ORDER**

The regular meeting of the Wasilla Planning Commission was called to order at 7:00 PM on Tuesday, September 27, 2011, in Council Chambers of City Hall, Wasilla, Alaska by A.C. Buswell, III, Chairman.

**II. ROLL CALL**

Commissioners present and establishing a quorum were:

Vacant, Seat A  
Mr. Daniel Kelly, Jr., Seat B  
Mr. Steven DeHart, Seat C  
Mr. Doug Miller, Seat D  
Ms. Glenda Ledford, Seat E  
Mr. Clark Buswell, Seat F  
Mr. Robert Webb, Seat G

Staff in attendance were:

Mr. Bert Cottle, Deputy Administrator  
Mr. Archie Giddings, Public Works Director  
Ms. Tina Crawford, City Planner  
Ms. Sandra Connolly, Public Works Clerk

**III. PLEDGE OF ALLEGIANCE**

A. Commissioner Miller led the Pledge of Allegiance.

**IV. APPROVAL OF AGENDA**

GENERAL CONSENT: The agenda was approved as presented.

**V. REPORTS**

A. City Attorney

No report given.

B. City Council

Mr. Giddings:

- stated legislation was introduced to the City Council that will budget money for the Downtown Water Station and also to further study the float plane base at the airport;

- stated the Valley Performing Arts lease was approved to renew for another two – ten year terms;
- stated legislation was passed to acknowledged that the Iditapark property was donated by the Snider Family; and
- stated an ethics code was brought up at the City Council meeting and a task force will be created to have a more comprehensive study.

C. City Planner

No report given

D. City Public Works Director

Mr. Giddings stated they are making progress at the airport with the pioneer road to the sports complex and Swanson is coming along and the paving is scheduled for Sunday.

E. City Deputy Administrator

Mr. Cottle:

- handed out a copy of legislation from the Matanuska-Susitna Borough for School District in support of a new Wasilla library;
- stated that the post office is looking at property near Home Depot and that a few businesses are looking at moving into the City Limits; and
- stated there are two tasks forces looking for volunteers: septic task force and local emergency planning committee.

**VI. PUBLIC PARTICIPATION** *(five minutes per person, for items not scheduled for public hearing)*

No one present.

**VII. CONSENT AGENDA**

A. Minutes of September 13, 2011, meeting.

GENERAL CONSENT: Minutes were approved as presented.

**VIII. NEW BUSINESS** *(five minutes per person)*

A. Public Hearing

1. **Resolution Serial No. 11-13:** Recommending that the Wasilla City Council adopt the proposed City of Wasilla Parks Master Plan.

Chair Buswell opened the public hearing on Resolution Serial No. 11-13.

With no one present the public hearing was closed.

**MOTION:** Commissioner Kelly moved to approve Resolution Serial No. 11-13 as presented.

Discussion moved to the Commission.

**VOTE:** The motion to approve Resolution Serial No. 11-13 passed unanimously.

Recess – took a five minute recess to set up for the Planning Commission Training at 7:23 PM.

Returned from recess at 7:27 PM and continued with the training session.

**B. Planning Commission Training**

Started the session at 7:27 PM and ended the session at 8:06PM

**X. UNFINISHED BUSINESS**

There was no unfinished business.

**IX. COMMUNICATIONS**

No statements made regarding the following items.

- A. Permit Information
- B. Enforcement Log

**X. AUDIENCE COMMENTS**

No one present.

**XII. STAFF COMMENTS**

No comments.

**XII. COMMISSION COMMENTS**

Commissioner Miller asked for more information about recent development in the City.

Ms. Crawford stated there was one land use permit for a gym and a cell tower application that will be brought to the Planning Commission for approval.

Commissioner Ledford asked if the Borough was going to help monetarily with the new library.

Mr. Giddings stated they will not help with money but have donated the property.

Commissioner DeHart stated he appreciated all the Planning Commission training information Ms. Crawford put together and brought forward.

Commissioner Kelly stated he appreciated the information provided for the Planning Commission training.

Chair Buswell appreciated everyone showing up tonight and the information provided was helpful.

### **XIII. ADJOURNMENT**

The regular meeting adjourned at 8:22 PM.

ATTEST:

\_\_\_\_\_  
A.C. BUSWELL, III, Chairman

\_\_\_\_\_  
TAHIRIH KLEIN, Planning Clerk

Adopted by the Wasilla Planning Commission -, 2011.

# City of Wasilla

## OFFICIAL STREETS & HIGHWAYS

### PLAN

#### FY 2010 – 2030



#### **Mayor**

Dianne M. Keller

#### **City Council**

Howard O'Neil

Diana L. Straub

Steve Menard

Marty Metiva

Ron Cox

Mark A. Ewing

City of Wasilla  
290 E. Herning  
Wasilla, AK 99654  
907 373-9020  
[www.cityofwasilla.com](http://www.cityofwasilla.com)

## Introduction

Safe and convenient transportation systems play a major role in establishing the quality of life and in the economic development of any community. Since streets and highways are the predominant mode of travel in Wasilla, a workable day-to-day street system is vital in promoting orderly growth and development. The City of Wasilla has developed this update to its previous transportation planning documents to provide a current framework for planning a road network.

The goals of this *Official Streets and Highways Plan* are (1) to provide for a street and highway network that provides mobility, connectivity and access to the City's present and future residents and (2) to develop a street and highway network that supports economic development and growth.



Transportation goals and policies are not rigid rules designed to be enforced in all situations, but are designed to provide the City with coherent transportation planning guidance in a majority of circumstances. Creating policies designed to enhance the transportation system during our City's growth process demands that such policies grow and change over time. There may

be instances where the challenges of a particular area present design issues that dictate how the transportation for that area will be developed. It may be necessary to overcome those challenges with innovation and/or alternate designs not yet identified. This may be done through a careful review and balancing of public and private interests to produce a safe and efficient addition to the city street network.

The *Official Streets and Highways Plan* serves as a planning guide for the Planning Commission, City Council, and other agencies to use as the basis for decisions on street development and improvement in Wasilla. The plan is also intended to be used in conjunction with the development of the City's Capital Improvement Plan, and in the preparation of project nominations forwarded to the Alaska Department of Transportation and Public Facilities.

## Current Issues

Due to increasing demand for services, the formulation of an *Official Streets and Highways Plan* requires consideration of multiple issues:



*Resources:*

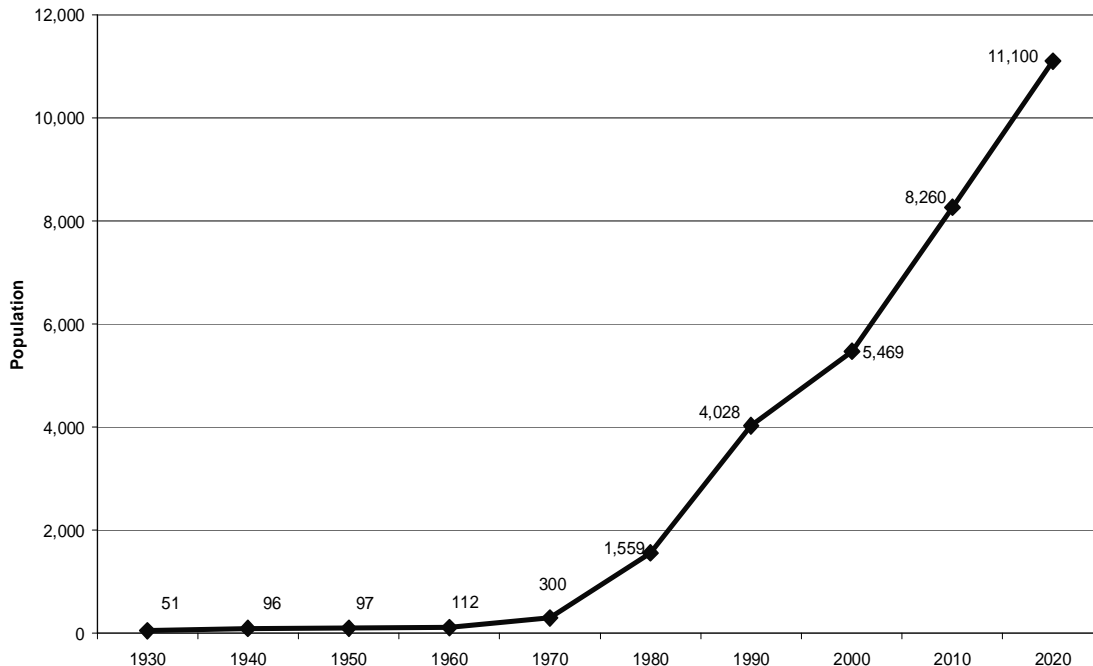
The service required from the City road network is greater than the amount of resources available for its maintenance and expansion. In order to keep pace with the demand for service, creative means of financing are being sought to make up the difference. Because of limited funds, the highest priority and most efficient projects should be the first ones considered for funding in the future. Priority is based on factors such as present and future Average Daily Traffic (ADT), Level of Service (LOS), crash rates, measurable crash risk, and congestion. (Intermodal transit, pedestrian, and bicycle facilities should also be funded at, or above, some equivalent share of existing and likely public demand. This will provide alternative transportation options to Wasilla residents thereby reducing vehicular traffic congestion on the road system.)

*Population Growth:*

The growth projected for Wasilla between 2005 and 2025 will impact the volume of traffic on the existing street system through increased land use intensity. The rates and locations of growth in Wasilla require land use decisions to be made that will facilitate transportation improvements in the area.

U. S. Census Bureau data for the year 2000 indicated that the population of Wasilla increased by 35.7 percent from 1990 to 2000, which is more than double Alaska's statewide increase of 14 percent. Also, Wasilla's population is young compared to state and national averages. Census 2000 found that 34 percent of the City's population is younger than 18 as compared to 30 percent for Alaska as a whole and 26 percent for the nation. The median age for Wasilla residents is 29.7 years.

**Wasilla Population**  
Past, Present & Future



Wasilla's 2003 population was estimated to be 6,715 by the Alaska Department of Community and Economic Development. Wasilla's population growth rate between 2000 and 2003 has been 7.6 percent per year with a sustained annual rate of 5 percent since 1990. During the same time period, the State's population has increased by 1.4 percent per year.

The population density for Wasilla is 516 persons per square mile, up from 310 in 1990. The State of Alaska has a population density of 1.1 persons per square mile while MSB has approximately 2.4 persons per square mile.

Between 1990 and 2000, the number of housing units in the City increased by 22.9% from 1,723 to 2,119 units. A total of 505 housing units were approved for construction between January 2002 and July 2005, an increase of 24% in three and a half years. According to the Matanuska-Susitna Borough Assessor's Office, in January 2005 there were 3,511 properties with improvements in the City of Wasilla, with a total value of \$697,654,800.

Land is available within the current Wasilla city limits to accommodate future growth as approximately 34% of the privately owned property within the City remains undeveloped. Additionally, since the City's sewer treatment plant and water distribution system are currently only operating at 50% to 60% capacity, both residential and commercial growth is expected to continue which will increase the demands on the City's transportation systems.

Census Designated Places (CDP's) adjacent to the Wasilla City limits are among the fastest growing areas of the Borough and in Alaska. Therefore, growth in the area surrounding Wasilla also needs to be considered in the development of the City's transportation system. Additionally, people from across the region and across the state travel to and through Wasilla creating a significant portion of traffic on specific arterials in the City which must be accounted for in the planning process.

*Current and Projected Population in the Greater Wasilla Area:*

	<i>City of Wasilla</i>	<i>Gateway CDP</i>	<i>Knik-Fairview CDP</i>	<i>Lakes CDP</i>	<i>Meadow Lakes CDP</i>	<i>Tanaina CDP</i>	<b>Greater Wasilla Area</b>
2000 Census	5,469	2,952	7,049	6,706	4,819	4,993	<b>32,101</b>
2005 <i>est.</i>	7,780	3,550	,9695	7,180	5,920	6,557	<b>40,082</b>
2025 <i>est.</i>	13,399	6,331	17,432	12,795	10,586	11,670	<b>77,399</b>

### *Land Use and Increased Road Mileage:*

Land uses diversify and increase as roadways are extended and/or expanded. The diversity and distribution of land uses in the City affect the distance and purpose of travel. Wasilla is growing to the south and the east along its two main transportation corridors, the Parks Highway and the Palmer-Wasilla Highway. In 2004, a new 135,000 square foot *Lowe's Home Improvement Store* opened on the Parks Highway and a 123,116 square foot *Home Depot Store* opened on the Palmer-Wasilla Highway Extension. Growth along the Parks corridor to the east has intensified following the start of construction of the new *Mat-Su Regional Hospital* off of Trunk Road. This, along with growth caused by the recent utility service area agreement with the City of Palmer extending Wasilla's potential expansion area four miles east to the vicinity of Trunk Road. The extension of city utility service along these corridors will increase interest in urban density development along these two major transportation routes.

Local travel patterns change directly with changes in land use density. For example, roads are built to a developing area and the area fills with commercial or residential activity. People come to shop and live in the area and as more people travel to the area, it becomes even more attractive for development. Development continues until traffic congestion occurs. Since more people desire to travel there than the road system was originally designed to handle, roads must be widened to alleviate the traffic congestion. New, even larger, commercial or residential development is attracted to this new major traffic link.

### *1996 Comprehensive Plan - Land Use and Transportation Goals:*

The transportation and land use policies of the City of Wasilla are directly related to each other and equally contribute to the development of the road system. The City of Wasilla actively manages land use and is guided by the Future Land Use Element of the *1996 Comprehensive Plan*. Land use decisions help determine the size and location of the transportation system.

### *Land Use goals identified in the 1996 Comprehensive Plan:*

- Encourage growth and development that promotes the economy, protects the environment and improves the quality of life. The City should do everything it can to encourage economic development, while protecting and enhancing the small town atmosphere and semi-rural way of life.
- Encourage growth and development in appropriate areas south of the Alaska Railroad to create geographic balance in the downtown area.
- Carry out land use regulations and planning that is equitable, cost effective and responsive to the needs of the public.
- Improve the appearance of Wasilla for the benefit of residents and visitors.
- Expand municipal boundaries cautiously as required to provide cost effective government services to the maximum number of people.

Transportation goals identified in the *1996 Comprehensive Plan*:

- Develop and maintain a transportation system that meets the current and future needs of Wasilla and the Matanuska Valley.
- Improve the safety and traffic carrying capacity of the area's arterial and major collector systems.
- Maintain and improve the system of collectors and local streets to serve present and future needs.
- Create a citywide and regional system of pathways and trails to provide for alternative methods of transportation, improve public safety and enhance quality of life for residents and visitors.

*Trip Type and Mode Split:*

Wasilla, like most communities in Alaska, relies mostly on Single Occupant Vehicles (SOV's) for nearly all transportation. Road travel includes trips from home to shopping; from shopping to shopping; from home to work and back again. The intensity of travel between home and work has the greatest affect on the Wasilla's transportation system. Therefore, this traffic is a primary consideration in planning and construction of major road projects.

The following table represents data for trips between home and work and how those trips are made from the 2000 Census Commuting to Work information.

WASILLA COMMUTING INFORMATION/Mode Split	TO WORK	
	Volume	Percent
Car, truck, or van:		
Drove alone (SOV)	1,695	70.5%
Carpooled	368	15.3%
Other means –Motorcycle, Bicycle	155	6.5%
Walked	35	1.5%
Public Transportation: Bus	-	-
Worked at home	147	6.1%
Total	2,400	100%

Transit: Mat-Su Community Transit, MASCOT, a private non-profit corporation, has been in operation since March 1999 and provides opportunities for non-SOV trips to destinations around Wasilla, and to other communities such as Palmer and Anchorage. MASCOT provides a variety of transportation options such as a Fixed Route System for point to point service, a Demand Response System to lower density population areas such as Big Lake or Houston, and Door to Door Paratransit for seniors and disabled persons. MASCOT's commuter service links with the *PeopleMover* bus system in Anchorage with shared daily or monthly passes that allow free movement between both systems. At present, MASCOT has a ridership of almost 65,000 rides a year. Current ridership demographics show there is a one-third split between elderly, children, and adult patrons of the MASCOT services.

## Background

### *General location:*

The City of Wasilla is located midway between the Matanuska and Susitna Valleys in south central Alaska on the George Parks Highway at 61° 58' North Latitude and 149° 43' West Longitude. The City lies south of the Talkeetna Mountains and about 12 miles north of the Knik Arm on the Cook Inlet and is located along the Alaska Railroad main line from Anchorage to Fairbanks. Wasilla is approximately 43 miles north of Anchorage, about one hour's drive depending on the time of year and weather conditions. The City boundaries encompass approximately 13 square miles of land and 0.7 square miles of water.

### *Natural Environment:*

Wasilla is surrounded by the mountains in the Talkeetna and Chugach ranges. The area owes its varied setting to the glacial forces that shaped the area during the end of the last Ice Age. Several glacial advances and retreats left a complex system of hills, ridges, glades and lowlands that define the topography. Landforms in and around Wasilla consist of undulating ridges of glacial till and flat benches of sand and gravel. Elevation varies from 300 feet to 500 feet above sea level within the city boundaries. Generally, terrain gradually rises from south to north. The downtown area is relatively flat. The most prominent water features are Wasilla Lake and Lucille Lake. Cottonwood Creek, Lucille Creek and several smaller streams traverse the area.



### *History of the City of Wasilla*

The town site of Wasilla is named after Chief Wasilla, a local Dena'ina chief and shaman who died in 1907. The numerous lakes and streams in the area provided ample fishing for indigenous populations and the area became a popular wintering ground for small semi-permanent native villages. Trails connected these villages to hunting grounds in the Susitna Valley and the Talkeetna Mountains, while others linked the villages to the Ahtna people north of the Matanuska River.

Wasilla's history as a community dates back to 1916 when the Alaska Engineering Commission constructed a work camp at the intersection of the Alaska Railroad and the Carle Wagon trail (now known as Wasilla-Fishhook Road) which linked the coastal community of Knik with the Willow Creek Mining District. After platting the town site in June 1917, the Alaska Engineering Commission auctioned off town site lots from the railroad platform in Wasilla. This new community led to the demise of the older settlement at Knik. Once established, Wasilla became the most important distribution point in the Valley.

Construction of the George Parks Highway through Wasilla in the early 1970's provided direct road access to and from Anchorage. This enabled workers and their families to live in the Wasilla area and commute to jobs in Anchorage. Support and service industries began to develop in the area to meet the needs of these new residents. The Parks Highway is also heavily used throughout the year by tourist and resident Alaskans traveling between Anchorage and Fairbanks and to Denali National Park. Prior to the construction of the Parks Highway, vehicles traveled to the Wasilla area by way of the Butte on the Glenn Highway constructed in 1936, and later by way of a semi-direct route from the new Glenn Highway across the Hay Flats to the Palmer-Wasilla Highway.

The City of Wasilla was incorporated in 1974 as a second class city under Alaska statutes, and has continued to develop as the retail and commercial hub of the central Matanuska-Susitna Valley. Wasilla became a first class city in 1984.

### **Wasilla Official Streets and Highways Plan**

In a rapidly developing community such as the City of Wasilla where streets and highways are the predominate mode of travel, a workable transportation system is vital to promote orderly growth. Because of its early geographic settlement pattern and the natural constraints of lakes, creeks and wetlands, Wasilla's transportation network was developed primarily on an east-west alignment along the railroad line and intervening lakes. As a result of this early linear development, Wasilla has a poor traffic circulation grid. Current traffic congestion is the result of the limited number of north-south and east-west through streets. The *Official Streets and Highways Plan* is one component of the overall transportation system for Wasilla. Since streets and highways are how people and goods move in and around Wasilla, an official plan for the development of the street and highway network will assist in providing efficient, safe, and convenient vehicular movement and reduce traffic congestion.

An *Official Streets and Highway Plan* should:

1. Ensure efficient traffic flow;
2. Improve traffic safety; and
3. Keep pace with population growth.

This streets and highways plan serves as a tool by which Wasilla can prepare for current and future development by identifying the location and minimum design characteristics of major streets that will be required to accommodate future traffic volumes. The *Streets and Highways Plan* is a major planning guide and a tool for the City Council, Planning Commission, the Borough, and the Alaska Department of Transportation and Public Facilities (DOT) to use as the basis for the location and design of present and future streets within the City. It also will provide for optimum spacing of higher level traffic control devices such as signals, beacons, turning pockets, and acceleration and deceleration lanes.

Since Wasilla's current streets and highways have developed primarily on an east-west alignment along the railroad line and lakes, the plan encourages the broadening Wasilla's current road network into a more traditional arterial grid. Historically, most cities develop a north-south and east-west arterial grid with major arterial streets approximately one mile apart and minor arterials at half-mile intervals. Local roads infill between these major and minor arterial streets. During the 1960s through the 1990s, roadway design practices favored a poorly connected "hierarchical" infilling of local roads with numerous cul-de-sacs. This pattern increases the amount of travel required to reach destinations, concentrates traffic onto fewer roads, and creates barriers to non-motorized travel. Current roadway design emphasizes connectivity of these infill local roads. Connectivity can provide a variety of benefits to the residents of Wasilla by:

- improving accessibility, particularly for non-drivers
- increasing route options by reducing vehicle travel time
- providing two points of access for emergency services and school bus routes
- improving trip distribution
- providing alternative routes during road construction
- reducing the risk that an area will become inaccessible if a particular part of the roadway is blocked by a traffic accident or a fallen object.

At present, the City of Wasilla has approximately 30 miles of paved streets and 30 miles of gravel roads. The City is responsible for maintenance of these roads. DOT is responsible for the remaining 18 miles of state roads and highways within the City limits. A map showing which streets are maintained by the City and which streets are maintained by DOT appears as Appendix A.

The Streets and Highways Plan is composed of five major sections:

1. Street Classifications – the Existing and Future Circulation System
2. Status of 1996 Transportation Plan Recommended Projects
3. Short Range Recommendations – 2005 to 2010
4. Long Range Recommendations – 2010 to 2025
5. Implementation

### **Street Classification System**

The street circulation system of Wasilla consists of five major street classifications. Each of these types of facility has a unique role or purpose in the overall circulation of traffic. Streets within Wasilla are classified primarily by function or frequency of use. Different sections of the same street may serve different functions. When this happens, the street will be classified according to its primary function.

All streets serve to balance dual and sometimes competing functions - providing safe access as practicable while still providing mobility. Mobility is the ease with which a person can move throughout a community. For example, a person stuck in grid-lock traffic would define their inability to move as an unacceptable level of mobility. In contrast, a person moving along a road in free-flow conditions would regard their mobility as excellent. The key to balancing access and mobility is to match access

spacing to the speed and volume of traffic. The degree to which a street performs each of these two functions helps determine the street classification.

Arterial streets emphasize mobility. Although an arterial can provide access to individual lots, an arterial street is designed to carry high volumes of traffic at higher rates of speed which usually conflicts with their use for safe access. There are several types of arterials. Principal, or major, arterials emphasize through movements while minor arterials emphasize local access and local movement. Both major and minor arterials can be busy and large streets.

Local streets emphasize access and penalize mobility. Local streets serve to provide direct access to individual lots or parcels of land. They have frequently spaced driveways, may have a high degree of pedestrian or bicycle use, and are designed for low speeds and low traffic volumes.

Collectors can provide both access and mobility as they typically provide a link between local streets and arterials.

Local/Residential Streets: A local or residential street provides movement of limited traffic from individual properties to the collector or arterial street systems. Residential streets are typified by subdivision roads, subdivision feeder streets, and cul-de-sacs. Direct access to adjacent private property by individual driveways is the norm and works because of the lower traffic speeds and traffic volumes. Alternatives to driving, such as walking or bicycling, are a more likely mode of transportation adjacent to this class of street where local trips are most feasible.

Examples: Lee Trevino Avenue and Pinion Drive

Commercial Streets: Commercial streets provide access to, and movement through, the business, industrial, retail and other commercial areas of the City.

Examples: Herning Avenue and Commercial Drive

Minor Collector Streets: A minor collector street is a road which collects traffic from residential streets and large residential areas and moves it to major collectors, arterials or highways. Minor collectors also carry traffic from one neighborhood to another or from one neighborhood to other areas of the City. Collector streets together with their connecting local/residential streets constitute a hierarchical branching road system having a well defined tributary area where the volume of traffic increases with proximity to the arterial. Direct access to private property should be limited to intervals that do not inhibit the flow of traffic and maximize safety. However, direct access to private property is acceptable when other access is not available.

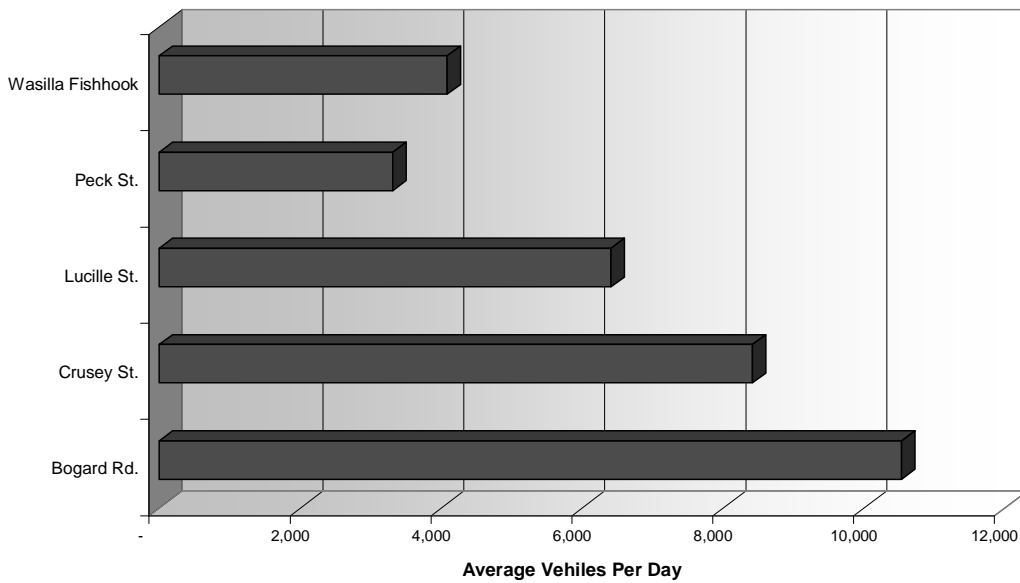
Examples: Crestwood Avenue and Melanie Avenue

Major Collector Streets: Major collector streets provide for inter-city movement and access to arterial and interstate roads as well as moving traffic to and from residential areas. Non-commercial access should be limited to other collector streets and commercial streets. Direct access from low density and local/residential streets should be discouraged.

Examples: Spruce Avenue, Lucille Street



**2003 Average Daily Traffic Count  
Selected Collector Streets**



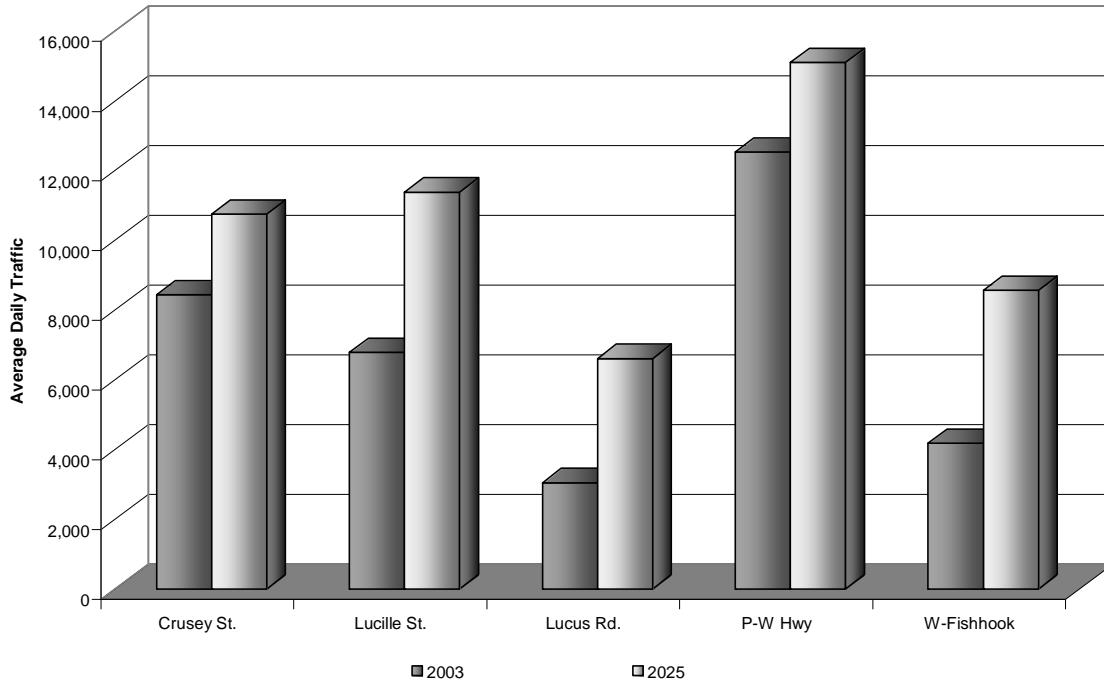
**Arterial Streets.** The main function of a major arterial street is to meet the demand for movement of large volumes of vehicles between neighboring communities, large residential areas, major employment centers and other major activity centers at intermediate to high speeds. Movement of thru-traffic is the primary purpose of an arterial road. Generally, arterials do not go through neighborhoods and access to adjacent lands should be a secondary consideration for an arterial. Arterial routes create logical boundaries for self contained areas such as residential neighborhoods, industrial districts, and commercial centers. Minor arterial streets focus on the movement of large volumes of local city traffic between neighborhoods, businesses, etc.

Examples: Palmer-Wasilla Highway and the Knik-Goose Bay Road

**Traffic Volumes**

Traffic volumes have increased steadily throughout the City over the last six years and are predicted to increase further as the population and economy continue to grow. The graph below compares the annual average daily traffic volumes for the year 2003 as compiled by the Alaska Department of Transportation & Public Facilities, and the predicted annual average daily traffic volumes for the year 2025 as modeled by the Matanuska Susitna Borough.

**Traffic Volume 2003 and 2025 Projections  
Selected Streets**



A March 2005 transportation model draft report prepared for the Matanuska-Susitna Borough Long Range Transportation Plan update projects that without well thought out planning and major road improvement investments, several Wasilla streets will drop to a Level-of Service D by the year 2025, and the Parks Highway will reach a Level-of Service (LOS) F. Level of Service is a term used to describe the amount of congestion on a section of roadway. LOS is based on factors such as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Level of service designations range from A to F. "A" is the highest level of driver comfort, while "F" is the lowest. Each LOS is defined below\*:

LOS A, B, and C are all considered "under capacity" or as having reserve space to serve growth. LOS E and F are considered "over capacity".

LOS A. Traffic is the most free flowing. Vehicles are unaffected by other traffic. The driver is free to change lanes at will with little or no consideration to speed, local weather conditions, or other considerations. The level of comfort and convenience to the traveler, including pedestrians, is excellent.

LOS B. Traffic flow is stable. The presence of other traffic users becomes noticeable. The driver may still select any speed but the ability to maneuver begins to decline. The presence of other vehicles begins to affect a driver's behavior. The driver does not have a totally open road.

LOS C. The range of traffic flow is stable. However, the driver's range of choices are beginning to be significantly affected by the volume of traffic. Maneuvering is only accomplished by an alert driver.

LOS D. (At capacity) Traffic flow is still stable, but on the fringe of breaking down. The driver is in a high density of vehicles where both speed and freedom to maneuver are severely restricted. Drivers experience a poor level of driving comfort. The slightest increase of traffic volume will cause a break down in traffic flow. This LOS is the transition zone between acceptable and unacceptable levels of traffic.

LOS E. The street is at capacity or slightly over. Speeds are low but consistent. Maneuvering is accomplished by forcing into another lane. Driver frustration is high. Minute increases in traffic volume or the slightest traffic incident cause the street to fail in its ability to carry the maximum number of vehicles. Several motorists complain to local officials. Traffic at signalized intersection may have to wait through one green light cycle or more, for a short period during the day, before they can get through the intersection.

LOS F. The amount of traffic approaching a point is beyond the amount that can get past. Long lines form. There is stop and go traffic. Drivers experience extreme frustration. Complaints pour into city, state, and federal transportation offices. Traffic at signalized intersections wait through multiple green light cycles before they get an opportunity to move through the intersection. Traffic can gridlock and back-up through other major intersections for a short periods during the day, before they can get through the intersection.

\*Transportation Engineering and Planning (Second Edition) by C.S. Papacostas and P.D. Prevendouros, published by Prentice-Hall. As commented by Alfred R. Pagan in Better Roads, November 1995, page 38)

## **Intersections**

Intersections play an important role in the circulation pattern of the City by providing access points to other streets, controlling the regularity of traffic flow, and by controlling traffic congestion at the junction of arterials, collectors and local roads. The main objective of good intersection design is to increase traffic flow and to reduce the severity of potential conflicts between vehicles and pedestrians.

Alaska Department of Transportation and Public Facilities and the City Engineering Department study collision data, comparing frequency, traffic volume, severity of crashes and contributing factors. Engineers search for problems they can correct with design improvements or other changes, such as more signs, traffic signals, timing adjustments, or left-turn lanes. Data gathered by AK DOT & PF from 1999 to 2003 demonstrates the traffic engineer's adage that the higher the number of vehicles there are moving through an intersection, the higher the potential is for collisions to occur.

1999 TO 2003 High Accident Intersections

EAST/WEST ROAD	NORTH/SOUTH ROAD	5 year AVERAGE	
		Accidents	Acc/MEV
Parks Highway	Knik-Goose Bay Road	29.8	2.26
Parks Highway	Crusey Street	18.0	1.37
Parks Highway	Seward Meridian Road	16.6	2.00
Parks Highway	Lucille Road	6.8	0.82
Parks Highway	Lucus Road	6.0	n/a
Bogard Road	Crusey Street	4.6	1.05
Fred Nelson Avenue	Lucille Road	4.4	n/a
Swanson Avenue	Main Street	4.4	n/a
Swanson Avenue	Lucille Road	4.2	n/a
Seldon Road	Lucille Road	4.0	n/a
Bogard Road	Peck Street	3.6	n/a
Spruce Avenue	Lucille Road	3.6	n/a
Swanson Avenue	Crusey Street	3.4	n/a
Parks Highway	Hermon Street/Old Matanuska	3.2	0.45
Westpoint Drive (Lakeview)	Crusey Street	3.2	n/a
Spruce Avenue	Wasilla-Fishhook Road	3.0	n/a
Parks Highway	Swanson Avenue	2.8	n/a
Parks Highway	Church Road	2.6	0.41
Bogard Road	Wasilla-Fishhook Road	1.8	0.53
Fred Nelson Avenue	Lucus Road	0.6	n/a

Acc/MEV = Accidents per million entering vehicles

Use of crash data to identify crash-prone locations that need work and improved geometric design and lighting of intersections are two ways of improving intersection safety. Other methods include use of best practices for selection, design and installation, operation, and maintenance of traffic control devices, upgraded signal phasing, timing, and coordination to smooth traffic flow, and use of intelligent controllers and detectors, as well as audible pedestrian signals.

Streets should normally intersect at 90°; drivers are then more able to see other cars approaching from both the left and right. The minimum angle of pavement intersection should be 80° for non-arterial streets. Deviations from a 90° intersection can result in the following problems:

1. Visibility restrictions
2. Larger areas of potential conflict
3. Longer crossing distances
4. More dangerous collision angles
5. More difficult turning radii
6. Awkward turning movements

### Traffic Signals

The placement of traffic signals at key intersections allows the flow traffic along streets carrying high volumes of traffic to be controlled and regulated. As the number of vehicles traveling to and through Wasilla increases, a comprehensive signal

improvement program is essential to avoid the problems caused by traffic congestion. In response to this increase in traffic, the City Council adopted Resolution 05-11 on March 7, 2005 establishing an *Official 2005-2025 Traffic Signal Map* which is amended with the inclusion of new signals identified in this Official streets and Highway Plan. In addition to showing the identified potential signalized intersections in City, the map shows intersections that may need signals in the near future. These intersections will be closely monitored to determine when a traffic control device is warranted.

The Alaska Department of Transportation and Public Facilities is currently designing traffic signals for the intersection of Lucille Street and the Parks Highway and Lucille Street and Nelson Avenue through the Highway Safety Improvement Program. Because of the rapid residential and commercial development taking place in the City at this time, additional traffic signal locations may be identified through formal Traffic Impact Analysis (TIA) studies.

As new signals are identified as being warranted, they will be accepted as part of the City's comprehensive signal improvement program provided that they optimize spacing and progression of traffic in the City. Future signals will need to meet the criteria of the Manual of Uniform Traffic Control Devices (MUTCD) to ensure uniformity and consistency. See Appendix for the *Official 2005-2025 Traffic Signal Map*.

The Alaska Department of Transportation and Public Facilities is designing the Parks Highway for future signal coordination. The state will provide hardware for this signal coordination project, however, Wasilla will need to work with the Borough and with Palmer to provide a stable flow of annual funding for the support staff to keep this program functional. Best practices require one signal technician for 25 signals and one part time engineer to support this program.

## Design Standards

The City's primary method of establishing an efficient street and highway system is the adoption of regulations which govern the minimum right-of way, paving width, and overall design of streets based on their identified functional classification. These recommended design standards should be incorporated into the City's subdivision construction manual and other regulations governing the construction of roads. The following table lists City Road Design Standards by Functional Classification.

Characteristics	Principal Arterial	Minor Arterial	Collector	Commercial	Local/ Residential
Street spacing	1 to 5 miles	1 to 1½ mile	¼ to ½ mile	> 300'	> 300'
Length	Continuous	Continuous	½ mile	½ mile	500' or 1000' for a cul de sac
Lanes	2 - 6	2 - 5	2 - 4	2 - 4	2
Min. pavement width	40'	32'	24'	12' lanes (max)	20'
R-O-W width (level ground)	200'	100'	60' - 100'	60' - 100'	60'
Cross Street spacing	2640'-1 mile	660-1500'	330'	330'	660'
Volume (Max./vehicle/day)	N/A	30,000	12,000	12,000	200 - 500
				Required at	

Striping	Center line & lanes	Center line & lanes	Center line at $\geq$ 4,000	Center line >6,000	None
Median	Yes	Yes	No	No	No
Turn lane	Yes	Yes	No	No	No
Traffic signal	Yes	Yes	No	No	No
Residential access	Limited or Prohibited	Limited or Prohibited	Indirect Desired	Indirect Desired	Direct
Maximum grade	5%	6%	8%	8%	10%
Minimum radius curve	1,065-1660'	660'	185' - 510'	115' - 510'	115' - 500'
Pedestrian crossings	Limited or Prohibited	Intersections, Signals	Intersections, Signals	Intersections, Signals	Unrestricted
Typical Speed Limit	55-65 mph	45 mph	25 - 40 mph	20 - 40 mph	25 mph
Commercial Access	Limited or Prohibited	*Yes	MSB/City	MSB/City	Limited only by zoning
Two Points of Access	Yes	Yes	Yes	No	No
LOS Goal	C**	D	D	D	D
ADOT&PF F.C. Comparable	Class 1,2,11,12	Class 6,14,16	Class 7,8,17	Class 9,19	Class 9,19

\* See ADOT&PF Highway Reconstruction Manual Spacing Tables 1190-9 & 10.

\*\* Exceptions in urban downtown districts.

## 1996 Transportation Plan Recommendations.

Table 1: Status of 1996 Transportation Plan Recommended Projects

Project	Status as of September 2005			
	Complete	Construction	Design	No Action
Main Street - Bogard Road Intersection	x			
Parks Highway				
Crusey Street to Seward Meridian		x		
Fairview Loop/Hyer Road interchange	x			
Glenn Highway/Parks Highway interchange	x			
Lucus Road to Crusey Street			x	
Seward Meridian to Church Street	x			
Seward Meridian Interchange		x		
Trunk Road interchange	x			
Palmer-Wasilla Highway Extension to Glenwood Ave.	x			
Wasilla Bypass (Alternate Multimodal Corridor)			x	
Bogard Road Extension, Lakeview to Wasilla Fishhook	x			
Seward Meridian Extension to Seldon Road			x	
Church Road Upgrade	x			

Project	Status as of September 2005			
	Complete	Construction	Design	No Action
Edlund Road Upgrade	x			
Seward Meridian Upgrade			x	
Seldon Road Upgrade, Wasilla-Fishhook to Lucille St.				x
Vine Road Upgrade, Knik Goose Bay to Parks Hwy.	x			
Wasilla-Fishhook Road Upgrade, Parks Hwy. to Schrock			x	
Hollywood Boulevard Upgrade	x			
Provide Park and Ride Lots				
Seward Meridian/Parks Highway				x
Palmer-Wasilla Highway/Parks Highway				x
Knik-Goose Bay Road/Parks Highway				x
Peck Street Extension and Paving	x			
Church Road South Extension to Airport			x	
Mystery Ave. Extension to Lucas Road	x			
Mack Road Extension to South Church				x
Thomas St. Connection to Togiak St.				x
Yenlo St. Extension			x	
Spruce Street Upgrades, Peck Street to Church Road	x			
Misc. Subdivision Paving LID	x			

## 2005 – 2025 Street and Highway Plan Recommendations

After reviewing the current and future traffic volumes, traffic circulation, State and Borough planning documents, previous recommendations and needs lists, the following transportation improvements are recommended. Recommendations have been broken out into short range and long range projects within the City of Wasilla, and improvements within the Matanuska Susitna Borough that would directly benefit the City. Short range recommendations are limited to those projects that (1) have committed construction funds through the State Transportation Improvement Program (STIP), (2) are on either the Borough's or the City's Capital Improvement Program (CIP) within the next 5 years, or (3) are part of projects identified by the City as needed and anticipated to be constructed by the private sector.

**Short Range Recommendations (2005-2010)** *Streets are listed in alphabetic order. List does not reflect a priority ranking.*

**Alternative Parks Highway Corridor – Arterial/Interstate** – Route selection and Design future transportation corridor will provide alternate route around Wasilla city center for through highway traffic and potentially a new railroad route around the city.

**Aviation Avenue** (formally Church Road South Extension) – **New Minor Collector** – Future corridor from S. Mack Drive to Wasilla Airport will provide access to existing airport, the intermodal rail facility, and the Museum of Alaska Transportation and Industry and other future development.

**Boundary Street Extension – Commercial Street** -New link provided by the extension of Boundary from Swanson Avenue to Bogard Road will provide alternate route for local internal traffic now using Main Street.

**Crusey Street Improvements – Major Collector** - Reconstruct to accommodate a five lane facility between the Parks Highway and Bogard Road, including pathway, landscaping, and lighting. Improved connection to the high school will create smoother major generator flow with fewer turning conflicts.

**Gateway Loop and Frontage Road Connection– Major Collector** – New link to be constructed as part of large commercial development proposed for northwest corner of Parks Highway and Seward Meridian Parkway. Project will provide an internal loop road connecting Seward Meridian with the Parks Highway at signalized intersections and connect the existing frontage road system links on the east and west sides of Seward Meridian.

**Lucus Road Improvements – Major Collector** – Improvements between Parks Highway and Spruce Avenue to an upgraded two lane facility with shoulders, turn lanes, pedestrian facilities, landscaping, and drainage improvements.

**Lucille Street Improvements – Major Collector** –Improvements include widening existing road to a four lane facility with turn pockets, shoulders, landscaping, and separated pathway.

**Parks Highway, Crusey Street to Lucus Road – Interstate or Arterial** – Improvements include rehabilitation of the existing five lane facility, including eliminating Snyder RR crossing, connect Selina Lane, consolidating driveways, enhancing pedestrian facilities, and landscaping.

**Riley Avenue Extension** – Major Collector – New link provided by extending Riley Avenue west from just west of the current signalized intersection at Knik-Goose Bay Road to connect with S. Mack Drive.

**Seward Meridian Road Improvements - Arterial** – Improvements will upgrade the existing road to four lanes from Parks Highway to Seldon Road and includes an improved intersection at Gateway Drive, located northeast of Sears, and installation of a signal at this intersection.

**S. Mack Drive Extension South – Major Collector** – Future improvements will extend S. Mack Drive from Multi Use Sports Complex to Knik-Goose Bay Road; project includes stream crossing.



**Susitna Avenue Extension – Minor Collector** – Improvements will extend existing road east and south along City easements and right-of-way to a signalized intersection on the Palmer-Wasilla Highway Extension to accommodate future development between the Palmer-Wasilla Extension, the Parks Highway and Knik-Goose Bay Road.

**Upper Road Extension** – new link provided by extending existing Upper Road to the west to S. Mack Drive will provide secondary access to homes south and west of Lake Lucille.

**Wasilla Fishhook Rehabilitation – Major Collector** –Improvements be done in two phases. Phase one includes selective realignment and widening, curb, gutter, and sidewalks and rehabilitation and resurfacing the existing road beginning at the Bogard Road intersection and progressing to Seldon Road. Phase two includes a traffic study, design and construction of improvements to enhance the flow of traffic along Main Street and one other north-south street.

**Yenlo Street Extension – Major Collector** -New link transportation provided by the extension of Yenlo from Swanson Avenue to Bogard Road will provide alternate route for traffic now using Main Street and serve new high density mixed-use development.

#### Signalized Intersections

- Maney Way, Foundry Way and Parks Highway – signalized intersection to serve current and anticipated major commercial development in Wasilla, as well as providing a connection through this commercial area to Herman Road. Construction costs to be borne by the private sector.
- Gateway Drive and Parks Highway – Signalized intersection to serve a large commercial shopping project in Wasilla, as well as a connection to the Gateway intersection on Seward Meridian Parkway. Construction costs to be borne by the private sector.

#### Road System Related Projects

- Wasilla Depot/Station – Intermodal passenger terminal and parking area near the Wasilla Airport.
- Park and Ride Lots – Parks Highway and Seward Meridian, Palmer Wasilla Highway, and Knik Goose Bay Road.

**Long Range Recommendations (2008-2025)** *Streets are listed in alphabetic order. List does not reflect a priority ranking.*

**Alternative Parks Highway Corridor – Arterial/Interstate** – Construction of transportation corridor providing alternate route around Wasilla city center for through highway traffic and potentially a new railroad route around the city.

**Crusey Street Extension – Major Collector** – Improvements will extend south to connect to a signalized intersection on the Palmer-Wasilla Highway Extension to accommodate future development between the Palmer-Wasilla Extension, the Parks Highway and Knik-Goose Bay Road.

**Main Street Improvements – Major Collector** -Widen to a four or five lane facility or a one-way couplet with Talkeetna/Yenlo Street.

**Old Matanuska Road Rehabilitation – Minor Collector** –Improvements will upgrade corridor between Palmer Wasilla Highway and Fairview Loop.

**Palmer Wasilla Highway Expansion – Arterial** – Future improvements will widen existing road to a four or five lane facility to relieve congestion on existing route. Project will eventually include coordinated signals and realigned intersections where feasible.

**Parks Highway, Lucus Road to Big Lake Road – Interstate/Arterial** –Improvements will widen existing road to four lanes to accommodate increasing through traffic volume.

**Seward Meridian/Carson Street Extension – Arterial** – New link will extend arterial south from Old Matanuska Road to Fairview Loop.

**Sun Mountain Avenue Realignment – New Major Collector** – Realign existing Sun Mountain (frontage road) to provide safer stacking distances for vehicles at the Herman Road intersection. New transportation corridor would extend from Hermon Road to Palmer-Wasilla Highway intersection at Cottonwood Mall serving as an alternate route for the Parks Highway and the Palmer-Wasilla Highway.

**Thomas Street Connection** – New link would connect Thomas Street to Togiak Street providing an alternate route for traffic moving from Fairview Loop to the Palmer-Wasilla Extension via Glenwood Avenue.

#### Road System Related Projects

- Signal System Interconnect – Interconnect signals along Parks Highway and in the central business district.

**Recommended Projects in the Matanuska-Susitna Borough** *Streets are listed in alphabetic order. List does not reflect a priority ranking.*

**Fairview Loop Road Upgrades** – Upgrade to current standards

**Fern Street Extension** – Extend to Edlund Street

**Hermon Road Extension** – Extend north from Whispering Woods Drive to Palmer Wasilla Highway and south to Fairview Loop

**Leota Street Extension** – Connect to Fairview Loop

**Seldon Road Extension East** – Extend Seldon/Bogard Road east to the Glenn Highway

**Seldon Road Upgrade** – Upgrade between Wasilla-Fishhook to Wards Road

**Seldon Road Extension West** – Extend from Wards Road to Church Road

**Seldon Road Extension West** – Extend Seldon Rd. west from Church Road to Beverly Lakes Road, Pittman Road and eventually to King Arthur Drive

**Seward Meridian Extension North** – Extend from Bogard Road to Seldon Road

**Spruce Avenue Extension** – Extend from Peck Street to Seward Meridian



## Current and Future Arterial and Collector Street System

Existing	Future (2005 – 2025)
<b>INTERSTATE</b>	<b>INTERSTATE</b>
Parks Highway	Alt. Parks Corridor
<b>ARTERIALS</b>	<b>ARTERIALS</b>
Knik-Goose Bay Palmer-Wasilla Highway Wasilla Fishhook Rd.	Parks Highway Bogard/Seldon Rd. Knik-Goose Bay Palmer-Wasilla Hwy Seward Meridian
<b>MAJOR COLLECTORS</b>	<b>MAJOR COLLECTORS</b>
Bogard Rd. Crusey St. Glenwood Ave.	Bogard Rd. Church Rd. Crusey St. S. Mack Dr. Spruce Ave. Sun Mountain Ave.
Peck St. Rainier Dr. Rocky Ridge Rd.	

<b>Existing</b>		<b>Future (2005 – 2025)</b>	
Lucille St.	Spruce Ave.	Gateway Dr. Hermon Rd. Extension	Realignment Swanson Ave.
Main St. Bogard Rd. Neuser Dr.		Lucille St. Main St. Peck St.	Wasilla Fishhook Rd. Yenlo St.
<b>MINOR COLLECTORS</b>		<b>MINOR COLLECTORS</b>	
Aspen Dr. Bay View Dr. Broadview Ave. Cache Dr. Church Rd. Crestwood Ave. Deskas St. Eden St. Fanciful Dr. Fern St. Forest Ave. Holiday Dr. Lake Lucille Dr. Lucus Rd. Melanie Ave.	Minnetonka Dr. Nicola Ave. Old Matanuska Rd. Ravenswood Lp. S. Mack Dr. Snowbird Dr. Success Dr. Vaunda Dr. Vixen St. Whispering Woods Dr.	Aspen Dr. Aviation Ave. Bay View Dr. Broadview Ave. Cache Dr. Crestwood Ave. Deskas St. Eden St. Endeavor St. Fanciful Dr. Fern St. Forest Ave. Glenwood Ave. Holiday Dr. Lake Lucille Dr. Lucus Rd.	Melanie Ave. Minnetonka Dr. Mystery Ave. Nelson Ave. Nicola Ave. Old Matanuska Rd. Ravenswood Lp. Riley Ave. Snohomish Dr. Susitna Ave. Snowbird Dr. Success Dr. Vaunda Dr. Vixen St. Whispering Woods Dr.

Public roads in Wasilla that are not classified as either Interstate, Arterial, Commercial, Major or Minor Collector are designated as local streets.

<b>Existing</b>		<b>Future</b>	
<b>COMMERCIAL STREETS</b>		<b>COMMERCIAL STREETS</b>	
Aviation Ave. Beacon St. Broadview Ave. Boundary St. Centaur Ave. Centime Way Check Dr. Commercial Dr. Crosswind Ct. Dana Ave. Deskas St. Endeavor St. Enter Way Enterprise St. Financial Dr. Foundry Way	Knik St. Lakeshore Dr. Lakeside Plaza Dr. Lakeview Ave. Nelson Ave. Patagonia St. Patricia Ave. Paulson Ave. Railroad Ave. Stormy Ct. Susitna Ave. Swanson Ave. Talkeetna St. Terminal Ct. Tommy Moe Dr. USA Cir.	Beacon St. Broadview Ave. Boundary St. Centaur Ave. Centime Way Check Dr. Commercial Dr. Crosswind Ct. Dana Ave. Deskas St. Enter Way Enterprise St. Financial Dr. Foundry Way Hallea Dr. Herning Ave.	Lakeside Plaza Dr. Lakeview Ave. Patagonia St. Patricia Ave. Paulson Ave. Railroad Ave. Stormy Ct. Talkeetna St. Terminal Ct. Tommy Moe Dr. USA Cir. Weber Dr. Westpoint Dr. Willow St.

Hallea Dr.	Weber Dr.	Industrial Dr.
Herning Ave.	Westpoint Dr.	Jude Ave.
Industrial Dr.	Willow St.	Knik St.
Jude Ave.	Yenlo St.	Lakeshore Dr.

**Implementation of the *Official Streets and Highways Plan***

The *Wasilla Streets and Highways Plan* describes the existing and future street network serving Wasilla. The plan has been developed to identify improvements needed to improve both access and mobility of vehicular traffic. Implementation of the plan will provide guidance to planners, developers and decision makers who will be living and working in Wasilla.

*Policy:*

The *Official Street Classification Map* adopted in Resolution WR94-12 by the Wasilla City Council on July 25, 1994 should be replaced. A new *Official Street Classification Map* incorporating street improvement projects completed since 1994 along with the recommended improvements described in this plan should be adopted. This action would establish the hierarchy of streets comprising the road network for Wasilla. Copies of the *2005 – 2025 Official Street Classification Map* should be available on the City web site as well as at City Offices once it is adopted.

*Capital Improvement Plan (CIP):*

The CIP for the City of Wasilla is a community plan for short- and long-range physical development. It is intended to link Wasilla’s fiscal plan and comprehensive plan to physical development, and provide a mechanism for:

- ▶ Estimating capital requirements
- ▶ Planning, prioritizing, scheduling and implementing projects during the next five years
- ▶ Developing funding policy for proposed projects
- ▶ Budgeting high priority projects
- ▶ Informing the public of planned capital projects.

At least once a year, the City Council will develop and approve a Capital Improvements Program (CIP) which is a list of projects that will be executed during the next fiscal year, along with a tentative list of projects anticipated to be undertaken in the following four years.

In September 2004, the City adopted a CIP process that begins in June of each year with project nominations. Nominated projects are reviewed and scored during October and November and presented to the Planning Commission in December. The Planning Commission is responsible for recommending CIP projects to the City Council for adoption of a CIP on or before January 25 of each year. This allows the City Council to identify capital projects and possible funding sources in February. This schedule allows the City Council to develop a reasonable relationship between the City’s draft Capital Budget and the draft Operating Budget during the annual budget preparation process.

There are several potential sources of funding for CIP projects:

- City of Wasilla General Fund - this is an unrestricted fund used to support city operations, including City Council, Administrative Services, Finance, General Services, Police, non-Departmental and capital projects. General Fund revenue sources include: 0.3 mill property tax; 2% sales tax; franchise fees; business license; permits and fees; and interest earnings. [Note - an additional 0.5% in sales tax is collected in the City. These funds are earmarked for debt service on bonds used to build the Multi-Use Sports Complex. The additional 0.5% sales tax will go away after the bond is paid off.]
- City of Wasilla Capital Project Funds - these are funds set aside from the City's General Fund for the acquisition and/or construction of major capital facilities and equipment.
- City of Wasilla Enterprise Funds – these funds are used to account for operations that are financed and operated similar to private businesses – where costs of providing goods or services is financed or recovered through user charges. City Enterprise funds have been established for Utilities, the Wasilla Airport, and the Multi-Use Sports Complex.
- Voter approved Bonds – Wasilla property owners may, in the future, support sale of bonds to make specific improvements to the City street system.
- Grant Funding - grant applications for CIP project funds are submitted each year from the State, private foundations [for example the Rasmussen Foundation], and from various federal agencies such as the Environmental Protection Agency (EPA).
- State Transportation Improvement Program (STIP) - the Alaska Department of Transportation and Public facilities creates the State Transportation Improvement Program (STIP) on a three-year cycle. The STIP funds projects in four categories:
  - National Highway System (NHS), *current project - Parks Highway*
  - State Highway System (SHS), *for example - Palmer-Wasilla Highway*
  - Community Transportation and Economic Development Program (CTP), *current example - Crusey Street*
  - Trails and Recreational Access for Alaska (TRAAK)

Some of the projects listed in the 2005 – 2025 *Official Streets and Highway Plan* recommendations require the involvement of the private sector. The City recognizes that an alternative way to achieve plan implementation is to involve private funding, and shall work aggressively with appropriate state and federal transportation agencies and private parties to accomplish these privately funded projects. In doing so, the City encourages cooperation between government agencies and these private sector partners, including entering into land exchanges for transportation corridors and adopting creative financing techniques.

*Streets and Highways Plan Updates and Maintenance:*

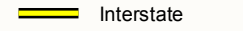





Once adopted, the Streets and Highways Plan will be evaluated and updated at a minimum every five years. The City Public Works Department is responsible for ensuring that reviews are completed. The City will notify the general public of the opportunity to review the proposed updates to the adopted street plan by newspaper advertisements.

The Planning Commission will review the Wasilla Streets and Highways Plan in December of each year to determine if projects identified on the Short Range or Long Range Recommendations lists have been completed and to insure that new projects are reflected in the Plan. Upon a finding that changes are necessary, the Commission will forward a list of the recommended changes to the City Council requesting that the changes be incorporated into the Plan.

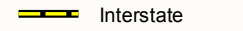





**CITY OF WASILLA OFFICIAL STREET & HIGHWAY PLAN 2005-2025**

**Street Classification**



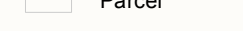
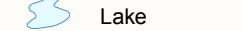
**Existing Roads**

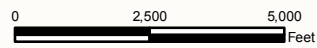
-  Interstate
-  Arterial
-  Commercial
-  Major Collector
-  Minor Collector
-  Local

**Potential Future Road or Extension**

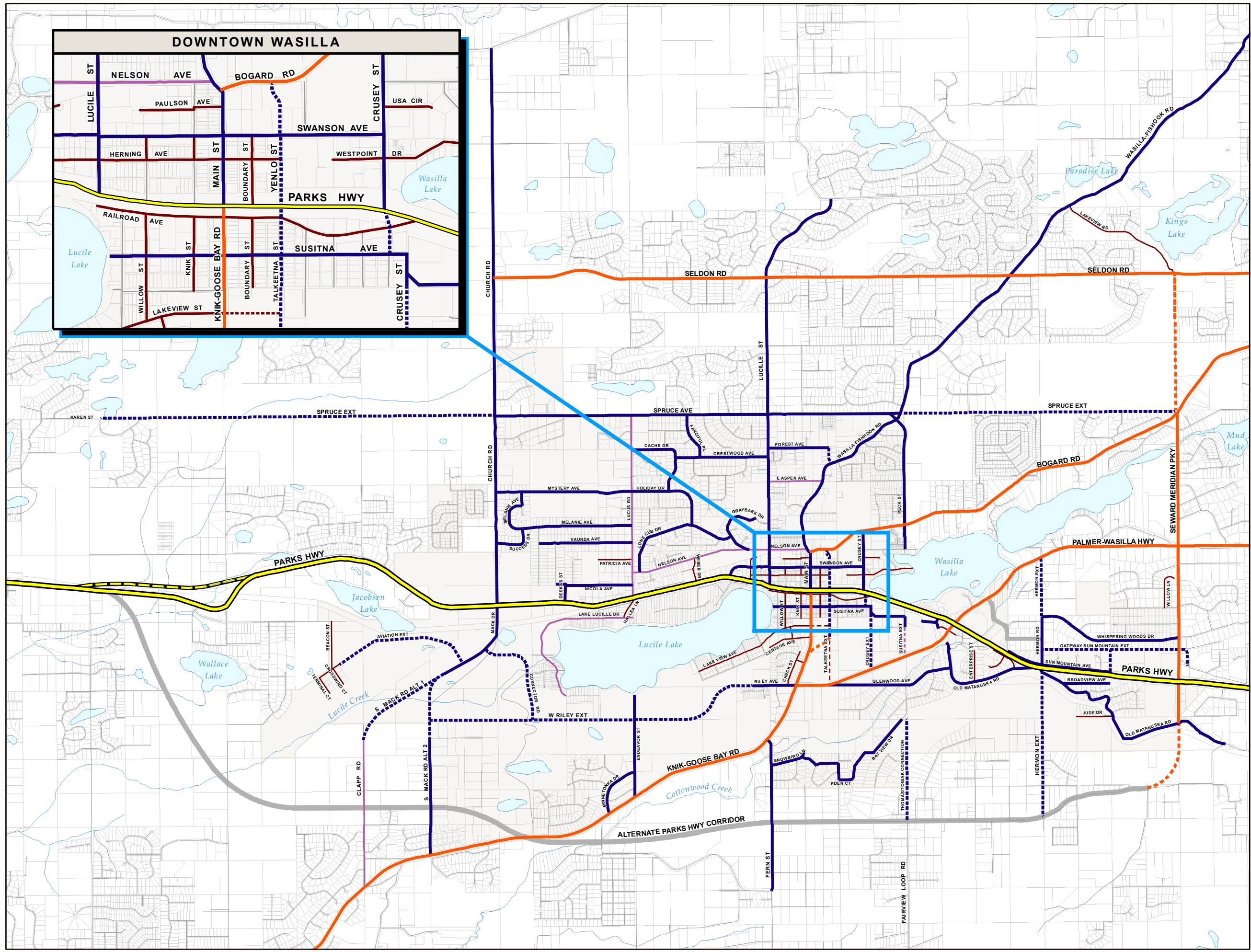
-  Interstate
-  Corridor
-  Arterial
-  Commercial
-  Major Collector
-  Minor Collector

**Existing Features**

-  City of Wasilla
-  Parcel
-  Lake
-  Stream



This drawing was compiled by HDR Alaska, Inc. for the City of Wasilla Planning Department (2006).  
 Printing Date: February 8, 2007  
 Projection Information:  
 Name: NAD 1983 StatePlane Alaska 4 FIPS 5004 Feet  
 Projection: Transverse Mercator  
 Datum: North American 1983  
 File: Z:\02000 Misc Projects\City of Wasilla\CAD\_GIS SUPPORT\0\_P016689.MXD\set\_hwy\_plan.mxd





PERMIT INFORMATION 2011									
DATE	PERMIT #	TYPE	SQ FTG	LEGAL	SUBD	NAME	STREET	STATUS/ ZONE	
ADMINISTRATIVE APPROVAL									
02/04/11	A11-01	DUPLEX	2,398	2253B02L005B	LAKESHORE RSB	MORAN, ANDREW	445 N WESTCOVE DR	RM	
01/20/11	A11-02	TENANT SPACE	900	1901 B01L005C	SNIDER #3 RSB	MCKENZIE, JERRY	181 W PARKS HWY	C	
02/04/11	A11-03	SIGN		4229B01L001A	WASILLA TWN	MARTIN, RANDALL	212 N BOUNDARY ST	C	
02/10/11	A11-04	COMM < 10,000 SQ FT	1,500	5797000L002A	IDITAPARCEL ADD I	WOOD, JIM	483 W PARKS HWY	C	
02/22/11	A11-05	GREENHOUSE	1,133	1524000L003	RAVENSWOOD DIV I	PETERSON, WES	503 RAVENSWOOD	RR	
02/25/11	A11-06	SFD	2,300	6791B01L066	PRIMROSE POINTE	FENDER, ANOTOLY	241 W RIVERDANCE CIR	RR	
PENDING	A11-07	COMM < 10,000 SQ FT		1066B01L07	WASILLA TWNST	ANDERSON, BRENDA	276 N BOUNDARY ST	C	
03/18/11	A11-08	COMM < 10,000 SQ FT	1,400	2186B02L005	GVCII DIV I	WILLIAMS, TINA	1501 E BOGARD RD	C	
03/30/11	A11-09	SHORT TERM RENTAL		4143000L006	SOUTHVIEW TERRACE	FICEK, LARRY & JACKIE	3001 E SOUTHWIEW	R2	
03/29/11	A11-10	SFD	1,164	1089B01L006	BUENA VISTA #2	TROY DAVIS HOMES	2041 W BAILEY AVE	RR	
03/29/11	A11-11	SFD	1,135	1089B01L007	BUENA VISTA #2	TROY DAVIS HOMES	2021 W BAILEY AVE	RR	
03/22/11	A11-12	TUP - STAGING AREA	14,552	6698B02L002B	YENLO SQUARE RSB	UNIT COMPANY STAGING	545 E SWANSON	C	
03/30/11	A11-13	TENANT SPACE	1,800	3224B03L001B	MTN VILLAGE	MYERS, CHUNG	991 S HERMAN RD	C	
03/29/11	A11-14	SFD	1,950	6791B01L065	PRIMROSE POINTE PH 1	PAULUS, IGOR	231 W RIVERDANCE CIR	RR	
04/01/11	A11-15	RETAIL/ COMM STORE	20,000	5797000L002A	IDITAPARCEL ADDN 1	AVANTI CORP	527 W PARKS HWY	C	
04/01/11	A11-16	IN HOME OCCUPATION		2377B03L003	SOUTHVIEW EXT	EKLE, JADE	3130 E DANNYS AVE	R-1	
04/08/11	A11-17	TOBACCO SHOP	1,400	2186B02L005	GVC II DIV I	STUBER, STEVE	1051 E BOGARD RD	C	
04/05/11	A11-18	SFD	2,150	1102B02L012	NORTHERN CAPITOLEST	VLADIMIR, BALETISKIY	851 N CHURCH RD	RR	
04/06/11	A11-19	COMM < 10,000 SQ FT	800	1010B01L006	CARTER SUB	DOLECHEK, BRITTANY	220 E PARK AVE	C	
04/06/11	A11-20	SFD	1,979	6791B01L067	PRIMROSE PTE PH 1	FENDIEN, VICTOR	251 W RIVERDANCE CIR	RR	
04/08/11	A11-21	SIGN		2959000T00A1	WASILLA MALL RSB	GLACIER SIGN	585 E PARKS HWY	C	
PENDING	A11-22	HOME OCC		9044000U019	LAKE VW EST CONDOS	GIEBEL, MICHAEL	401 S WASILLA ST	C	

04/14/11	A11-23	TUP - STAGING AREA	20,000	2959000T00A2	WASILLA MALL RSB	CARRS	595 E PARKS HWY	C
04/27/11	A11-24	SFD	2,250	1037T02P003A	LAKESHORE 1963	HARRIS FAMILLY LLC	1240 E WESTPOINT DR	RM
04/19/11	A11-25	SFD	2,050	5945B02L012	MEADOW RIDGE 2	HALL QUALITY HOMES	380 N PINE RIDGE LP	R-1
PENDING	A11-26	ADDITION	1,682	3250000L002	CENTRAL WASILLA	ANDERSON, TED	251 PARKS HWY	C
04/22/11	A11-27	SFD	2,100	6790B02L006	MISSION HLS N	SPINELL HOMES INC	1211 N JACK NICKLAUS	R-1
04/28/11	A11-28	SFD	2,108	5521000L001	HANSON TRAIL	MEYER, TIM & ANITA	1650 S BAY VIEW DR	RR
04/29/11	A11-29	HORSE		1190B04L011	ADVENTURE EST	ERDMANN, LINDA & ROG	865 W WILDER AVE	RR
05/02/11	A11-30	COMM <		5482B05L001A	WASILLA TWNST RSB	CARR, KATHLEEN	300 N WILLOW ST	C
05/02/11	A11-31	10,000 SQ FT SIGN						C
05/02/11	A11-32	OUTDOOR RETAIL		17N01W12D007		FISHER, MARK	2800 E PARKS HWY	C
05/03/11	A11-33	SFD	2,000	6791B01L062	PRIMROSE PTE	PAULUS, IGOR	181 W RIVERDANCE CIR	RR
05/04/11	A11-34	GARAGE	576	1277B05L003	BAY VIEW GARDENS	FONOV, NIKOLAY	700 EDEN CT	RR
05/11/11	A11-35	TENANT SPACE		4936000L002	ROGERS ROOSTE	TOTTEN, STEVEN	2530 S KGB RD	RR
05/05/11	A11-36	TUP - MOBLIE GREEN HOUSE		2964B03L001A	WASILLA HTS	RITCHER, LOI	1201 W PARKS HWY	C
PENDING	A11-37			1116B03L014	OVERLOOK BUS PK	MAGNUM MOTORS	1960 E INDUSTRIAL DR	C
05/10/11	A11-38	CAR SALES		1901B01L005D	SNIDER #3 RSB	CRAIG, BRIDGETTE	201 W PARKS HWY	C
05/12/11	A11-39	SFD	2,512	2876B01L005	INHERITANCE	ROGNESS, JOSH & JODI	600 W SELINA LN	R-1
05/12/11	A11-40	SFD	2,350	6791B01L069	PRIMROSE PT	PAVLUS, DMITRIY	271 RIVERDANCE CIR	RR
05/09/11	A11-41	SFD	1,613	5868B03L010	SILVERLEAF EST	TURNER, MARK	2301 ASHFORD	RR
05/11/11	A11-42	CLEARING		6830B01L008A	MEADOWS ADD 1	MESICK, GARY	1350 W SPRUCE AVE	RR
05/12/11	A11-43	TUP		5318000L001A	LAKEWOOD BUS PK	CARQUEST AUTO PARTS	790 E SWANSON AVE	C
05/16/11	A11-44	SHED	192	1104B04L034	WASILLA EST	JONES, LEAH	654 W HOLIDAY DR	RR
05/16/11	A11-45	SFD	2,002	6790B02L003	MISSION HLS N	SPINELL HOMES INC	1205 JACK NICKLAUS	R-1
05/16/11	A11-46	DUPLEX	2,650	1125000L029	ASPEN HTS ADDN 1	FONOV, DMITRI	1801 N CHURCH	RR
05/18/11	A11-47	COMM <		5912000L019	WASILLA AIRPORT	TRANS NORTHERN LLC	101 BEACON	I
05/16/11	A11-48	10,000 SQ FT SIGN		2095000T00A-1	WASILLA JR & HIGH SCHOOL	MSB/SCHOOL	701 E BOGARD RD	C
05/26/11	A11-49	DUPLEX	3,500	5510000L001	HAND SUB	KAHLSTROM, HEATH	1550 S BAY VIEW DR	RR
05/31/11	A11-50	COMM <		1032B13L009	KENNDY ADD WASILLA	BORDAK, NATALYA	490 E RAILROAD AVE	C
05/31/11	A11-51	10,000 SQ FT SFD	630	6791B01L064	PRIMROSE POINTE PH 1	OBUKHOUSKRY, YEUGENIY	221 W RIVERDANCE CIR	RR
05/31/11	A11-51	SFD	1,845					RR

06/02/11	A11-52	TEMP UP		6940000L001 1010B02L008, L009, L010	AK INDUSTRIAL HARDWARE COMMONS	JOHANSEN, BILL	801 W COMMERCIAL DR	C
07/18/11	A11-53	SUBD			CARTER SUB	TRESHAM, RONALD	190 E PARK AVE	C
06/13/11	A11-54	SIGN		5797000L002A	IDITA PARCEL ADD 1	AVANT INC	503 W PARKS HWY	C
06/13/11	A11-55	SFD	1,350	6791B01L061	PRIMROSE POINTE PH 1	WILKEN, KURT	161 W RIVERDANCE CIR	RR
06/21/11	A11-56	MULTI FAM (4 PLEX) COMM <	4,500	2542000L003	PLEASANT VIEW	SUMMERS, AARON & ANGELA	1470 N WASILLA FISHHOOK	RM
07/07/11	A11-57	10,000 SQ FT		17N01W18D006		BROWN, DAVID & LISA	2181 S MACK DR	RR
06/23/11	A11-58	TEMP UP		2705000L014A-1	SNIDER #4 RSB	NANEZ, LUCIA	705 W PARKS HWY	C
06/30/11	A11-59	SFD	1,781	5945B01L002	MEADOW RIDGE PH 2	HALL QUALITY HOMES	762 N PINE RIDGE LP	R-1
06/30/11	A11-60	SFD	1,930	5945B03L017	MEADOW RIDGE PH 2	HALL QUALITY HOMES	415 N PINE RIDGE LP	R-1
06/30/11	A11-61	GARAGE	1,024	2187B02L001A	N COUNTRY EST	MILLER, JAMES	2081 SWATHMORE AVE	R-1
06/23/11	A11-62	SIGN		3099B01L002	COTTONWOOD PK	OLYMPIC, FLYNN	1560 E FINANCIAL DR	C
06/23/11	A11-63	TENANT SPACE		5568B02L018A	PARKS MANOR RSB	MCCARROLL ALAN	320 E DANNA WAY	C
07/05/11	A11-64	COMM <		4359000L004A	LAKE LUCILLE LDG	SGB HOLDING LLC	1300 LAKE LUCILLE DR	C
07/07/11	A11-65	TUP- AUCTION		5930B02L010A	KENNEDY ADDN	PALMQUIST, ELLA	545 S BOUNDARY	C
07/11/11	A11-66	HORSE		2377B01L007	SOUTHVIEW EXT	GOODMAN, JULIAN	2900 E BROADVIEW	RR
07/22/11	A11-67	SFD	2,450	1190B01L030	ADVENTURE EST	DROBENKO INVEST	437 W HERITAGE DR	R-1
07/26/11	A11-68	COMM <		1032B01L003	KENNEDY ADDN	MITH, MIKE & EMMA	530 S DENALI ST	C
07/26/11	A11-69	10,000 SQ FT	960	6791B01L073	PRIMROSE PNTE	PAULUS, IGOR	240 W RIVERDANCE CIR	RR
08/26/11	A11-70	SFD	1,800	2884B02L005 & L006	BRIDGESTONE	MOLLOY, ROB & SANDRA	1370 IVY CIR	R-1
08/02/11	A11-71	ADDITION PORTABLE CAR SHELTER	873	4171B01L016A	SNIDER	PARTRIDGE, JAMES	824 W SELINA LANE	R-1
08/02/11	A11-72	SUBD	260	2858B04L006	TALLERICO	FELTZ, DANIEL & LISA	1840 S ITASCA CIR	R-1
08/12/11	A11-73	COMM <		1032B13L009	KENNEDY ADD WSLLA	BURKE, KEVIN	490 E RAILROAD AVE	C
08/11/11	A11-74	10,000 SQ FT	700	1038B03L005	LAKE VIEW	MOOR, ALLEN	451 W LAKEVIEW AVE	R-1
08/11/11	A11-75	SFD	2,000	6791B1L072	PRIMROSE PTE PH 1	MIKITIN, PETR	250 W RIVERDANCE CIR	RR
08/16/11	A11-76	SFD	1,000	1089B03L006	BUENA VISTA ADD#2	TROY DAVIS HOMES	1167 S CORKEY ST	RR
08/16/11	A11-77	SFD	1,104	1089B03L004	BUENA VISTA ADD#2	TROY DAVIS HOMES	1123 S CORKEY ST	RR
08/16/11	A11-78	SFD	1,160	1089B03L005	BUENA VISTA ADD#2	TROY DAVIS HOMES	1145 S CORKEY ST	RR
08/16/11	A11-79	SFD	1,000	1089B03L003	BUENA VISTA ADD#2	TROY DAVIS HOMES	1101 S CORKEY ST	RR

08/16/11	A11-80	SFD	1,135	1089B03L007	BUENA VISTA ADD#2	TROY DAVIS HOMES	1191 S CORKEY ST	RR
08/16/11	A11-81	COMM > 10,000 SQ ST	30,000	3250000L001 - L003	CENTRAL WASILLA	ANDERSON, TED	251 W PARKS HWY	C
08/16/11	A11-82	TUP		1032B13L012 & L013	KENNEDY ADDN WSLLA	SAMMY CHILDREN'S CENTER INTERNATIONAL INC	439 & 451 S BOUNDARY ST	C
08/19/11	A11-83	SFD	1,300	PTN 6780000L004	ERIWOOD	MCNEIL, SUSAN	395 W RILEY AVE	RR
08/22/11	A11-84	SFD	2,500	6791B01L077	PRIMROSE PT PH 1	FENDICH, ANATOLY	180 W RIVERDANCE CIR	RR
08/25/11	A11-85	SFD	1,600	6791B01L071	PRIMROSE PT PH 1	NUGENT, HOWARD	260 E RIVERDANCE CIR	RR
08/26/11	A11-86	ADD ANTENNA TO EXITING CELL TOWER			KENNEDY ADDN WSLLA	EWING, MARK	465 BOUNDARY ST	C
08/29/11	A11-87	DETACHED GARAGE TENANT SPACE	1,536	17N01W14A010	N/A	PHILLIPS, DAN & LISA	2301 PHAINOPEPLA CIR	RR
08/30/11	A11-88	SPACE		2523B01L005A	NELSON FRED RSB	JONES, GAIL	290 N YENLO ST	C
09/06/11	A11-89	SUBD		5970B01L001	ROCK CENTER PH 1	SOUTHCENTRAL FOUNDATION (DOWL)	1001 & 1191 S KGB RD	C
09/08/11	A11-90	COMM< 10,000 SQ FT	360	9010000U210	LAKEVIEW PROF BLDG	INSURANCE SERVICES	851 E WESTPOINT DR	C
09/13/11	A11-91	COMM< 10,000 SQ FT	4,928	1116B03L019	OVERLOOK BUS PK	RUBEO, ALINA	961 S ENTERPRISE ST	C
09/09/11	A11-92	ACCESSORY USE		4359...L004A	LAKE LUCILLE LDG	SECURED GOLD BUYERS	133 W LAKE LUCILLE DR	C
09/12/11	A11-93	DUPLEX	3,200	1113B01L005	WASILLA ACRES	FENDICH, ANOTOLY	450 N KIMBERLY ST	RR
09/14/11	A11-94	TUP COMM < 10,000 SQ FT		5797000L002A	IDITAPARCEL ADDN 1	HOLBROOK, JERRY	455 W PARKS HWY	C
PENDING	A11-95	COMM< 10,000 SQ FT	5,000	6698B02L002B	YENLO SQUARE	WEAVER, JOHN	545 E SWANSON AVE	C
09/19/11	A11-96	SFD	2,376	1039B08L004	LAKE VIEW ADDN #1	ANDERSON, JOHN	600 W LAKE VIEW AVE	R-1
09/21/11	A11-97	SFD	3,036	6791B01L060	PRIMROSE PT #1	PAVLUS, DMITRY	1150 N ELKHORN DR	RR
PENDING	A11-98	COMMUNI- CATIONS TOWER			CREEKSIDE TWN SQ	CELLCO	900 S HERMON RD	C
09/27/11	A11-99	SFD	3,001	1102B01L008	NORTHERN CAPITOL EST	BYLER CONTRACTING	2301 W MYSTERY AVE	RR
09/29/11	A11-100	ADD. TO SFD	375	1097B02L002	SHADOWOOD VLY	MYRICK, JEFF & ROSE	501 W BRIAR DR	R-1
10/04/11	A11-101	SFD	2,144	5627B03L018	CENTER PT #2	WOLFE HOMES LLC	210 W GOLDENWOOD	RM

<b>USE PERMITS</b>									
		ADULT DAY CARE			ADVENTURE EST				
05/12/11	U11-01	COMM<	1190B01L015		ADAMS, WARREN	1632 N LUCILLE ST			R-2
04/25/11	U11-02	10,000 SQ ST	9108000U002		FULLER, BRENDA	609 S KGB RD			C
04/25/11	U11-03	DAY CARE	2284B04L014B		THOMPSON, KIRA	1200 N CLINTON CIR			R-1
08/12/11	U11-04	OFFICE/RESI	17N01W10C003		FAMILY PROMISE INC	690 S KGB RD			C
09/14/11	U11-05	SFD	1097B05L005	1,972	ANDERSON, PAUL & MARY	721 N SHADOWOOD CIR			C
<b>CONDITIONAL USE PERMITS</b>									
03/22/11	CU11-01	COMM>	5970000T004 & 5970B01L001	85,301	SOUTHCENTRAL FOUNDATION	1001 KNIK-GOOSE BAY			C
<b>PLANNED UNIT DEVELOPMENT (PUD)</b>									
<b>REZONE</b>									
02/08/11	R11-01	REZONE	2542000L003		SUMMERS, AARON & ANGELA	1470 N WASILLA-FISHHOOK RD			RR
			17N01W07A004						
			17N01W08B004						
PENDING	R11-02	REZONE	PTN		LUNDGREN, GARY	401 N CHURCH RD			RR
6/27/11			4936000L002						
FAILED	R11-03	REZONE	17N01W19A009		OLYMPIC INVESTEMENT	2450 S KGB			RR
			17N01W20B004						
			17N01W10A014, A015, A016, A017,						
06/27/11	R11-04	REZONE	17N01W10D010		ELLIS, TERRY	900 950 1050 1150 E HORVATH DR & 1191 E PW HWY			RR
<b>LEGAL NON-CONFORMING USE</b>									
<b>SHORELINE SETBACK</b>									
<b>VARIANCE</b>									
03/22/11	V11-01	SETBACK & PERIMETER LANDSCAPING	4956000T00A3		OLSON SUB 199 ADD	1491 E PARKS HWY			C
<b>AMNESTY</b>									



# Code Compliance Log August 2011



DATE	COMPL. DISP. SELF	NAME/ADDRESS	INF. CON.	LTR. ISS?	CASE STATUS	NOTES
8/1/2011	C	Whispering Woods & Hiro	N	N	RAL dogs	11-51521 unable to locate
8/1/2011	S	Whispering Woods & Seward Meridian	Y	N	ATV violation	11-51525 citation W 043962
8/1/2011	C	351 E Spruce	Y	N	Barking dog	11-51548 verbal warning
8/1/2011	FUP	161 Flag	Y	N	Impound trapped feral cat	11-50147
8/1/2011	FUP	3091 Longspur	Y	N	Return found property (HC placard)	11-51581
8/1/2011	S	Lake Lucille Park	N	N	Facility/security check	11-51648
8/2/2011	D	701 KGB	N	N	Found property (bicycle)	11-51743
8/2/2011	S	Lake Lucille Park	N	N	Facility/security check	11-51792
8/2/2011	C	Bailey & Lake Lucille	N	N	Traffic hazard	11-51803
8/2/2011	S	Boundary & Herning	Y	N	Abandoned vehicle	11-51819 moved on request
8/2/2011	D	Wal Mart	Y	N	Shoplift	11-51837 citation W 043963
8/2/2011	S	Lake Lucille Park	N	N	Facility/security check	11-51875
8/4/2011	FUP	901 Pinehurst	Y	N	Impound trapped feral cat	11-46364
8/4/2011	S	Parks & Lucus	Y	N	MVA traffic control	11-52277
8/4/2011	S	1055 Seneca	N	N	On street parking violation	11-52302 citation W 043964
8/4/2011	S	1045 Seneca	Y	N	Abandoned vehicle in ROW	11-52306
8/4/2011	S	Swanson & Willow	Y	N	ATV violation	11-52343 citation W 043967
8/8/2011	C	Museum	Y	N	Illegal dumpster use	11-53315 verbal warning
8/8/2011	C	KGB & Susitna	N	N	Sign violation	11-50657 unfounded
8/8/2011	S	Lake Lucille Park	N	N	Facility/security check	11-53386
8/8/2011	D	990 Jack Nicklaus	Y	N	Dog welfare check	11-53388 unfounded
8/10/2011	FUP	161 Flag	Y	N	Impound trapped feral cat	11-50147
8/10/2011	S	Nelson & Graybark	Y	N	ATV violation	11-53741 verbal warning
8/10/2011	S	Nelson & Knik	Y	N	ATV violation	11-53749 verbal warning
8/11/2011	S	Wonderland	Y	N	ATV violation	11-53948 verbal warning
8/11/2011	D	Wal Mart	N	N	HCP parking complaint	11-53954 unfounded
8/11/2011	S	Willow & Swanson	N	N	Abandoned vehicle in ROW	11-53964 red tag
8/11/2011	S	Target	Y	N	HCP parking violation	11-53975 citation W 043968
8/11/2011	S	Wonderland	N	N	Facility/security check	11-54002
8/11/2011	S	Holiday	Y	N	HCP parking violation	11-54025 citation W 043969
8/11/2011	D	841 Goldendale	Y	N	RAL dog	11-54026 verbal warning
8/15/2011	FUP	161 Flag	Y	N	Impound trapped feral cat	11-50147



# Code Compliance Log August 2011



DATE	COMPL. DISP. SELF	NAME/ADDRESS	INF. CON.	LTR. ISS?	CASE STATUS	NOTES
8/15/2011	C	2955 Tamarak	Y	N	Land use complaint- shed setback	11-55012 refer to planner
8/15/2011	D	Lakeview	N	N	Abandoned vehicle in ROW	11-55003 unfounded
8/15/2011	PAT	1101 Nelson	N	N	Trespassing violation	11-55026 assist patrol
8/15/2011	S	Lake Lucille Park	N	N	Facility/security check	11-55074
8/16/2011	D	Wal Mart	N	N	Report of dead fox	11-55135 no action taken
8/16/2011	PAT	801 Winter	Y	N	Trespassing violation	11-55183 assist patrol
8/16/2011	D	1051 Bogard	Y	N	RAL dog	11-55152 impound
8/16/2011	PAT	Skate Park	Y	N	Suspicious activity	11-55240 assist patrol
8/16/2011	S	Wasilla Lake Park	Y	N	Park rules violation	11-55281 assist patrol
8/16/2011	S	Wonderland	Y	N	ATV violation	11-55301 verbal warning
8/17/2011	D	First National Bank	N	N	RAL dog	11-55401 unable to locate
8/17/2011	D	Frontier Mall	Y	N	HCP parking complaints	11-55370 extra patrol
8/17/2011	D	PWH & Roberts	Y	N	Public assist	11-55390
8/17/2011	D	WHS	Y	N	Return found property (bicycle)	11-55459
8/17/2011	S	Lake Lucille Park	N	N	Facility/security check	11-55497
8/18/2011	D	Creste Foris & WFH	Y	N	RAL dog	11-55581 return to owner
8/18/2011	D	401 Wasilla	Y	N	RAL dog	11-55643 verbal warning
8/18/2011	C	1001 Snowhill	Y	N	Land use violation- chickens	11-55598 citation W 043970
8/18/2011	C	395 Riley	N	N	Land use violation	11-55597 unfounded
8/22/2011	D	440 Ponderosa	Y	N	Dog welfare check	11-56651 consult owner
8/22/2011	D	588 Autumn Mist	Y	N	Abandoned vehicle in ROW	11-56645 unfounded
8/22/2011	S	Carrs	Y	N	HCP parking violation	11-56710 citation W 043959
8/22/2011	C	101 Vincent	Y	N	Dog bite- accidental in nature	11-56714 home quarantine
8/22/2011	Pat	Mcdonalds	N	N	Dumpster fire	11-56755 assist patrol
8/22/2011	D	1001 Wilder	Y	N	Barking dog	11-56756 citation W 043972
8/23/2011	D	736 Holiday	Y	N	RAL dog	11-56802 verbal warning
8/23/2011	S	Holiday	Y	N	HCP parking violation	11-56823 citation W 04043971
8/23/2011	D	1000 Wesglenn	Y	N	RAL dogs x2	11-56870 verbal warning
8/23/2011	S	Lake Lucille Park	N	N	Facility/security check	11-56905
8/24/2011	D	Crestwood & Lucille	Y	N	DOA cat in road	11-56989 disposal/notify owner
8/24/2011	PAT	1401 Glenkerry	Y	N	RAL dog	11-57020 verbal warning
8/24/2011	S	Lake Lucille Park	N	N	Facility/security check	11-57109



# Code Compliance Log August 2011

DATE	COMPL. DISP. SELF	NAME/ADDRESS	INF. CON.	LTR. ISS?	CASE STATUS	NOTES
8/24/2011	S	MUSC	N	N	Facility/security check	11-57120
8/25/2011	D	590 Denali	Y	N	Illegal dumping	11-57318
8/29/2011	D	501 Lucille	Y	N	RAL dog	11-58775 neighbor vs neighbor
8/29/2011	FUP	1581 Centurian	Y	N	Illegal dumping	11-57318 cleaned up on request
8/29/2011	D	KGB & Susitna	Y	N	Sign violation	11-58849 unfounded
8/29/2011	PAT	Parks & Lucus	N	N	Littering complaint	11-58870 assist patrol
8/29/2011	S	Carrs	Y	N	Business/vending license violation	11-58896 verbal warning
8/29/2011	S	Target	Y	N	HCP parking violation- misuse	11-58903 citation W 043961, DWLS advisement, assist patrol with warrant arrest
8/29/2011	PAT	Parks & PWH	N	N	REDDI report	11-58951 gone on arrival
8/29/2011	S	Lake Lucille Park	N	N	Facility/security check	11-58979
8/30/2011	FUP	440 Ponderosa	Y	N	Dog welfare check	11-56651
8/30/2011	S	Carrs	Y	N	HCP parking violation- misuse	11-59299 citation W 043960
8/30/2011	S	Lake Lucille Park	N	N	Facility/security check	11-59341