



MAYOR
Verne E. Rupright

CITY PLANNER
Tina Crawford

WASILLA PLANNING COMMISSION

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

**CITY OF WASILLA
PLANNING COMMISSION MEETING AGENDA
WASILLA CITY COUNCIL CHAMBERS**

Wasilla City Hall, 290 E. Herning Avenue, Wasilla, AK 99654 / 907-373-9020 phone

REGULAR MEETING

7 P.M.

JUNE 26, 2012

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE OF ALLEGIANCE
- IV. APPROVAL OF AGENDA
- V. REPORTS
 - A. City Deputy Administrator
 - B. City Public Works Director
 - C. City Attorney
 - D. City Planner
- VI. PUBLIC PARTICIPATION *(five minutes per person, for items not scheduled for public hearing)*
- VII. CONSENT AGENDA
 - A. Minutes of June 12, 2012, regular meeting.
- VIII. NEW BUSINESS *(five minutes per person)*
 - A. Public Hearing
 - 1. **Resolution Serial No. 12-12:** Recommending that the Matanuska-Susitna Borough (MSB) and the MSB School District involve the residents of the Iditaway Park Subdivision throughout the design

process for the proposed elementary school on the parcels abutting the subdivision to the north (Parcel ID #2388000T00A & 17N01W03C021) to minimize negative impacts on the subdivision.

- a. City Staff
- b. Applicant
- c. Private person supporting or opposing the proposal
- d. Applicant

- B. Committee of the Whole
 1. Downtown Area Plan discussion.

IX. UNFINISHED BUSINESS

X. COMMUNICATIONS

- A. Permit Information
- B. Enforcement Log

XI. AUDIENCE COMMENTS (*five minutes per person*)

XII. STAFF COMMENTS

XIII. COMMISSION COMMENTS

XIV. ADJOURNMENT

REGULAR MEETING

I. CALL TO ORDER

The regular meeting of the Wasilla Planning Commission was called to order at 7:00 PM on Tuesday, June 12, 2012, in Council Chambers of City Hall, Wasilla, Alaska by A.C. Buswell, III, Chairman.

II. ROLL CALL

Commissioners present and establishing a quorum were:

Mr. Daniel Kelly, Jr., Seat B
Mr. Doug Miller, Seat D
Mr. Clark Buswell, Seat F
Mr. Robert Webb, Seat G

Commissioners excused and absent were:

Mr. Patrick Brown, Seat A
Mr. Steven DeHart, Seat C
Ms. Glenda Ledford, Seat E

Staff in attendance were:

Mr. Richard Payne, City Attorney
Mr. Bert Cottle, Deputy Administrator
Mr. Archie Giddings, Public Works Director
Ms. Tina Crawford, City Planner
Ms. Sandi Connolly, Public Works Clerk

III. PLEDGE OF ALLEGIANCE

A. Ms. Crawford led the Pledge of Allegiance.

IV. APPROVAL OF AGENDA

GENERAL CONSENT: The agenda was approved as changed:

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

A. Public Hearing

1. **Resolution Serial No. 12-1112-09:** Approving Conditional Use (CU #12-01), which allows construction of a 10,400 square feet building in the Commercial Zoning District. The property is located on Lot 5, Block 1, Overlook Business Park Subdivision; generally located on the north side of the Parks Highway just west of Hermon Road.

V. REPORTS

A. City Deputy Administrator

Mr. Cottle stated that:

- the property for the new Wasilla Library and the Lake Lucille Park transfer will be introduced at the next Borough Assembly meeting on June 28, 2012, and then up for approval at the first meeting in July 2012; and
- he and Mayor traveled to Fairbanks last week to meet with the Mayors for North Star Borough, North Pole, and the City of Fairbanks. During which time the move of the F-16s were discussed. They also met with General Post at Eielson Air Force base who then stated that approximately 3,500 would be effected directly in the move to Anchorage. This move will have an indirect effect on the Wasilla area.

B. City Public Works Director

Mr. Giddings stated that:

- Bristol Construction finished paving Apron D, the northern most apron on the west side of the runway at the Wasilla Airport, which is Phase 2 of the construction contract;
- the City will be bidding out the road contract for the Aviation Avenue extension to S. Mack Drive, which hopefully will be done this fall;
- the Community Garden across the street from City Hall is ready and already has some users;
- they have a couple small road projects, which includes repaving Nelson Avenue along IditaPark and installing about 1,000 feet of bike path that will now connect a gap in the existing bike path along the west side of Lucille Street;
- the City will do some strip paving on Susitna to the condominiums; and
- the City plans to have the downtown water station building, located at the corner of Weber Street and Nelson Street, operational by the end of the summer.

C. City Attorney

No report given.

D. City Planner

Ms. Crawford stated the City Council adopted the Hazard Mitigation Plan on June 11, 2012, and although parliamentary procedure training was scheduled for June, the training will be rescheduled for July and since Commissioner DeHart will be absent for both meetings in June.

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

Mr. Garvin Bucaria stated that:

- he represents himself and the Iditaway Park Subdivision, which has nine lots;
- the notice sent out by the Borough asking for input on the land acquisition for the new site for the Iditarod school was supported by the property owners; and

- he provided a copy of his letter requesting that the Wasilla Planning Commission approve a resolution asking the Matanuska-Susitna Borough and the School Board to coordinate with the property owners during the design process to minimize negative impacts on the neighborhood.

Commissioner Miller asked if there a conflict with the design from the Borough.

Mr. Bucaria stated they have not seen a design but have had problems with actions on that property.

Ms. Crawford asked the Commission to come to a general agreement to have staff bring forward a resolution addressing Mr. Bucaria's concerns.

Commissioner Kelly asked the staff to bring forth a resolution for support of these items in the letter presented by Mr. Bucaria.

Mr. Giddings stated that when the Borough sends a site plan out for review, they must involve the City and then the City provides feedback.

Chair Buswell closed Public Participation with no one else present to speak.

VII. CONSENT AGENDA

A. Minutes of May 22, 2012, meeting.

GENERAL CONSENT: Minutes were approved as presented.

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

A. Public Hearing

1. **Resolution Serial No. 12-11:** Approving Conditional Use (CU #12-01), which allows construction of a 10,400 square feet building in the Commercial Zoning District. The property is located on Lot 5, Block 1, Overlook Business Park Subdivision; generally located on the north side of the Parks Highway just west of Hermon Road.

a. City Staff:

Ms. Crawford introduced Resolution Serial No. 12-11 and provided an additional resolution that contained three conditions that were in the staff report and requested that the Commission adopt that resolution.

b. Applicant

Mr. Andrew Gumley, owner of Special Events Alaska, discussed his intentions for development of the site.

Discussion moved to the Commission.

c. Private person supporting or opposing the proposal
Chair Buswell opened the public hearing on Resolution Serial No. 12-11.

Mr. Bucaria stated that Sun Mountain Avenue runs all along that road from Lowes to Cottonwood Creek and he has concerns that State of Alaska Department of Transportation has not reduced drainage and pollution into the creek. He stated that the site plan showed the drainage from this site going toward the road, which would add additional runoff into the creek.

With no one else present to speak, Chair Buswell closed the public hearing for Resolution Serial No. 12-11.

d. Applicant
No additional comments were provided by the applicant.

MOTION: Commissioner Kelly moved to approved Resolution Serial No. 12-11 with the conditions, as amended.

VOTE: The motion moved to adopt Resolution Serial No. 12-11, as amended, passed unanimously.

IX. UNFINISHED BUSINESS

None.

XI. COMMUNICATIONS

No statements made regarding the following items.

- A. Permit Information
- B. Enforcement Log

XII. AUDIENCE COMMENTS

Mr. Bucaria stated that there is a real problem in this town regarding drainage and DOT has not alleviated the problem with Cottonwood Creek and Wasilla Lake. He said that the City of Wasilla needs to try help improve the situation.

XIII. STAFF COMMENTS

No comments.

XIV. COMMISSION COMMENTS:

Commissioner Kelly stated that it was interesting that Mr. Bucaria brought up the drainage problem and he noticed all of the water in the parking lot at the Mat-Su Regional Medical Center and wondered where it was going.

Mr. Giddings explained that they have an on-site drainage site.

Chair Buswell thanked everyone for attending tonight's meeting.

XV. ADJOURNMENT

The regular meeting adjourned at 7:38 PM.

A.C. BUSWELL, III, Chairman

ATTEST:

TAHIRIH REVET, Planning Clerk

Adopted by the Wasilla Planning Commission -, 2012.

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By: Planning
Public Hearing: 06/26/12
Adopted:

**WASILLA PLANNING COMMISSION
RESOLUTION SERIAL NO. 12-12**

A RESOLUTION OF THE WASILLA PLANNING COMMISSION RECOMMENDING THAT THE MATANUSKA-SUSITNA BOROUGH (MSB) AND THE MSB SCHOOL DISTRICT INVOLVE THE RESIDENTS OF THE IDITAWAY PARK SUBDIVISION THROUGHOUT THE DESIGN PROCESS FOR THE PROPOSED ELEMENTARY SCHOOL ON THE PARCELS ABUTTING THE SUBDIVISION TO THE NORTH (PARCEL ID #2388000T00A & 17N01W03C021) TO MINIMIZE NEGATIVE IMPACTS ON THE SUBDIVISION.

WHEREAS, the Matanuska-Susitna Borough (MSB) mailed a public notice regarding the proposed acquisition of land immediately north of the Iditaway Park Subdivision for the replacement site for the Iditarod Elementary School; and

WHEREAS, the residents of the Iditaway Park Subdivision prepared a letter of response to the public notice indicating support of the purchase containing signatures from eight of the nine property owners; and

WHEREAS, the letter also requested that the MSB ensure that the development of the site will not adversely impact the lots in the subdivision and that the residents be allowed to participate in the site design planning for the proposed school; and

WHEREAS, Garvin Bucaria, resident of the Iditaway Park Subdivision, submitted a copy of the letter to the MSB from the residents to the Planning Commission during the public participation portion of the June 12, 2012 meeting; and

WHEREAS, the residents requested a resolution of support from the Planning Commission for the residents' future involvement in the site design planning for the proposed school site; and

WHEREAS, the Planning Commission agrees that the residents should be involved in the school site design planning process and that the MSB should take the necessary steps to minimize adverse impacts to the subdivision.

THEREFORE BE IT RESOLVED that the Wasilla Planning Commission hereby supports the request from the residents of the Iditaway Park Subdivision to be involved in the site design process for the proposed elementary school and requests that the MSB Assembly and MSB School District include them throughout the entire design process.

APPROVED by the Wasilla Planning Commission on -, 2012.

APPROVED:

A.C. Buswell, III, Chairman

ATTEST:

Tina Crawford, AICP, City Planner

June 8, 2012
Matanuska-Susitna Borough
Community Development
Land Management Division
350 East Dahlia Avenue
Palmer, Alaska 99645

RECEIVED

JUN - 8 2012

Community Development

COPY

Attention: Nancy Cameron, Land Management Agent

Subject: Public comment, Land Acquisition CMSB006599

Tax ID: 238800T00A and 17N01W03C021

Iditaway Park Subdivision homeowners (IPSH) believe that the acquisition of lands (MSB006599) be approved. We urge that the Matanuska-Susitna Borough Assembly (MSB) include in any authorization for land purchase due consideration for protection of our IPSH assets, history, and community values.

This is because Iditaway Park Subdivision, developed under the MSB School District's Mat-Su Construction Trades Program supported by the MSB largely established the character of Carpenter Circle and Iditaway Park Subdivision; that of a quiet, low density, forested residential Wasilla community. We have defended this subdivision from a variety of adverse situations and believe that the precedent set in the past and zoning R1 – single family residential have served us well in maintaining the quality of this neighborhood. We offer the following recommendations as constructive additions to your planning, development, administration and management of property and facilities surrounding Iditaway Park Subdivision:

1. Keep E. Carpenter Circle as a cul-de-sac, dead end street. Do not open or link our street to the Wasilla High School parking lot.
2. Minimize high wind velocities. New openings near the re-aligned E. Carpenter Circle have resulted in new wind exposures that have caused damage to one homeowner's roof during each of the last two years. Mrs. Gersich replaced her entire roof this spring.
3. Retain sufficient existing natural vegetation along E. Carpenter Circle to reduce the high winds, blowing sand, litter, debris, and snow affecting Iditaway Park Subdivision and adjacent properties. We suggest a minimum of 60 feet vegetative buffer zone along our street adjacent to the roadway.
4. Maintain the existing dense stand of trees adjacent to Wasilla-Fishhook Road like the forested area at the front of the Iditarod Elementary School. These areas provide escape zones for moose and reduce road hazards for drivers.
5. Retain Iditarod Elementary School at its current Location. Locate an additional Elementary School at the proposed new location. Call it Iditaway Park School or an appropriate new name.
6. Locate administrative offices in town or elsewhere to reduce the cost of building new facilities for administrative personnel.

RECEIVED

JUN 12 2012

Planning Office
City of Wasilla

We the Iditaway Park Subdivision residents want to be notified of future activities relating to our neighborhood. We offer our long experience and familiarity with the properties and conditions of the Iditaway Park area. Please involve us in your school district landscape and building layout planning.

Sincerely,

<u>Property Account #</u>	<u>Printed Name</u>	<u>Owner's Signature</u>	<u>Owner's Wasilla Address</u>
1358000L001	Gersich, Patricia M.	<i>Patricia Gersich</i>	350 E. Carpenter Cir.
1358000L002	Henry, Larry B.	<i>Larry B. Henry</i>	390 E. Carpenter Cir.
1358000L003	Zehm, Darlene R.	<i>Darlene R. Zehm</i>	P.O. Box 871373
1358000L004	Lee, Scott H. & Katherine A.		446 Carpenter Cir.
1358000L005	Stewart, Sylvia L.	<i>Sylvia Stewart</i>	490 E. Carpenter Cir.
1358000L006	Nyberg, David A.	<i>David A. Nyberg</i>	P.O. Box 872367
1358000L007	Bucaria, Garvan P. Tr. Tre	<i>Garvan P. Bucaria</i>	P.O. Box 870298
1358000L008	Ludlum, Alexander	<i>Alexander Ludlum</i>	560 Carpenter Cir.
1358000L009	Hall, Alan & Petra	<i>Alan & Petra Hall</i>	590 Carpenter Cir.

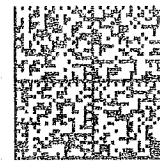
Cc: Deena Paramo, Ed.D. Superintendent, Matanuska Susitna School District

Verne Rupright, Mayor, City of Wasilla

Allen Kemplen, Mat-Su Area Planner, DOT&PF



MATANUSKA-SUSITNA BOROUGH
 Community Development
 Land Management Division
 350 East Dahlia Avenue
 Palmer, Alaska 99645



U.S. POSTAGE PITNEY BOWES

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 BUCARIA GARVAN P TR TRE
 BUCARIA JEANENE B TR TRE
 PO BOX 870298
 WASILLA, AK 99687-0298

FIRST CLASS

PUBLIC NOTICE

99687-0298 MATANUSKA-SUSITNA BOROUGH
 PUBLIC NOTICE

Type: Land Acquisition (MSB006599)

Tax ID: 2388000T00A and
 17N01W03C021

The Matanuska-Susitna Borough (MSB) at the request of the MSB School District and in accordance with MSB 19.08.020 and 23.10.270, is seeking Assembly approval to acquire land as a future replacement site for Iditarod Elementary School. Upon MSB solicitation by Request For Proposal, site evaluation, and assigned scoring, the process determined the preferred site as those parcels identified in this notice. Funding for the replacement site was part of the school ballot proposition approved October 4, 2011 by qualified voters of the borough.

Supporting material is available for public inspection during normal business hours on the 2nd floor of the Matanuska-Susitna Borough building in the Land Management Division. Public comment is invited on this request. If you have any comments please mail or deliver them to the borough offices at the address indicated above, no later than **June 8, 2012**. If you have questions about this request: call Nancy at 745-9848 between 8:00-5:00 or you can send an e-mail to: nancy.cameron@matsugov.us (PLEASE REFER TO MSB006599 WHEN SUBMITTING COMMENTS).

Comments: _____

Signature: _____ Phone: _____

(If you need more space for comments please attach a separate sheet of paper.)

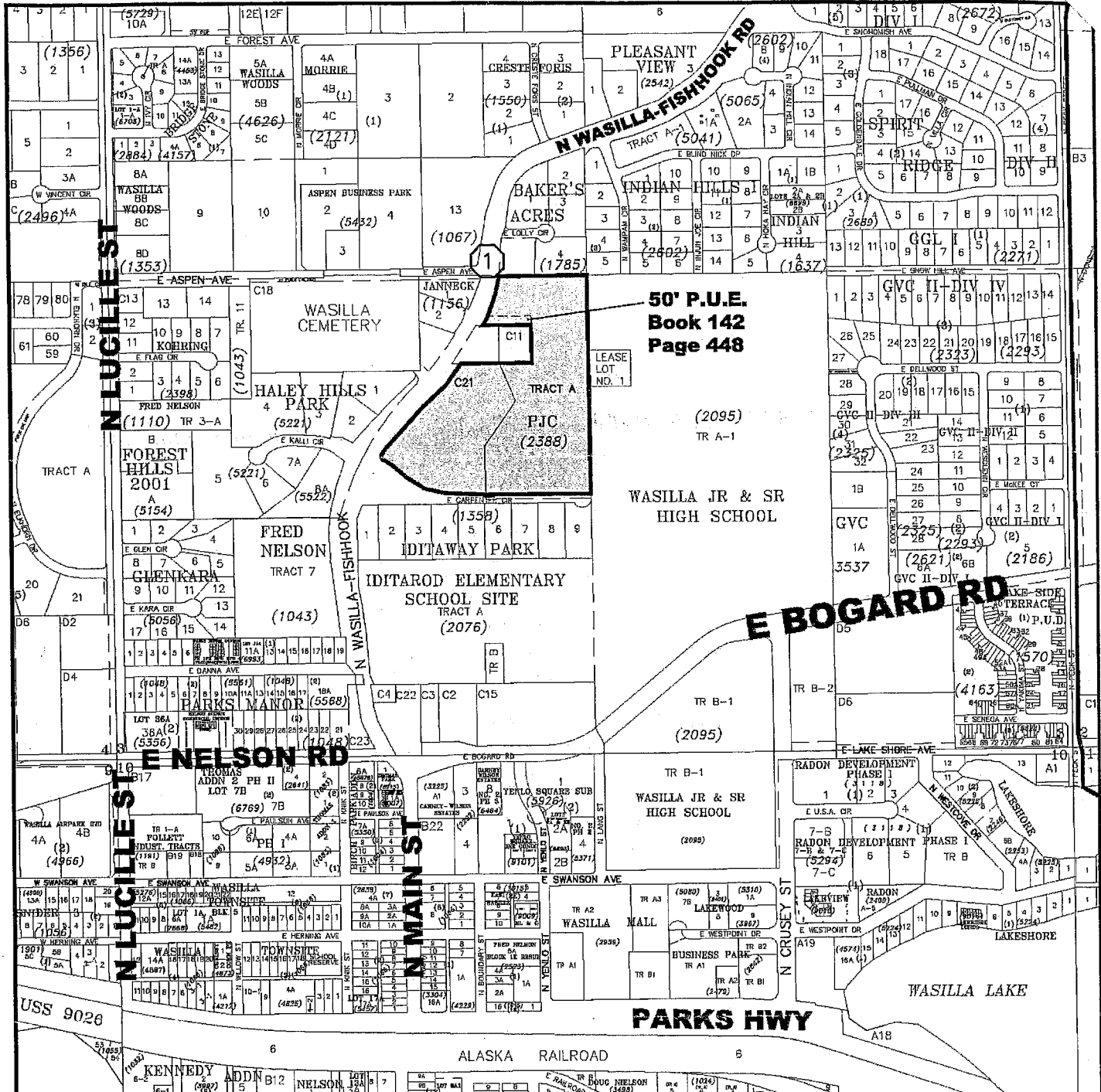
For assistance with your property location, tax or assessment matters please call 745-4801.

Place
 Stamp
 Here

MATANUSKA-SUSITNA BOROUGH
 Community Development
 Land Management Division
 350 East Dahlia Avenue
 Palmer, Alaska 99645

*This public notice & request for comments is in compliance with MSB Code 23.05.025

PLEASE TAPE CLOSED ON BOTTOM AND RIGHT OF STAMP



**50' P.U.E.
Book 142
Page 448**

LEASE
LOT
NO. 1

(2095)
TR A-1

WASILLA JR & SR
HIGH SCHOOL

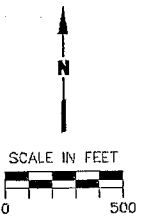
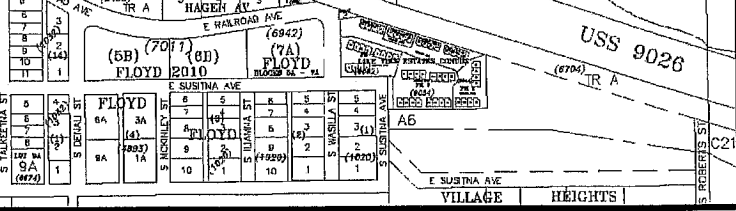
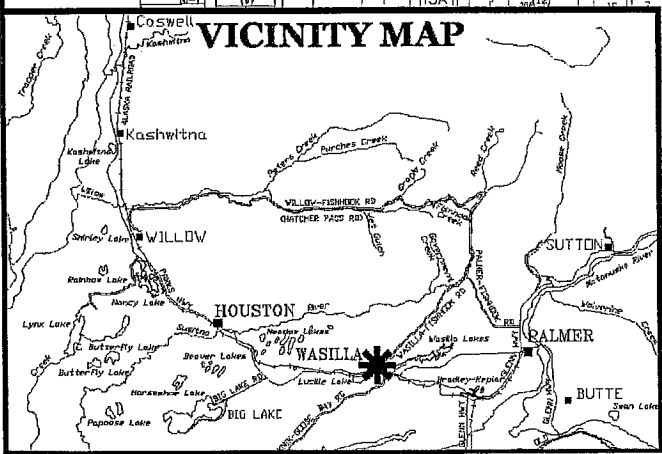
E BOGARD RD

E NELSON RD

PARKS HWY

WASILLA LAKE

VICINITY MAP



**Proposed Land Acquisition for
Iditarod Elementary School
Replacement Site**
Parcel Id: 2388000T00A &
Parcel Id: 17N01W03C021
Sec. 3, T17N, R01W, S.M.

Planning Commission, City of Waselle

June 12, 2012

On June 8, 2012 residents of Edgewater Park Subdivision timely filed a response to land acquisition (MSB006599). You have received a copy of our homeowner's submittal in support of that land acquisition.

An accompanying request is that we Edgewater Park property owners be involved in the design, road layout and landscaping (forest retention). Our intent is to help minimize adverse wind and environmental conditions on E. Carpenter Circle, and help to perpetuate the desirable character of our community.

We homeowners ask for your support in the form of a resolution on behalf of our desire to participate actively in the planning of any future Mat-Su Borough School District building site on Tap ID 2388000 TOOA and 17NO1W03CO21.

We understand there is a planning meeting June 26, 2012. This should enable a planning Commission response before the public hearing addressing the acquisition of (MSB006599) at 6:00 PM, June 28, 2012 at the Borough Assembly.

We respectfully request your support of a resolution as described.

Sincerely,
Laura Baccaris
Patricia Serack

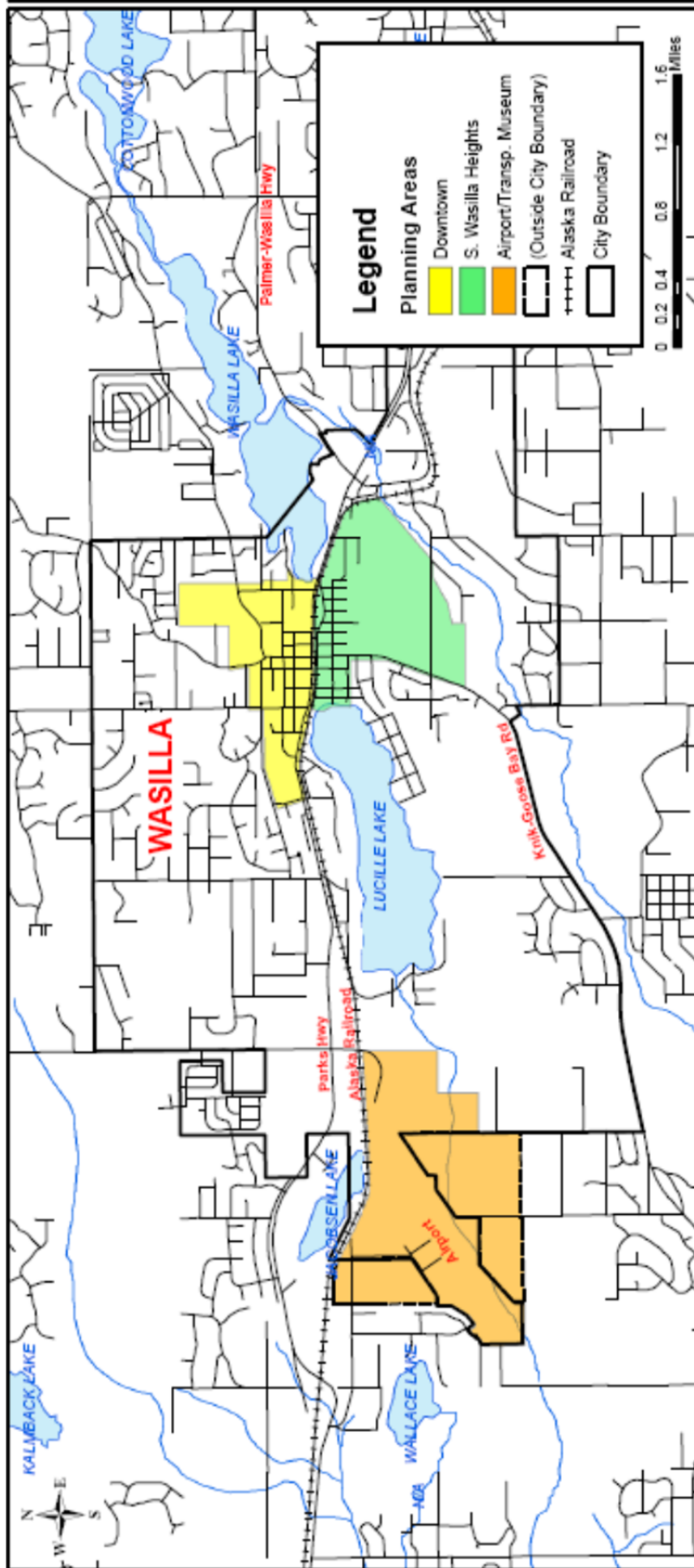
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WASILLA AREA PLAN BOUNDARIES



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DOWNTOWN

LAND USE

Issues/Concerns

- Poor traffic flow
- Limited parking
- Lack of trails and connectivity between businesses
 - Auto-oriented design
- Lack of downtown identity/unattractive appearance
- Outgrown facilities
 - Library
 - Post Office

Recommendations

- Create Downtown Overlay District
 - Develop design standards
 - Promote infill development
 - Mixed use
 - Revise Land Development Code
 - Form-based codes
 - Enable development of small lots
- Streamline re-platting process
- City land acquisition to enable future development

SEE “ISSUE/GOAL/OBJECTIVE” TABLE FOR ADDITIONAL RECOMMENDATIONS

ECONOMIC DEVELOPMENT

Recommendations

- Develop Economic Incentives
 - Tax abatements/deferrals – work with Borough
 - Density increases
 - Expedited permit processing
- Create a Business Improvement District (BID) – pg. 24 of 90
- Create a Tax Increment Finance District (TIF) – pg. 24 of 90
- Create public/private partnerships
- Increased intergovernmental coordination
- Identify funding sources
- Utilize municipal funds for parking facility
- Establish a Gateway Committee
 - Wayfinding
 - Gateway entrances
 - Theme
- Implement marketing programs to promote downtown
- Support revitalization efforts
- Improve “transparency” of public records and information
- Increase public relations
 - PSAs
 - Newspaper
 - Mailings
 - Website

SEE “ISSUE/GOAL/OBJECTIVE” TABLE FOR ADDITIONAL RECOMMENDATIONS

DOWNTOWN

TRANSPORTATION

Issues/Concerns

- Poor traffic flow through downtown
- Limited multi-modal transport options
- Heavy traffic on Parks Highway
- Unsafe and inconvenient for pedestrians
- Limited parking
- Limited/No public transit

Recommendations

- Identify traffic improvements appropriate for Wasilla
- Improve accessibility to civic services and heavy-traffic uses
- Ensure multi-modal facilities are climate sensitive
- Improve pedestrian access
- Expand public transit options, if feasible
- Pursue public/private partnership to create parking garage
- Incorporate parking garages into design standards
- Integrate public transit and pedestrian access with downtown parking areas
- Improve appearance of parking areas

SEE "ISSUE/GOAL/OBJECTIVE" TABLE FOR ADDITIONAL RECOMMENDATIONS

PUBLIC FACILITIES AND UTILITIES

Recommendations

- Encourage businesses to self-audit accessibility
- Prepare utilities inventory
 - Identify current and future level of service needs
 - Implement action items in Sewer and Water master plans
- Prepare public facilities inventory
 - ADA compliance audit
 - Prioritize actions to address deficiencies
 - Prioritize actions to upgrade facilities to accommodate growing population
 - Implement action items in Trails and Parks master plans
 - Create partnerships to fund and acquire additional land/upgrades to public facilities

SEE "ISSUE/GOAL/OBJECTIVE" TABLE FOR ADDITIONAL RECOMMENDATIONS

DOWNTOWN PLAN

Downtown is the cornerstone of Wasilla's small town charm. It is a community crossroads where neighbors and friends stop to say hello and chat for a while at local businesses and parks. Residents congregate at the grocery store, the post office, parks, and plazas. Downtown is a center of public services, arts, and education. The community character that attracts people is maintained and enhanced.

Residents value the quality of life and community bonds that flourish here.

Downtown is a key gathering place for Wasilla residents and the business community. The area is zoned almost exclusively commercial but has a few pockets of residential areas.

Vacant lots are interspersed throughout Downtown, providing opportunities for infill development. Existing development includes parks, schools, artistic and historic venues, a performing arts facility, local specialty shops and restaurants within strip malls, and several City government offices. Residents cited the foremost challenges for this area to include: traffic congestion, a lack of overall connectivity to multiple destinations, inadequate parking for existing facilities, and a general lack of landscaping to provide aesthetic appeal.

VISION SUMMARY

In 1917, the first buildings in Wasilla were constructed in present-day Downtown. These buildings were the beginning of a city that residents continue to be proud of. Many of the original buildings still exist and are included on the National Register of Historic Places—notably, Teeland's Country Store and the Dorothy Page Museum. This is an historic area of Wasilla that set the stage for transforming the City to its present day Character.

Downtown is zoned almost exclusively commercial but has a few pockets of residential areas. The area has vacant lots interspersed with developed lots that are ideal locations for infill development. In Downtown you will find parks, schools, art and history, a performing arts facility, local specialty shops and restaurants within strip malls, and several City government offices.

This area is challenged with traffic congestion, a lack of overall connectivity to multiple destinations, and inadequate parking for the facilities located here. Residents feel that additional landscaping would improve aesthetic appeal.

The lack of a distinct identity for Downtown is also a great challenge. Residents have grappled with the question, "What makes a downtown?" They have identified characteristics such as a community meeting place, an area that fosters a sense of place and a sense of pride, and a place that represents the values and the history of the area. While the architecture and the infrastructure

are important in a downtown, the activities that occur in the area are vitally important as well.

OVERVIEW

In 1917, the first buildings in Wasilla were constructed in present-day Downtown. These buildings were the beginning of a city that residents continue to be proud of. Many of the original buildings still exist and are included on the National Register of Historic Places—notably, Teeland’s Country Store and the Dorothy Page Museum. This is an historic area of Wasilla that set the stage for transforming the City to its present day character.

Downtown is zoned almost exclusively commercial but has a few pockets of residential areas. The area has vacant lots interspersed with developed lots that are ideal locations for infill development. In Downtown you will find parks, schools, art and history, a performing arts facility, local specialty shops and restaurants within strip malls, and several City government offices.

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COMMUNITY CHARACTER

Growth will be promoted that provides services to residents, encourages young families to establish roots in the community, and offers a comfortable environment for retirees. Downtown will be aesthetically appealing to residents and visitors, and will be a place where all come to shop, dine, work, and live. Pragmatic design standards that are pedestrian-oriented will complement the quality of life provided by the small town atmosphere and natural environment of Alaska.

RECOMMENDED LAND USES

Developers will be encouraged to build here with mutually beneficial incentives. Small lots that now pose challenges to development will be combined with adjacent lots or zoning changes will be made that will make development more practical. New development will integrate open space in design. Downtown will be distinguished by pedestrian-oriented design and developed cross streets offering shopping and services as well as increased connectivity to parks, multi-

use trails, and Wasilla and Lucille lakes. Additional parks, trails, greenbelts, and cultural and community facilities will be encouraged and supported. Mixed use that accommodates and benefits both young and old will be promoted to provide increased services for residents and contribute to aesthetics. Downtown Wasilla will continue to serve as the cultural center of the community, featuring a library and performing arts venues. The history of Wasilla's beginnings will be preserved to enrich the lives of residents and visitors.

ECONOMIC DEVELOPMENT

Downtown will become a center for public and education services and be recognized as a prime location for successful businesses, government offices, and educational institutions. Nodes of mixed use development will contribute to business growth by offering a variety of commercial services in the same buildings where residents can live and work. These improvements to Downtown will attract more businesses providing additional professional employment opportunities and alternatives for residents, fostering greater economic sustainability.

GROWTH

Downtown will be a proud centerpiece of the community that provides user-friendly full service amenities for residents and visitors such as shopping, dining, and cultural community centers. As the community continues to expand, Downtown will serve as an anchor. Growth will be directed towards infill opportunities in Downtown.

TRANSPORTATION

Downtown will have improved traffic flow with well-planned transportation upgrades, new transportation corridors, parking areas, pedestrian-oriented sidewalk connections, and convenient multi-modal and public transit options to ease traffic congestion.

Common Ideas

- Government offices
- Expanded library and post office

Unique Ideas

- College campus
- ATV trail around downtown
- Boardwalk and restaurants on west end of Wasilla Lake
- Frontage road

Other Highlights

- Mixed use areas
- Expanded education complex with facilities and services located nearby
- Upgrade streets, sidewalks, lighting and parking

- Pedestrian overpasses on busy streets
- Community Center
- Teen Center

ISSUES, GOALS, & OBJECTIVES

Assets (Strengths)

Historical Features:

Historic/cultural venues; Dorothy Page Museum; Teeland Building; potential historic district

Parks and Open Space: Wonderland Park (amphitheatre and skate park)

appeals to a variety of interests; lake recreation

Location: Centrally located

Municipal Services & Infrastructure:

Post office; library; local government; water; sewer; power

Shopping & Services:

Variety of small business; access to large and small businesses and services; centralized shopping and services; destination

Economic & Development Potential:

High traffic count; available land to develop; historic features to draw tourism; tourism traffic nearby

Challenges (Weaknesses)

Traffic: Poor traffic flow; no traffic plan; post office location contributes to congestion

Parking: Limited availability; no parking with a Downtown atmosphere

Access: No ease of accessibility; lack of connectivity—too spread out, must use car to go everywhere; lack of sidewalks

Parks & Trails: Parks not connected; lack of trails

Identity & Appearance: Lack of identifiable Downtown area; no theme, no architectural appeal; not viewed as a destination; not well-planned; unattractive, uninviting, not a good representation of citizens and skills in the area

Existing Structures: Outgrowing what is there, i.e. library, post office, etc.

LAND USE

OVERVIEW

The future of land use in Downtown Wasilla will incorporate development centering on the individual and community needs to retain and attract residents and visitors. Residents feel that Downtown currently lacks a distinct identity and future land uses will work to bring an identity to this area.

New development should offer architectural appeal keeping with the rural character of Wasilla, complement existing development, and incorporate climate sensitive design. Realizing the community's vision for land use will result in a more livable community that residents will continue to be proud to call home.

PLANNING CONSIDERATIONS

Downtown is a community center with several anchors to build from. Downtown offers several parks, locally owned retail shops and restaurants, and civic services and offices. These land uses serve the community by providing a full spectrum of employment opportunities and services for Wasilla and surrounding areas.

A barrier to development is the small parcel sizes found throughout Downtown. Prominent land uses shaped goals for the area. Goals and objectives were developed taking the following specifics about each land use into consideration.

RESIDENTIAL

- o Residents expressed a desire for mixed use development in Downtown.
- o Traffic congestion and connectivity problems complicate getting around Downtown.

RETAIL

- o Retail locations in Downtown contribute to the small town charm because the shops are small and locally owned.
- o Downtown provides centrally located and diverse commercial services.
- o As Wasilla continues to grow, Downtown retail services should be diverse and unique to compete with other commercial areas in the City and region.

HOSPITALITY/CULTURAL ENTERTAINMENT

- o Residents value the history of Downtown, the museum, and the historic townsite buildings.
- o Downtown is lacking a strong entertainment component—there are no teen centers, clubs, or venues for large artistic or event performances.
- o As Downtown revitalization projects are developed, managers and business owners should consider development of visitor service infrastructure and establishments to attract tourism to the area.

OFFICE

- o Downtown houses most City offices.
- o Residents would like to have more public services centralized in Downtown.
- o More office space for government and private sectors would increase demand for other land uses.

EDUCATION

- o Three schools are located Downtown.
- o Residents suggested co-locating complementing land uses with education facilities (e.g., teen center and library).

RECREATION

- o Residents desire additional sidewalks in Downtown to make pedestrian movement easier.
- o The lack of sidewalks, particularly in the Main Street area, and the lack of discernable crosswalks hinders pedestrian movement in Downtown.
- o Location of parks, retail, and government services in proximity to each other could promote pedestrian friendly activities such as holiday decoration tours, landscaping contests or floral displays, and art displays.
- o Residents want multi-use trails to accommodate various modes of recreation.
- o Parks in Downtown should have connectivity to one another.

DOWNTOWN LAND USE & DEVELOPMENT GOALS

Downtown will be developed as a center of civic and education services supported by mixed use development. As a destination for residents and visitors, the area will incorporate more pedestrian-friendly design with new development. Mixed use development will provide commercial and public services for downtown residents, reducing traffic and the need for area parking. Connectivity throughout Downtown will be improved with multi-use trails, multi-modal connections, and centralized parking.

RECOMMENDATIONS

With the exception of platting authority, the City has the powers needed to achieve the vision identified for Downtown. Following are descriptions of tools that the City can use by making small adjustments to current approaches, as well as some innovative new mechanisms that can also be used.

Design Standards

Cohesive design and architecture firmly establish an area identity.

- o Design standards should be flexible, and not dictated by one group or government entity. Design standards can succeed if they are crafted as a collaborative effort by the primary stakeholders such as developers and business owners. A community survey that incorporates comparative photographs may be useful to determine what is aesthetically appealing to consumers. Design

standards should be divided to include mandatory and voluntary standards backed by incentives.

- o The first floor of mixed use buildings should command attention from passersby and be visually appealing and inviting. Examples to include in standards are transparent façades, benches, awnings, and decorative lighting.
- o Infill development should complement existing development. Standards should include guidance on building colors, types, heights, and signage that are complementary.
- o Climate sensitive design standards should be incorporated with new development Downtown. Climate sensitive design can increase the amount of natural light allowed in the building through the amount of window cover on the façade and/or skylights. Conifer trees planted along the sidewalk can provide a wind break for pedestrians while also contributing to the visual appeal of the street.
- o Incentives should be established to promote design standards. Ideas include variances from other requirements and expedited permit processing. For instance, if a developer commits to including a certain percentage of voluntary design standards, the City can expedite necessary permits or provide a variance to setbacks. Also, the City could consider relaxing number of spaces parking requirements for a mixed use structure and focus on parking location.

Infill

Promoting infill development in Downtown will provide more services that residents desire and is an efficient use of currently available infrastructure like water and wastewater lines. Consolidation of small lots can promote large mixed use and government development.

- o Use infill to encourage mixed use. Downtown has several small vacant lots that have been viewed as undevelopable due to size. These lots provide suitable sites for mixed use development, which places a greater emphasis on vertical development and a combination of uses within one building. Adjustments will need to be made to the current zoning code to remove barriers to this type of development.

Zoning

Changes to existing zoning code can help address the small lot sizes found in Downtown and help create a more solid economic base through increased development.

Zoning Revision

- o Changes to existing zoning code and district boundaries can help address development difficulties with the small lot sizes found in the northern sub area and reduce land use conflicts with existing zoning.

Form-Based Codes

- o Form-based codes emphasize building types, design, and parking location versus land uses and density. This type of zoning can bring cohesiveness to an area, while allowing the owner to determine the use of the building. The community aesthetics are more stable throughout the years, while the uses may be quite dynamic.
- o Districts define form-based codes, and there is an awareness of the relationship between multiple elements like roads, parking, neighborhoods, and retail corridors.

Overlay Zoning Districts

- o An Overlay Zoning District would create a distinct district that delineates specific regulations within the current zoning boundaries. This zoning district can be arranged to protect certain resources (e.g., the historic townsite), or promote a specific type of development in a particular area (e.g., community gathering places or tourist services).
- o Overlay zoning districts should be created in Downtown to promote government office development and mixed use.
- o Overlay zoning districts should include provisions requiring specific design, public art, or landscaping elements that contribute to the distinctiveness of the district.

Platting Authority

Platting configures parcels of land, either dividing or consolidating them.

- o The City should pursue negotiations with the Mat-Su Borough to establish an intergovernmental cooperation agreement that transfers some or all of the platting authority to the City.
- o Downtown has several small vacant parcels that are difficult to develop because of the lot size. If the City had platting authority, the re-platting process could be streamlined as an incentive to stimulate development.
- o This would reduce the burden on the Mat-Su Borough and provide Wasilla with increased autonomy and increased efficiency with re-platting and development.

Land Bank

A municipal land bank can be organized to work as a real estate arm of the City to consolidate land by purchasing and reselling key parcels that have been identified for targeted future land uses.

- o The City should establish a land bank that serves as a repository for land with the intent that the parcels will later be disposed.
- o The land bank can include and manage parcels of City land that are currently vacant.
- o The land bank can also strategically purchase parcels that are too small for development but would be adequate if re-platted into larger parcels.
- o Disposal or acquisition of land must be at fair market value and can occur by any method including outright sale or exchange.

ISSUE	GOAL	OBJECTIVE(S)/POLICY(IES)	Schedule	Cost	RESPONSIBLE PARTY
Land Ownership, Platting, and Zoning (LO)					Downtown
1. Small lot sizes pose challenges to development.	A. Create larger, functional parcel sizes that accommodate development.	i. Create an overlay Downtown zoning district. ii. Work with the Mar-Su Borough to develop and negotiate an intergovernmental cooperation agreement that transfers the platting powers to the City of Wasilla. iii. Streamline the replatting process with regard to consolidation of small lots. iv. Institute development incentives, such as replatting initiatives and business improvement districts. v. Create a program where the City purchases available parcels to hold for potential replatting.	Mid-term Mid-term Long-term	\$100,000 - \$500,000 <\$100,000 <\$100,000 \$100,000 - \$500,000	City of Wasilla Planning Department City of Wasilla Planning Commission Downtown Landowners Mar-Su Homebuilders Association
<i>Text in Italic indicates an issue, goal, or objective is common throughout all three planning areas.</i>					
*Indicates an entity recommended to be established but not yet in existence					

ISSUE	GOAL	OBJECTIVE(S)/POLICY(IES)	Schedule	Cost	RESPONSIBLE PARTY
<p>Community Character (CC)</p> <p>1. Downtown Wasilla lacks a distinct identity. The boundaries are unclear.</p> <p>2. The appearance of Downtown Wasilla needs to be improved, capitalizing on the historical elements.</p>	<p>A. Create an attractive identity for Downtown that complements Wasilla's natural setting and history.</p> <p>B. Promote downtown as a center of public and education services, supported by mixed commercial and residential use.</p>	<p>i. Institute design standards such as signage, lighting, and accommodate winter design factors.</p> <p>ii. Include pedestrian-oriented landscaping standards into a Downtown overlay zoning district such as using evergreen trees lining sidewalks to distinguish the area.</p> <p>iii. Consider establishing a "Gateway Program/Committee" (primary responsibility is to plan, design, and implement improvements for wayfinding stations and gateway entrances).</p> <p>iv. Consider establishing a Downtown Revitalization Committee and Public-Private Partnerships to develop the character of Downtown Wasilla, design projects to achieve the character, and implement improvements.</p> <p>v. Develop visual cues to identify gateways and sub-districts, such as entry kiosks, wayfinding stations, thematic landscape design, and signage.</p> <p>vi. Capitalize on existing facilities to develop plazas and community gathering places.</p> <p>vii. Encourage use of design themes through incentives such as variances from requirements, expedited permit processing, tax abatements, and loan programs.</p> <p>viii. Explore zoning areas by building type, rather than use to achieve aesthetic objectives but allow for flexibility in mixed use districts.</p> <p>ix. Promote community events that support the identity and theme of the area to attract visitors and tourists.</p> <p>x. Create an educational program through a public-private partnership to promote Downtown's identity and theme.</p>	<p>Short-term</p> <p>Mid-term</p> <p>Short-term</p> <p>Short-term</p> <p>Mid-term</p> <p>Long-term</p> <p>Long-term</p> <p>On-going</p> <p>Mid-term</p>	<p><\$100,000</p> <p><\$100,000</p> <p><\$100,000</p> <p><\$100,000</p> <p>\$100,000 - \$500,000</p> <p><\$100,000</p> <p><\$100,000</p> <p><\$100,000</p> <p><\$100,000</p>	<p>Downtown</p> <p>City of Wasilla Planning Department</p> <p>City of Wasilla Planning Commission</p> <p>Wasilla City Council</p> <p>Gateway Committee*</p> <p>Downtown Revitalization Committee*</p> <p>Public-Private Partnerships*</p> <p>Mat-Su Convention and Visitor's Bureau</p> <p>Civic Groups (including art and history)</p>
<p><i>Text in italics indicates an issue, goal, or objective is common throughout all three planning areas.</i></p>					
<p>*Indicates an entity recommended to be established but not yet in existence</p>					

ECONOMIC DEVELOPMENT

OVERVIEW

The residents of Wasilla envision a vibrant Downtown that supports a variety of public services and small businesses that are mixed with multi-family residential units, art venues, and education facilities. Mixed use development and effective multi-modal transportation will be key factors in transitioning the Downtown into a social and economic center of the community.

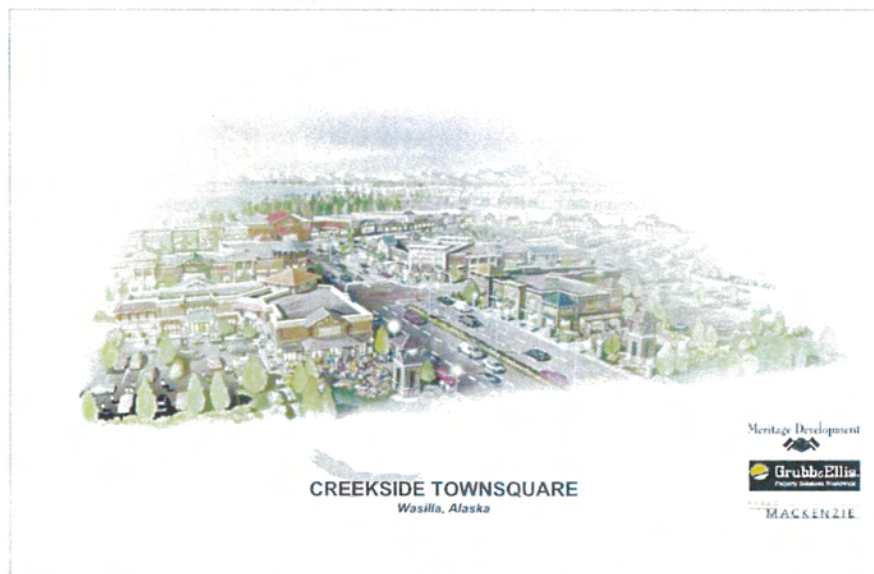
Offering a variety of commercial services in a core Downtown district where residents can live and work will contribute to additional business development in the area. The City, landowners, business community, and local citizens will need to work together to achieve the community vision for the Downtown. The City will work with others to establish incentives for infill and mixed use development, such as business improvement districts and partnerships.

PLANNING CONSIDERATIONS

Social and economic indicators remain strong in the City of Wasilla. Population has increased at an unprecedented rate, annual traffic volumes have steadily increased, and sales tax receipts continue to grow (City of Wasilla 2006b). Projected trends for the community indicate additional growth, spurring further economic development in the community.

There will be additional demands for residential units, retail development, and office space in the Downtown area. New development will occur as infill on vacant lands as well as via redevelopment of existing properties. Key planning considerations for economic stimulation in Downtown include residential, retail and hospitality, and office developments.

Development will be guided by City entities, such as the Downtown Revitalization Committee and Gateway Committee. A Downtown Revitalization Committee would likely be responsible for planning and guiding economic development proposals for the area. A Gateway Committee would focus on making each area readily identifiable in the gateway entrances, incorporating design themes for each area.



The Creekside Townsquare designed for Wasilla near Downtown.

Residential

Additional housing will be constructed in the Downtown area via PUDs, such as the Yenlo Square project. Multi-family units will be constructed, including low-cost or rent-subsidized units. Disadvantaged populations will be served, including low-income, elderly, and people with disabilities. Combining residential areas with retail and public services will make businesses more accessible and assist with reducing traffic in the core Downtown area.

Retail & Hospitality

Retail development will include new infill development, as well as redevelopment and expansion of existing businesses. The Downtown area will be distinguished by small businesses that support the government service, education, and tourism sectors. Hospitality services will include small cafes and restaurants. Beautification incentives will be offered to make the area more aesthetically appealing and to entice customers to spend time in the Downtown area.

Office

As a center for public services, government offices will be located in the Downtown area. City Hall will remain in the Downtown area, as the headquarters for City offices. The City will actively encourage office leases with state and federal agencies to establish Wasilla as a core location for public services.

Small office buildings will house private professional services that support government agencies and serve community needs.

DOWNTOWN ECONOMIC DEVELOPMENT GOALS

Residents desire the Downtown to be an attractive, diverse city center. The City will work to attract and retain government services in the Downtown area. Incentives will be provided to enhance economic development, including mixed use of residential and commercial development. The area will be a destination for residents and visitors. A Downtown Improvement District will provide impetus and guidance for redevelopment efforts.

RECOMMENDATIONS

To capitalize on the favorable economic outlook, and to achieve the Downtown vision, several economic development tools have been identified. The City is currently using some

of these tools; others are new to the community. Following are descriptions of economic development tools that the City can use by making small adjustments to current approaches, as well as some innovative new mechanisms that can also be used.

ECONOMIC DEVELOPMENT INCENTIVES

Development incentives will assist property owners to implement the community vision for Downtown. For example, design themes will assist to develop the community identity and character. Reservations for public plazas, parks, and trails will enhance the aesthetic quality of the community. While these elements are in the public interest, they can add a financial burden to proposed development projects. There are several incentives the City may provide to private landowners to reduce costs or other requirements to attain the goals for the area.

- **Tax abatements** or deferrals can be offered for a fixed time, typically during development and/or at the initiation of services. Wasilla's tax base is predominantly supported by a sales tax, which does not support tax abatement or deferral. The City should work with the Mat-Su Borough to explore potential tax abatements or deferrals.
- Offer variances from requirements as trade-offs to achieve high priority goals. For example a greater density development may be permitted in exchange for reservation of public spaces.
- Expedite permit processing as a trade-off to achieve high priority goals.
- A Business Improvement District is a geographically defined area in which a majority of businesses or property owners agree to impose a specific tax or fee to provide certain public services. The concept may be used for a completely undeveloped area or for a revitalization project.
- A Tax Increment Finance District is a district that includes an area where redevelopment or public improvements are desired. The property values in the area are projected to increase due to project implementation. The funding mechanism is generated through the difference between existing tax abatements and projected increases in these taxes. This increment or difference between tax levies would be used to fund the proposed development. (Note: This tool assumes a property tax is levied.)
- Public-private partnerships engage the public and private sectors in specified roles through the planning, financing, designing, construction, operation, and/or maintenance of a project. For example, the government entity may contribute the initial investment for the project, with other tasks accomplished under contract by private parties.
- Develop partnerships with federal, state, and Mat-Su Borough governments. Take advantage of grant sources and matching funds. Identify and complete projects or plans that make the community eligible for new funding sources.
- Municipal funds may be identified for project implementation, such as development of a centralized parking facility. Municipal funds may also be leveraged as credit assurance or loans to facilitate private development of projects.

ECONOMIC DEVELOPMENT PROJECTS OR PROGRAMS

- **A Gateway** Committee would have a primary responsibility for planning,

designing, and implementing improvements for wayfinding stations and gateway entrances. The committee would seek to make each area readily identifiable and work to incorporate design themes in the gateways.

- Implement marketing programs to promote the Downtown. Feature community events, special attractions, and local businesses. Target audiences include local residents, regional residents, and tourists. Develop partnerships with local businesses and business organizations for marketing efforts.
- Support Downtown revitalization efforts, such as façade improvements, beautification projects, pedestrian-oriented facilities, and parking improvements.

PUBLIC COMMUNICATION & SUPPORT

By making documents and permit application reviews available online, the public process is more transparent and available to a greater audience.

- **Planning documents** and permit/application reviews should be readily available to the public on the City website.
- Improve communication efforts with the community to increase understanding and support for

economic development efforts.

- Highlight community plans and the Capital Improvement Project (CIP) program and make related documents more readily accessible to the public. For example, there have been requests to have electronic copies of all current community plans available on the City website.
- Utilize public service announcements, newspaper notices and advertisements, and mailings to draw attention to economic development efforts.

ISSUE	GOAL	OBJECTIVE(S)/POLICY(IES)
<p>Economic Development and Recommended Land Uses (EC/LU)</p> <p>1. A good mix of services, shopping, and dining is limited in Downtown Wasilla.</p> <p>2. Wasilla is known as a "pass through" site; tourists pass by the community on their way to other destinations.</p>	<p>A. Develop an attractive, diverse city center.</p> <p>B. Develop Downtown Wasilla as a government and education center that is interspersed with mixed use (including residential and commercial development).</p> <p>C. Make Downtown a destination for residents and visitors.</p> <p>D. Establish a downtown redevelopment district.</p>	<p>i. Identify priorities for infill development, in terms of locations and uses.</p> <p>ii. Evaluate and prioritize needs for visitor service infrastructure in the area, such as public restrooms, parking, signage, pedestrian paths, and visitor information stations.</p> <p>iii. Prepare a public facilities plan that addresses city, borough, state, and federal facility needs in Wasilla.</p> <p>iv. Advocate the needs of Wasilla students to the Mat-Su School District for future long-term facility planning efforts, forging a relationship that benefits students.</p> <p>v. Incorporate public institutions and mixed use as priorities in re-zoning and ordinance revisions.</p> <p>vi. Adopt design standards to ensure infill development complements existing development.</p> <p>vii. Promote infill development through incentives such as a business improvement district.</p> <p>viii. Provide financing incentives for mixed use development, such as credit assurance, equity investment in the project, or soft second loans to developers.</p> <p>ix. Identify enterprise zones for specific uses such as employment core zones.</p> <p>x. Develop partnerships and marketing programs to promote Downtown.</p> <p>xi. Review and revise public relations and marketing materials, featuring changes and attractions in the Downtown and other areas of Wasilla.</p> <p>xii. Update zoning in Downtown to encourage a diversified city center.</p> <p>xiii. Inventory vacant properties and abandoned buildings and offer incentives for redevelopment.</p> <p>xiv. Explore alternate uses of strip mall developments, including incentives for redevelopment to mixed use.</p> <p>xv. Encourage development of establishments that would entice visitors to the area, such as small shops, cafes, and sites with historic themes.</p> <p>i. Attract Mat-Su Borough and state government offices to Downtown Wasilla.</p> <p>ii. Identify resources that promote entrepreneurship and business relocation/location to Wasilla, such as venture capital, marketing strategies, and private-public partnerships.</p>
<p>3. There are few locally based industries and limited professional employment opportunities for the influx of new residents.</p>	<p>A. Attract and retain professional service sectors to provide local employment and diverse economic base.</p>	<p>vi. Provide financing incentives for mixed use development, such as credit assurance, equity investment in the project, or soft second loans to developers.</p> <p>ix. Identify enterprise zones for specific uses such as employment core zones.</p> <p>x. Develop partnerships and marketing programs to promote Downtown.</p> <p>xi. Review and revise public relations and marketing materials, featuring changes and attractions in the Downtown and other areas of Wasilla.</p> <p>xii. Update zoning in Downtown to encourage a diversified city center.</p> <p>xiii. Inventory vacant properties and abandoned buildings and offer incentives for redevelopment.</p> <p>xiv. Explore alternate uses of strip mall developments, including incentives for redevelopment to mixed use.</p> <p>xv. Encourage development of establishments that would entice visitors to the area, such as small shops, cafes, and sites with historic themes.</p> <p>i. Attract Mat-Su Borough and state government offices to Downtown Wasilla.</p> <p>ii. Identify resources that promote entrepreneurship and business relocation/location to Wasilla, such as venture capital, marketing strategies, and private-public partnerships.</p>

Text in italics indicates an item, goal, or objective is common throughout all three planning areas.

Schedule	Cost	RESPONSIBLE PARTY
Short-term	<\$100,000	Downtown
Short-term	<\$100,000	City of Wasilla Planning and Economic Development Departments City of Wasilla Planning Commission Wasilla City Council Mat-Su Borough Mat-Su School District Public-Private Partnerships*
Mid-term	\$100,000 - \$500,000	Downtown Revitalization Committee* Chamber of Commerce and Member Organizations
On-going	<\$100,000	Downtown Businesses and Trade Organizations Alaska Housing Finance Corporation
Mid-term	<\$100,000	
Mid-term	<\$100,000	
Mid-term	\$100,000 - \$500,000	
Long-term	>\$500,000	
Short-term	<\$100,000	
On-going	\$100,000 - \$500,000	
On-going	\$100,000 - \$500,000	
Long-term	\$100,000 - \$500,000	
On-going	\$100,000 - \$500,000	
Short-term	<\$100,000	
On-going	<\$100,000	
On-going	\$100,000 - \$500,000	City of Wasilla Planning and Economic Development Departments Wasilla Chamber of Commerce Alaska Small Business Development Center
Short-term	<\$100,000	

* Indicates an entity recommended to be established but not yet in existence.

Transportation and Circulation

Overview

Downtown is widely viewed as the center of Wasilla as a community. The parks, shops, restaurants, offices, and civic services available in this district set a tone that residents would like to build on. However, traffic is often congested, and parking is limited and sometimes inconvenient to amenities. Passenger cars are the predominant mode of transportation in this area. Mat-Su Community Transit (MASCOT) operates a fixed route mini-bus system between Palmer and Wasilla and provides a minor portion of the core area transportation needs. Pedestrian and bicycle traffic offer a minor portion of the transportation needs as well. Residents expressed concern that the area is unsafe for pedestrians. Community members want a Downtown that is easy to get to, convenient to navigate, and inviting to spend time in.

Planning Considerations

The vision of Downtown as the center of education and civic services, supported by mixed use, brings to the forefront considerations of pedestrian access, public transportation, traffic flow, and sufficient, well-designed parking. Further, the kind of vibrant, pedestrian-friendly Downtown envisioned by residents suggests careful attention to aesthetic appeal.

Circulation

- Residents expressed a desire for traffic flow to be improved throughout Downtown, including new and redesigned corridors.
- Residents want accommodations for multi-modal transport, such as bike paths.
- The Parks Highway presents the biggest traffic problem in the core area. According to the Alaska Department of Transportation and Public Facilities (ADOT&PF) Main Street Traffic Study, traffic volumes on the Parks Highway will increase from 33,000 (2005 average daily traffic [ADT]) to 50,000 ADT in the next 20 years. The proposed Wasilla By-Pass that will move the Parks Highway and the railroad south of the City will alleviate some of the traffic congestion in the core area. ADOT&PF is also in the beginning stages of a preliminary engineering study for the By-Pass project, although final design and construction are not expected to be completed for several years. Even with the By-Pass, the volumes through the core area are expected to be near current volume levels in 20 years due to increased population.
- The preferred alternative chosen by ADOT&PF for the Main Street/Knik-Goose Bay Road project is a one way couplet similar to 5th and 6th Avenues in Anchorage. Main Street and Knik-Goose Bay Road will become a one way southbound street, Talkeetna and Yenlo Streets will become a one way north bound street. Talkeetna Street will 'Y' off Knik-Goose Bay Road in the South Wasilla Heights area. Intersections at the Parks Highway will be at-grade. This option is currently under Environmental Re-Evaluation, with construction probably taking place between 2010 and 2015.

Connectivity & Accessibility

- Downtown should connect easily and rapidly to other areas of Wasilla.
- Downtown is seen as unsafe and inconvenient for pedestrians.
- Inadequate parking and lack of pedestrian measures make Downtown facilities less accessible to patrons.
- Residents would like to see a feasibility study on public transit.
- At the present time, 5-foot wide sidewalks along City streets are the primary pedestrian facilities in Downtown. Many existing sidewalks are in good condition, but additional pedestrian improvements are desired. Recently constructed paved pathways connect to the City streets from the Parks Highway to the east, Wasilla Fishhook Road to the north and Knik-Goose Bay Road to the south. A pedestrian tunnel was recently constructed under the Parks Highway at Crusey Street. This is the only north-south connection of pedestrian facilities across the Parks Highway and Alaska Railroad at this time.
- The connection of the Knik-Goose Bay Road pathway to the Wasilla-Fishhook Road pathway is across the Main Street/Parks Highway intersection. Pedestrian facilities along Main Street are in poor condition. Americans with Disabilities Act-compliant curb ramps are in bad shape at the Parks Highway, and nonexistent at other intersections. The ADOT&PF design for Main Street reconstruction was postponed in order to complete the Main Street Traffic Study, which was completed in 2006. The re-construction will likely include construction of sidewalks and/or pathways, which will complete connectivity along this corridor, with an at-grade pedestrian crossing at the Parks Highway.

Parking

- Downtown parking is inadequate and inconvenient.
- Parking solutions should be integrated with traffic circulation design and with pedestrian improvements.

DOWNTOWN TRANSPORTATION & CIRCULATION GOALS

The overall goal for transportation and circulation in the downtown area is improved traffic flow with well-planned transportation upgrades. Upgrades will include new and redesigned corridors, parking solutions, pedestrian measures, public transit, and accommodations for multi-modal transportation.

Recommendations

PLANNING

Adopted and current plans can ensure the vision of the community is developed.

- **Consider what** traffic measures will work best in Wasilla. A

combination of traffic calming measures, strategically located with linkages to multi-modal transportation, can channel traffic, improve access, and ease congestion. Options include: widening major thoroughfares; one-way streets; traffic lights at busy intersections; traffic circles at slower intersections; integrated bike paths; pedestrian malls.

- To ensure that major civic services and traffic draws are easily accessible; the City should identify which **specific facilities are the most heavily used**. This information should inform the design and redesign of major corridors and of parking, with heavily-used and high-volume facilities being close to major arteries into Downtown and to parking facilities.

CLIMATE SENSITIVE DESIGN

Climate sensitive design can account for the low winter temperatures, frequent high winds, extreme daylight variations, and snow removal and storage.

options such as skating corridors, outdoor

- **Consideration should** be given to **climate** when designing multi-modal transportation linkages. For instance, bike routes can be designed to be seasonal; pedestrian malls and connections between sidewalks can be designed to be easily maintained in winter; creative winter fires, and dogsled ‘taxi’ are all possible.

PEDESTRIAN ACCESS

Increased pedestrian access can contribute to healthier, more vibrant communities—something that Wasilla residents expressed a desire for.

pedestrian access within the heart of Downtown will encourage less vehicle use within Downtown, and can be beneficial for businesses as well. Specific measures include: easily maintained sidewalks; clearly marked pedestrian crossings; overpasses and crosswalks with push-button stoplight controls in places where walking to a street corner would be inconveniently lengthy for pedestrians.

- **Pedestrian access** has proven to be a key consideration in other cities attempting to foster vibrant Downtown areas. While careful attention must be given to traffic flow to and from Downtown, as well as through and into it for users in vehicles, prioritizing

PUBLIC TRANSPORTATION

Wasilla's relatively small population and diffuse neighborhoods may keep City-wide public transport from being viable at this time.

continuous shuttle running a Downtown circuit during busy times.

- **Periodically evaluate** expanding public transportation options. Feasibility studies should be coordinated with MASCOT.
- **Make small** increases in service between popular destinations such as hospitals, Downtown, the MUSC; or a

PARKING

A variety of parking options can improve circulation patterns throughout Downtown.

- **Consider a** public-private partnership to fund municipal parking lots and multi-level parking facilities.
- Consider including integrated parking garages into designs standards.

- Integrate public transportation and improved pedestrian access with parking space that serves the whole Downtown.
- Consider requiring bike racks at new developments to encourage alternate forms of transportation that can help improve circulation.

COMMUNITY CHARACTER

Consider the *aesthetic values* inherent in Wasilla's identity as an Alaskan town as well as the community's pride in its small-town charm.

- **Parking is** an aesthetic and quality-of-experience issue as well, given that poorly designed parking (whether in a garage or parking lot) can be both ugly and stressful to navigate. Large parking lots without trees and other vegetation become hot and uncomfortable in summer

and are visually unappealing year round. Shade ordinances can be employed to mandate trees and shade provisions as new parking lots are constructed, and large existing lots can be redesigned to incorporate shade landscaping.

ISSUE	GOAL	OBJECTIVE(S)/POLICY(IES)
<p>Transportation and Connectivity (TC)</p> <p>1. Local residents feel that Downtown Wasilla is vehicle oriented and unsafe for pedestrians.</p> <p>2. Parking is limited for Downtown Wasilla services (e.g., the library and post office).</p> <p>3. Wasilla has congested roads and poor traffic flow.</p> <p>4. There is a lack of public transit service within the community.</p>	<p>A. Create a pedestrian-friendly Downtown.</p> <p>B. Increase inter-modal connectivity within the Downtown area and to other parts of Wasilla.</p> <p>A. Address the parking demand in Downtown.</p> <p>B. Provide parking solutions that encourage mixed use, meet public facility needs, and improve pedestrian access.</p> <p>A. Improve the movement of people and commodities throughout Wasilla and surrounding areas via various modes of safe, accessible transit.</p>	<p>i. Use in-fill development to encourage mixed use and reduce vehicle trips.</p> <p>ii. Encourage pedestrian amenities in capital project planning, zoning, and subdivision actions with the establishment of such things as walkways and overpasses.</p> <p>iii. Institute design standards that promote pedestrian access including winter design factors.</p> <p>iv. Develop and/or enforce City ordinances that enhance pedestrian safety, such as stopping for pedestrians in crosswalks.</p> <p>v. Coordinate pedestrian improvements with parking initiatives and solutions.</p> <p>vi. Investigate winter city solutions for pedestrian access.</p> <p>i. Assess existing capacity versus existing and projected demand.</p> <p>ii. Review and revise as necessary the parking requirements for new developments.</p> <p>iii. Evaluate the feasibility of centralized parking facilities, including construction via public-private partnerships, municipal funding, or tax increment financing.</p> <p>i. Update current transportation plans to reflect growing demands and patterns and to roadway assess condition and capacity, and traffic/accident problem areas.</p> <p>ii. Recognize projects already programmed in the capital improvements projects such as the Main Street/Yenlo One-Way Couplet and focus future redevelopment around them.</p> <p>iii. Ensure that transportation plan updates reflect growing demands and patterns, roadway condition and capacity, and traffic/accident problem areas.</p> <p>iv. Coordinate transportation improvements with the development of new public and commercial development that can generate changes in traffic volumes and patterns.</p> <p>v. Implement provisions from the Wasilla Official Streets and Highway Plan.</p> <p>vi. Initiate a feasibility study to determine public transportation needs, potential demand, and expansion options.</p> <p>vii. Work with MASCOT to investigate additional funding sources to expand public transit service.</p> <p>viii. Investigate funding sources to promote multi-modal transportation (such as bike paths) and secure transportation into transportation improvements.</p>
<p><i>Text in italics indicates an issue, goal, or objective is common throughout all three planning areas.</i></p>		

Schedule	Cost	RESPONSIBLE PARTY
Long-term	<\$100,000	City of Wasilla Planning and Public Works Departments Downtown
On-going	\$100,000 - \$500,000	City of Wasilla Planning Commission Alaska Department of Transportation and Public Facilities Public-Private Partnerships* Downtown Revitalization Committee* Downtown Businesses
Mid-term	\$100,000 - \$500,000	State Legislators City of Wasilla Planning and Public Works Departments
Short-term	<\$100,000	City of Wasilla Planning Commission Wasilla City Council Public-Private Partnerships* Downtown Businesses
On-going	\$100,000 - \$500,000	
Short-term	<\$100,000	
Short-term	<\$100,000	
On-going	\$100,000 - \$500,000	
Mid-term	\$100,000 - \$500,000	
Long-term	\$100,000 - \$500,000	City of Wasilla Planning and Public Works Departments City of Wasilla Planning Commission and Parks and Recreation Commission Wasilla City Council MASCOT Alaska Department of Transportation and Public Facilities Public-Private Partnerships* Downtown Businesses
On-going	<\$100,000	
On-going	<\$100,000	
Long-term	\$100,000 - \$500,000	
On-going	>\$500,000	
Short-term	<\$100,000	
Long-term	<\$100,000	
Short-term	<\$100,000	

*Indicates an entity recommended to be established but not yet in existence

ISSUE	GOAL	OBJECTIVE(S)/POLICY(IES)	Schedule	Cost	RESPONSIBLE PARTY
Transportation and Connectivity (TC)	5. Local residents feel that Wasilla railroad crossings are inconvenient and unsafe.	A. Improve railroad crossing efficiency and safety.	On-going	<\$100,000	City of Wasilla Planning and Public Works Departments Alaska Railroad
			Mid-term	<\$100,000	
		i. Work with the Alaska Railroad to evaluate and assess crossing safety, eliminate at-grade crossings, and realign track facilities.	On-going	<\$100,000	
		ii. Improve signage, striping, and crossing markers.			
		iii. Work with the Alaska Railroad to provide public education outreach.			
6. An integrated trail system is needed to connect areas of Wasilla and destinations outside Wasilla.	A. Provide a multi-use trail system that promotes connectivity within Wasilla and multi-modal circulation.	i. Inventory existing trails in the Parks and Recreation Master Plan.	Short-term	<\$100,000	City of Wasilla Planning and Public Works Departments City of Wasilla Planning Commission City of Wasilla Department of Transportation and Public Facilities Area Landowners, Residents, and Businesses Public-Private Partnerships* Nonprofit Community Interest Groups
			Short-term	<\$100,000	
		ii. Explore options for land acquisition, easements, and partnerships.	On-going	<\$100,000	
		iii. Provide incentives for developers to include space and/or reserve easements for public plazas, parks, and trails.	Short-term	<\$100,000	
		iv. Investigate funding sources such as those through SAFETEA-LU/National Recreation Trails Program and other partnerships to implement methods and action items, which include acquisition of rights-of-way and funding trails.			
		v. Create multi-modal linkages, for example, car to parking to trails; centralized parking, bus, bike path.	Long-term	\$100,000 - \$500,000	
Text in italics indicates an issue, goal, or objective is common throughout all three planning areas.					
*Indicates an entity recommended to be established but not yet in existence					

Public Facilities and Utilities

Overview

Downtown houses several public facilities, including City Hall, the Wasilla Public Library, Police Department, Post Office, and the Dorothy Page Museum, a private non-profit serving the general public. To realize the vision of a thriving, inviting Downtown that is truly the center of civic life in Wasilla, the public has expressed desire for a larger library, additional parks, trails, and a greenbelt to connect the lakes. In addition, some facilities are not currently compliant with the Americans with Disabilities Act (ADA). General issues related to Downtown public facilities include repair needs, limited space, a lack of elevator access, and insufficient parking.

Downtown offers public water and sewer service for nearly the entire area within the boundaries. There is no indication at this time that these utilities are in need of upgrades; however, connectivity and capacity to individual parcels may be an issue. Sewage is handled in a Septic Tank Effluent Pumping (STEP) system, further integrated into a wastewater treatment facility. Downtown water needs are met by the City's core water system, which draws from the Spruce Avenue well and Bumpus municipal wells. The East Susitna well will soon be added to the City's core water supply system.

Planning Considerations

Public Facilities

Accessibility

- Accessibility of public facilities includes, at minimum, ADA compliance. The Wasilla public library meets ADA standards, but inconveniently.

City Hall fails to meet ADA standards, most notably due to lack of elevator access. Both these facilities, as well as the Post Office, have accessibility constraints due to inadequate parking.

There are a couple of terms that bear definition here. The ADA sets clear legal accessibility standards that public facilities in the US are required to meet. *Barrier-free access* is a term used in other countries to describe legal requirements, and used here to describe any access consideration oriented to removing or preventing obstacles for patrons of any capability level. *Universal design* is the concept of designing products and environments (from the start) to be usable by all people. The principles of universal design are gaining in use, and deserve careful consideration:

Universal Design Definition:

The design of products and environments to be useable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

1: Principle One: Equitable Use

The design is useful and marketable to people with diverse abilities.

2: Principle Two: Flexibility in Use

The design accommodates a wide range of individual preferences and abilities.

3: Principle Three: Simple and Intuitive

Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

4. Principle Four: Perceptible Information

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

5: Principle Five: Tolerance for Error

The design minimizes hazards and the adverse consequences of accidental or unintended actions.

6: Principle Six: Low Physical Effort

The design can be used efficiently and comfortably and with a minimum of fatigue.

7: Principle Seven: Size and Space for Approach and Use

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

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The Center for Universal Design has also developed 29 guidelines that further explain the above principles. While aesthetic appeal is not one of the principles of universal design, employing universal design principles can improve the aesthetics of public environments, because ADA compliance—and accessibility considerations above and beyond ADA—are built-in and become integral to the overall design. The universal design tenet of providing the same means of use for all users whenever possible means that rather than providing special accommodations for people with disabilities, every part of the built environment functions as inclusively as possible. This in turn leads to an overall cohesion in the look and feel of the facility.

Capacity

- Are the current facilities meeting the needs of the public? City Hall will not hold all the offices and functions that the City would ideally house there,

and the building is in need of repairs. The library, too, is felt to be too small for current use, let alone increasing use in a growing community. The Post Office continues to be overcrowded, and contributes to Downtown traffic congestion.

Utilities

Connectivity

- Downtown utilities service the entire Downtown area.

Capacity

- Downtown utilities are currently adequate to meet needs. There are plans for expanding the sewage system, however, this would apply to

areas not currently serviced; Downtown would remain on the STEP system.

Concerns have been identified with the City's water supplies in relation to back-up and emergency provisions, rather than capacity (City of Wasilla 2001) These are discussed in Appendix A.

DOWNTOWN PUBLIC FACILITY & UTILITIES GOALS

As the center of Wasilla civic life, Downtown will have universally accessible public facilities, in good repair and adequate to the needs of an expanding population. Utilities will be in good repair, have ample provision for system repair, temporary shutdowns, and emergencies.

Recommendations

UNIVERSAL DESIGN/BARRIER-FREE ACCESS

Universal design promotes barrier-free access, which focuses on removing or preventing obstacles and designing user-friendly environments accessible for all users.

- **Conduct accessibility** audits of public facilities, and make self-audit materials available to business owners and developers.
- Prioritize actions to address accessibility issues at facilities.

UTILITIES INVENTORY/PLANNING

Inventorying existing utilities and their capacity helps to identify and plan for future needs and determine deficiencies.

Complete a utilities inventory and update current and future level of service needs for each.

plans such as the Sewer Master Plan, and the Water Systems Facilities Master Plan and update in prescribed regular intervals.

- Prioritize actions for meeting future level of service needs.
- Implement action items in utility

FACILITIES INVENTORY/PLANNING

Inventorying existing public facilities will help identify and plan for future needs.

- **Complete a** public facilities inventory and evaluate ADA compliance.
- Prioritize actions for addressing ADA

compliance deficiencies and upgrading facilities to meet the demands of the growing population.

- Implement action items in facility plans such as the Trails Plan and the Parks and Recreation Master Plan (currently in progress) and update in prescribed regular intervals.

PARTNERSHIPS

Good partnerships are beneficial to all parties and can help achieve difficult goals.

- **Partnerships with** community and regional nonprofit organizations, governments, and private entities can help the City fund and acquire land for public facilities and upgrades to public facilities.

ISSUE	GOAL	OBJECTIVE(S)/POLICY(IES)	Schedule	Cost	RESPONSIBLE PARTY
Infrastructure (IN) 1. The community is experiencing rapid growth and it is projected to continue. 2. Rapid growth and development is placing strains on existing infrastructure and public facilities, including roads and schools.	A. Provide infrastructure and services that accommodate growth and development.	i. Update infrastructure and economic development plans, and coordinate priorities and timing of interdependent projects and facilities improvements. ii. Encourage infill development to address under utilized areas of Downtown. iii. Establish economic incentives such as Business Improvement Districts. iv. Evaluate school expansion capacity on school campuses.	Long-term On-going Mid-term Short-term	\$100,000 - \$500,000 <\$100,000 \$100,000 - \$500,000 <\$100,000	Downtown City of Wasilla Planning, Economic Development and Public Works Departments City of Wasilla Planning Commission and Parks and Recreation Commission Wasilla City Council Wasilla Chamber of Commerce Public-Private Partnerships* Downtown Businesses Mar-Su School District
<i>Text in italics indicates an issue, goal, or objective is common throughout all three planning areas.</i> *Indicates an entry recommended to be established but not yet in existence					

ISSUE	GOAL	OBJECTIVE(S)/POLICY(IES)	Schedule	Cost	RESPONSIBLE PARTY
Funding (FN) 1. There is limited funding for ongoing projects and City incentives.	A. Efficiently utilize existing funding B. Obtain new funding sources for projects and City incentives.	i. Establish the framework for tax increment finance districts to provide funding for future development incentives. ii. Identify grants, bonds, development districts, cost sharing options and public-private partnerships to fund projects. iii. Identify and complete projects or plans that make the community eligible for new funding sources. iv. Develop partnerships with the state and Mar-Su Borough governments to fund existing and proposed City projects. v. Initiate a public education program that promotes the availability of the City's capital improvement projects in locations such as City Hall and the City website through mediums like meetings, newspaper notices, and public service announcements. vi. Evaluate phasing and sequence of projects to ensure efficient use of funds.	Mid-term Short-term Mid-term On-going Short-term On-going	<\$100,000 <\$100,000 \$100,000 - \$500,000 <\$100,000 <\$100,000 <\$100,000	Downtown City of Wasilla City of Wasilla Planning Commission Wasilla City Council Public-Private Partnerships* Downtown Businesses Alaska Department of Transportation and Public Facilities and other state agencies
Text in Italics indicates an issue, goal, or objective is common throughout all three planning areas. *1 Indicates an entity recommended to be established but not yet in existence					

PERMIT INFORMATION 2012									
DATE	PERMIT	TYPE	SQ FTG	LEGAL	SUBD	NAME	STREET	STATUS/ ZONE	
ADMINISTRATIVE APPROVAL									
01/05/12	A12-01	CELL TOWER		2864B01L007A	CAREFREE ACS SUB	AT&T MOBILITY	1461 W SEW MER PKY	C	
01/10/12	A12-02	TENANT SPACE		1108B02L044	WASILLA ARPRT HTS	MCGINTY, CHRIS	935 W COMMERCIAL DR	C	
02/01/12	A12-03	COMM < 10,000 SQ FT	7,027	4653000L010	CREEKSIDE PLAZA	WASILLA AUTO ZONE	1621 E FINANCIAL DR	C	
01/27/12	A12-04	ACCESSORY USE		4359000L004A	LAKE LUCILLE LODGE	SECURED GOLD BUYERS	1300 LAKE LUCILLE DR	C	
01/25/12	A12-05	COFFEE SHOP	1,320	1108B02L045	WASILLA ARPRT HTS	CARROWAY, NANCY	897 W COMMERCIAL DR	C	
01/27/12	A12-06	SFD & ACC USE	295	1039B05L005	LAKE VIEW ADD #1	CARNEY, TED	1001 S FOREST ST	R-1	
01/30/12	A12-07	DAY CARE		5674B03L004	SILVERLEAF EST.	ROGERS, JARED & NICOLE	2080 N ASHFORD BLVD	RR	
02/01/12	A12-08	CELL TOWER		4805B01L003A	OVERLOOK BUS PARK	AT&T MOBILITY	2251 E PARKS HWY	C	
02/09/12	A12-09	COMM, CAR SALES		106B05L018	WASILLA TWNST	BEST DEAL AUTO	160 E SWANSON AVE	C	
02/09/12	A12-10	TENANT SPACE		5682B03L003C-1	MTN VLG PLZ	BROWN JUG	2451 E SUN MTN AVE	C	
02/09/12	A12-11	TENANT SPACE		5797000L002A	IDITAPARCEL ADDN 1	BROWN JUG	509 W PARKS HWY	C	
02/13/12	A12-12	TENANT SPACE	1,070	4061B01L001A-1	CAREFREE ACS SUB	WILKINS, CHRIS	1265 SEWARD MERIDIAN	C	
05/01/12	A12-13	SFD / GARAGE	6,566	5868B04L004	SILVERLEAF EST PH V	THOMASON, ROBERT	2051 N ASHFORD BLVD	RR	
02/29/12	A12-14	TENANT SPACE	1,500	5797000L002A	IDITAPARCEL ADDN 1	POWELL, JANA	527 E PARK HWY	C	
02/29/12	A12-15	COMM< 10,000 SQ FT		1073000L010	OLSON EXT REV	MING TZE OHEIN	1875 PAL/WAS HWY	C	
04/09/12	A12-16	ADD TO OFF	480	2398B01L002	KOHRING SUB	MERTIN, SHAWN	1101 N LUCILLE ST	RR	
03/06/12	A12-17	CELL TOWER		1113B02L013	WASILLA ACRES	DSC TOWER SUB, LLC	630 N SOUTHWAY	RR	
03/13/12	A12-18	COMM < 10,000 SQ FT	1,200	2638B07L003A	WASILLA TWNST	PAYNE, TYAN	344 MAIN ST	C	
03/14/12	A12-19	TENANT SPACE		1046000T005-1	OLSON	CHERI'S CLOSET	1451 E PARKS HWY	C	
04/09/12	A12-20	TENANT SPACE		1550B01L001	CRESTE FORIS	HENN, CAROLINE	1450 CRESTE FORIS ST	C	

04/12/12	A12-21	TENANT SPACE	1,728	9108000U001	WASILLA CENTER CONDO	DONEY, CARMELA	705 S KNIK GOOSE BAY	C
04/12/12	A12-22	TENANT SPACE	250	1010B01L006	CARTER	GAINES, RACHEL	220 E PARK AVE	C
PENDING	A12-23	TENANT SPACE	864	9108000U001	WASILLA CENTER CONDO	GIOVANNI, ANTHONY	705 S KNIK GOOSE BAY	C
04/24/12	A12-24	TUP-TENT SALE		17N01W13A006		LITHIA CJD OF ANCH	1350 S SEWARD MERIDIAN	C
04/24/12	A12-25	SFD	2,224	5945B03L009	MEADOW RIDGE PH 2	SELWAY CORP	543 N PINE RIDGE LP	R-1
04/24/12	A12-26	SFD	2,087	5945B03L002	MEADOW RIDGE PH 2	SELWAY CORP	771 N PINE RIDGE LP	R-1
04/26/12	A12-27	TENANT SPACE	1,200	2638B07L003A	WASILLA TWNST	LEDFORD, GLENDA	344 N MAIL ST	C
04/30/12	A12-28	TENANT SPACE	367	7041B04L003A	WASILLA TWNST	MILLINE, CHERYL	165 E PARKS HWY	C
05/01/12	A12-29	COMM< 10,000 SQ FT		5568B02L018A	PARKS MANOR RSB	HAPPY DAWN'S THRIFT SHOP	700 N WASILLA-FISHHOOK RD	C
05/02/12	A12-30	TUP		2705000L0014A-1	SNIDER #4 RSB	CHEPOS	731 W PARKS HWY	C
PENDING	A12-31	COMM< 10,000 SQ FT	5,568	1048B01L015, 16,17,18	PARKS MANOR	FAMILY CENTER SERVICES OF AK	277, 291, 301, 317 E DANNA AVE	C
05/04/12	A12-32	OFFICE	169	1046000T007-2	OLSON TRACT	SUSTAINABLE DESIGN	1365 E PARKS HWY	C
05/07/12	A12-33	COMM< 10,000 SQ FT	480	4229B01L001A	WASILLA TWNST	MARTIN, RANDALL	212 N BOUNDARY ST	C
05/08/12	A12-34	SIGN		17N01W12D007		EMMI, ERNIE & JOHN	3100 E PARKS HWY	C
05/07/12	A12-35	TENANT SPACE	1,500	5797000L002A	IDITAPARCEL ADDN 1	OUTDOORS & MORE TRIPLETS INC DBA LOCALS	527 W PARKS HWY	C
05/08/12	A12-36	COMM< 10,000 SQ FT	6,000	17N01W12D007			3100 E PARKS HWY	C
05/14/12	A12-37	SFD	2,000	6791B01L074	PRIMROSE POINTE	PAVLUS, IGOR	230 RIVERDANCE	RR
05/07/12	A12-38	SIGN		4653000L010	CREEKSIDE PLAZA	DENALI FOODS/FRANCHISE OF TACO BELL	1621 E FINANCIAL DR	C
05/24/12	A12-39	TENANT SPACE	3,900	1056B02L019 & L020	SNIDER #3	HARRELL, BEN	340 N LUCILLE ST	C
05/23/12	A12-40	SFD	2,080	1342B02L007	HAPPY MTN	GREENSTREET, DARREL	3200 TAMARAK	R-1
05/23/12	A12-41	SFD	2,090	1342B02L006	HAPPY MTN	GREENSTREET, DARREL	3166 TAMARAK	R-1
05/23/12	A12-42	SFD	2,178	1342B01L002	HAPPY MTN	GREENSTREET, DARREL	3033 TAMARAK	R-1
05/23/12	A12-43	ADD - GARAGE	900	2333B04L013C	TERRACE MNR	KINCANNAN, JEFF	570 PONDEROSA LP	R-1
05/24/12	A12-44	COMM < 10,000 SQ FT		7027000L001	DISCOVERY HILLS	NORTHERN ENCLOSURES	1446 W MYSTERY AVE	I
05/30/12	A12-45							RR

05/30/12	A12-46	TUP-HAVEN	1056B02L019	SNIDER #3	MCCANN, GERI	340 N LUCILLE ST	C
05/30/12	A12-47	TENANT SPACE	1353000L008D	WASILLA WOODS	WILLIAMS, PIA	1201 N LUCILLE ST	C
PENDING	A12-48	SIGN	5970000T00A	ROCK CENTER PH I	SOUTHCENTRAL FOUND	1001 KNKIK-GOOSE BAY	C
06/04/12	A12-49	TUP-RELAY FOR LIFE	2095000T00A-1	WASILLA JR & SR HS	ENGBRETSEN, ANDREA	701 E BOGARD RD	C
06/11/12	A12-50	TUP - AK SALES & SVC VALLEY	17N01W13A006		AK SALES & SERVICE VALLEY	1350 S SEWARD MERIDIAN	C
06/05/12	A12-51	TENANT SPACE	7011B6B0000	FLOYD 2010	STUDIO 9/QUDELL	741 E SUSITNA AVE	C
USE PERMITS							
PENDING	U12-01	4-PLEX	2548B02L001	RICHMOND HILLS I	PAVLUS, DMITRY	930 E OLD MATANUSKA	C
CONDITIONAL USE PERMITS							
06/12/12	C12-01	10,000 SQ FT COMM > 10,000 SQ FT	1116B01L005	OVERLOOK BUSINESS PK	GUMLEY, ANDREW	2341 E SUN MTN AVE	C
PLANNED UNIT DEVELOPMENT (PUD)							
REZONE							
LEGAL NON-CONFORMING USE							
SHORELINE SETBACK							
AMNESTY							
VARIANCE							
03/27/12	V12-01	SIDE SET BACK	6791B01L067	PRIMROSE POINTE	FENDICH, VIKTOR	251 RIVERDANCE	RR
05/22/12	V12-02	SIGN	2398B01L002	KOHRING	MERTIN, SHAWN	1101 N LUCILLE ST	RR



Code Compliance Log

April 2012



DATE	COMPL. DISP. SELF	NAME/ADDRESS	INF. CON.	LTR. ISS?	CASE STATUS	NOTES	
4/2/2012	S	113 W Herning		N	N	Security check	12-19889
4/3/2012	FUP	1200 Pinecone		Y	N	RAL dog	12-18294 verbal warning
4/3/2012	D	780 Rosewood		Y	N	RAL dog	12-20070 impound
4/4/2012	C	881 Goldendale		Y	N	RAL dog	12-20245 verbal warning
4/4/2012	D	Lowes		Y	N	RAL dog	12-20246 impound
4/5/2012	D	700 Shadowood		Y	N	RAL dog	12-20408 unable to locate
4/6/2012	FUP	Kenai Supply		N	N	RAL dog	12-17526 unable to catch
4/5/2012	C	1800 Dorothea		Y	N	RAL cat	12-20762 provide live trap
4/10/2012	D	Wasilla High School		Y	N	Dog bite	12-21537 unfounded
4/10/2012	D	1401 Courtland		Y	N	RAL dog	12-21561 verbal warning
4/10/2012	D	Bailey & Lake Lucille		N	N	Assist patrol	12-21566
4/10/2012	FUP	Wasilla Concrete		N	N	RAL dog	12-17526 unable to catch
4/11/2012	FUP	Wasilla Concrete		N	N	RAL dog	12-17526 unable to catch
4/12/2012	FUP	Wasilla Concrete		N	N	RAL dog	12-17526 unable to catch
4/12/2012	FUP	468 Ravenswood		Y	N	Dog bite	12-18164
4/13/2012	D	Peck & Snohomish		N	N	RAL dog	12-22199 unable to locate
4/13/2012	D	Wonderland Park		Y	N	RAL dog	12-22220 verbal warning
4/13/2012	S	Wonderland Park		Y	N	ATV violation	12-22247 verbal warning
4/13/2012	D	Tommy Moe		Y	Y	Parking complaints	12-22259 unfounded
4/16/2012	S	Herning & Willow		Y	N	ATV violation	12-23180 verbal warning
4/17/2012	S	Target		Y	N	HCP parking violation	12-23295 verbal warning
4/17/2012	D	Iditarod Elementary		Y	N	Vehicle on bike path	12-23320 unable to locate
4/17/2012	S	MUSC		N	N	Facility/security check	12-23338
4/17/2012	S	Carrs		Y	N	HCP parking violation- misuse	12-23370 citation
4/17/2012	D	Carrs		Y	N	Shoplift	12-23374 citation
4/17/2012	D	1001 Snohomish		Y	N	Rabbit problem	12-23379
4/17/2012	S	Nelson & Lucille		N	N	Abandoned vehicle in ROW	12-23382 48 hour red tag
4/18/2012	S	Carrs		Y	N	ATV violation	12-23557 verbal warning
4/18/2012	S	Wonderland Park		N	N	Facility/security check	12-23563
4/18/2012	D	AK USA		Y	N	RAL dog	12-23594 verbal warning
4/19/2012	PAT	17470 Maud		Y	N	Assist patrol with stolen bike	12-23740
4/19/2012	D	1201 Melanie		Y	N	Trash complaint	12-23753 verbal warning
4/19/2012	S	Wonderland Park		N	N	Facility/security check	12-23794



Code Compliance Log

April 2012

DATE	COMPL. DISP. SELF	NAME/ADDRESS	INF. CON.	LTR. ISS?	CASE STATUS	NOTES	
4/19/2012	S	Carrs		Y	N	HCP parking violation	12-23796 citation
4/19/2012	S	Wonderland Park		Y	N	ATV violation	12-23824 verbal warning
4/23/2012	FUP	965 Wilder		Y	N	Dog bite	12-24557 report 12-630
4/23/2012	S	Nelson & Knik		Y	N	ATV violation	12-24907 verbal warning
4/23/2012	S	Winter & Pinehurst		Y	N	ATV violation	12-24947 verbal warning
4/23/2012	S	Charter College		Y	N	HCP parking violation	12-24952 verbal warning
4/23/2012	D	Peck & WFH		N	N	ATV violation	12-24953 unable to locate
4/24/2012	S	North Country Estates		N	N	ATV complaints	12-25077 extra patrol
4/24/2012	S	Lake Lucille Park		N	N	Facility/security check	12-25087
4/24/2012	PAT	Taco Bell		N	N	Assist patrol with DUI impound	12-25111
4/24/2012	S	Value Village		Y	N	HCP parking violation	12-25130 citation
4/24/2012	D	1575 Fanciful		Y	N	RAL dog	12-25624 verbal warning
4/25/2012	C	Wasilla Airport		N	N	Misuse of dumpster complaint	12-25249 unfounded
4/25/2012	D	Susitna & Wasilla		N	N	DOA cat	12-25265 disposal
4/25/2012	C	MUSC		Y	N	Illegal dumping	12-25287 citation
4/25/2012	S	Carrs		Y	N	HCP parking violation	12-25312 verbal warning
4/25/2012	D	1052 Dellwood		Y	N	RAL dog	12-25124 verbal warning
4/25/2012	FUP	1575 Fanciful		Y	N	RAL dog	12-25624 verbal warning
4/25/2012	S	Cache & Crestwood		Y	N	ATV violation	12-25362 verbal warning
4/26/2012	S	Lake Lucille Park		N	N	Facility/security check	12-25475
4/26/2012	D	Parks & Weber		N	N	RAL dog	12-25474 unable to locate
4/26/2012	C	North Country Estates		N	N	ATV complaints	12-25482 extra patrol
4/26/2012	D	Dellwood & Peck		N	N	RAL dog	12-25484 unable to locate
4/26/2012	D	Lucille & Forest		N	N	ATV violation	12-25498 unable to locate
4/27/2012	D	210 E Spruce		Y	N	Dog welfare check	12-25655
4/27/2012	C	925 Gambit		Y	N	Trash complaint	12-25729 verbal warning
4/30/2012	C	302 Pioneer		N	N	Illegal dumping	12-26509 no suspect info
4/30/2012	S	Parks & Church		N	N	Abandoned vehicle in ROW	12-26541 48 hour red tag
4/30/2012	C	210 E Spruce		Y	N	Animal complaint	12-26489 unfounded
4/30/2012	FUP	1780 Neil Cir		Y	N	Dog bite	12-26137 accidental
4/30/2012	S	North Country Estates		N	N	ATV complaints	12-26589 extra patrol
4/30/2012	S	Lake Lucille Park		N	N	Facility/security check	12-26593