



MAYOR
Verne E. Rupright

CITY PLANNER
Tina Crawford

WASILLA PLANNING COMMISSION

Patrick Brown, Seat A
Daniel Kelly Jr., Seat B
Jessica Dean, Seat C
Vacant, Seat D
Glenda Ledford, Seat E
William Green, Seat F
Jesse Sumner, 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.

FEBRUARY 12, 2013

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE OF ALLEGIANCE
- IV. APPROVAL OF AGENDA
- V. ELECTION OF OFFICERS
- VI. REPORTS
 - A. City Deputy Administrator
 - B. City Public Works Director
 - C. City Attorney
 - D. City Planner
- VII. PUBLIC PARTICIPATION (*three minutes per person, for items not scheduled for public hearing*)
- VIII. CONSENT AGENDA
 - A. Minutes of January 22, 2013, regular meeting

- IX. NEW BUSINESS *(five minutes per person)*
 - A. **Resolution Serial No. 13-02:** Amending the Wasilla Planning Commission By-Laws to change the regular meeting time from 7:00 p.m. to 6:00 p.m.
 - B. Committee of the Whole
 1. Discussion regarding desired design components for proposed roadway improvements within the city limits; and
 2. Discussion regarding the need for a City ordinance regulating proposed utility facilities.
 3. Review and discussion of Chapter 3, Transportation, of the City Comprehensive Plan as part of the requirement for the Planning Commission to annually review of the one or more elements of the City's Comprehensive Plan (WMC Section 2.60.010.B.)
- X. UNFINISHED BUSINESS
- XI. COMMUNICATIONS
 - A. Permit Information
 - B. Enforcement Log
- XII. AUDIENCE COMMENTS *(three minutes per person)*
- XIII. STAFF COMMENTS
- XIV. COMMISSION COMMENTS
- XV. ADJOURNMENT

REGULAR MEETING

I. CALL TO ORDER

The regular meeting of the Wasilla Planning Commission was called to order at 6:00 PM he then immediately called for a 10 minute recess, he then called the meeting back to order at 6:10 PM on Tuesday, January 22, 2013, in Council Chambers of City Hall, Wasilla, Alaska by Daniel Kelly, Vice-Chairman.

II. ROLL CALL

Commissioners present and establishing a quorum were:

Mr. Patrick Brown, Seat A
Mr. Daniel Kelly, Jr., Seat B
Ms. Jessica Dean, Seat C
Vacant, Seat D
Ms. Glenda Ledford, Seat E
Mr. William Green, Seat F (arrived at 6:10PM)
Mr. Jesse Sumner, Seat G (arrived at 6:42PM)

Staff in attendance were:

Mr. Bert Cottle, Deputy Administrator
Ms. Tina Crawford, City Planner
Ms. Tahirih Revet, Planning Clerk

III. PLEDGE OF ALLEGIANCE

A. Commissioner Brown led the Pledge of Allegiance.

IV. APPROVAL OF AGENDA

GENERAL CONSENT: The agenda was approved as amended to move the ELECTION OF OFFICERS after the Planning Commission training.

VI. REPORTS

A. City Deputy Administrator
Mr. Cottle provided a summary of activities and projects happening with the City of Wasilla.

B. City Public Works Director
No report given.

C. City Attorney
No report given.

D. City Planner
Ms. Crawford provided a brief summary of discussion items on upcoming meeting agendas.

VII. PUBLIC PARTICIPATION (*three minutes per person, for items not scheduled for public hearing*)
No one present to speak.

VIII. CONSENT AGENDA

A. Minutes of January 8, 2013, regular meeting

GENERAL CONSENT: Minutes were approved as presented.

IX. NEW BUSINESS

A. Committee of the Whole

MOTION: Commissioner Ledford moved to enter into the Committee of the Whole at 6:15 PM.

Entered into the Committee of the Whole for the following item:

1. Planning Commissioner Training – Parliamentary Procedure and other procedural requirements for the Commission

MOTION: Commissioner Green moved to exit the Committee of the Whole at 7:24 PM

V. ELECTION OF OFFICERS

Vice-Chair Kelly opened nominations for Chairperson:

Commissioner Brown nominated Commissioner Kelly
Commissioner Dean nominated Commissioner Ledford

No other nominations were presented. A ballot vote was done resulting in four votes for Commissioner Kelly and two votes for Commissioner Ledford. Commissioner Kelly elected as Chairperson.

Chair Kelly opened nominations for Vice-Chairperson:

Commissioner Green nominated Commissioner Ledford for Vice-Chairperson.

No other nominations were made and with no objection, Commissioner Ledford was elected as Vice-Chairperson.

X. UNFINISHED BUSINESS

None

XI. COMMUNICATIONS

No statements made regarding the following items.

- A. Permit Information
- B. Enforcement Log

XII. AUDIENCE COMMENTS

No comments

XIII. STAFF COMMENTS

No comments

XIV. COMMISSION COMMENTS

Commissioner Brown welcomed the new Commissioners.

XV. ADJOURNMENT

The regular meeting adjourned at 7:44 PM.

ATTEST:

DANIEL KELLY, JR., Chairman

TAHIRIH REVET, Planning Clerk

Adopted by the Wasilla Planning Commission -, 2013.

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By: Planning
Public Hearing: 02/12/13
Adopted:

**WASILLA PLANNING COMMISSION
RESOLUTION SERIAL NO. 13-02**

A RESOLUTION OF THE WASILLA PLANNING COMMISSION AMENDING THE WASILLA PLANNING COMMISSION BY-LAWS ESTABLISH A MEETING TIME FOR ELECTION OF OFFICERS, REVISE THE MEETING SCHEDULE AND TIME, AND OTHER MINOR CLARIFICATIONS AND UPDATES.

WHEREAS, the City of Wasilla Planning Commission adopted the most recent version of the Planning Commission by-laws on June 23, 2009 that govern how the Planning Commission functions; and

WHEREAS, the public hearing date and time was publicly advertised; and

WHEREAS, on February 12, 2013, the Wasilla Planning Commission held a public hearing on these amendments; and

WHEREAS, the Wasilla Planning Commission deliberated on this request and agree that the proposed amendments are appropriate.

NOW, THEREFORE BE IT RESOLVED, that the Wasilla Planning Commission hereby adopts the amendments to the Planning Commission by-laws as follows. Note: new language is underlined and language to be deleted is shown in ~~strikethrough~~ format.

Purpose

The following by-laws are hereby adopted by the Wasilla Planning Commission ("Commission") of the City of Wasilla in order to:

1. improve interactions between the Commission and the applicants, the public, and other administrative agencies;

2. provide for the efficient use of the time by Commission members, the public, applicants, and the planning staff; and
3. balance the efforts of the Commission between land use applications and the planning work necessary to guide progressive development in Wasilla.

Officers

1. The officers of the ~~Planning~~ Commission shall be Chairperson and Vice-Chairperson.
- ~~1.2.~~ The annual election of officers shall be the first order of business at the first Commission meeting in January.
- ~~2.3.~~ Officers shall be elected by a majority of the ~~e~~Commission members for a term of one year.
- ~~3.4.~~ Election of officers shall be the first order of business at any time that an officer's seat is not filled.

Duties and Powers of Office

1. The duties of the Chairperson shall be to preside at all ~~e~~Commission meetings, to call meetings and to perform other duties as required, retaining the full right to vote in all deliberations of the Commission.
2. The Chairperson shall decide on all points of order and procedure, subject to Robert's Rules of Order and the Wasilla Municipal Code.

3. The Chairperson shall sign documents on behalf of the Commission.
4. The duties of the Vice-Chairperson shall be to perform the duties of the Chairperson in the Chairperson's absence.

Open Meetings

All meetings of the Commission shall be open to the public and shall proceed in accordance with AS 44.62.310, the State of Alaska Open Meetings Act.

Regular Meetings

1. ~~The r~~Regular meetings of the ~~Planning~~Commission ~~of Wasilla~~ shall be ~~held at 7:00 P.M.~~ on the second and fourth Tuesday of each month at 6 PM, unless otherwise designated by the Commission; the Commission will convene for only one regular meeting in November and December.
- ~~2. When a regular meeting date falls on a holiday or city election day, the meeting shall be held at the regular time on the subsequent Thursday.~~
2. Only those matters stated in the public notice of the meeting shall be acted upon at a regular meeting.
3. No new agenda item will be considered after ~~10:00 P.M.~~PM unless agreed to by five members present and the meetings will adjourn prior to ~~11:00 P.M.~~PM unless an extension is approved by five of the members present.

4. Before official and formal action can be taken, a quorum shall be present. A quorum is defined ~~for the purposes of the by-laws~~ as four Commission members for the purposes of these by-laws.
5. The Chairperson, after discussion with the city planner, may cancel meetings when appropriate.

Special Meetings

1. Special meetings may be called by the Chairperson or three members of the eCommission.
2. Only those matters stated in the public notice of the meeting shall be acted upon at a special meeting.

Rules of Proceedings

Meetings shall be conducted ~~under~~ in accordance with the current edition of Robert's Rules of Order, Newly Revised or other rules the Commission may adopt.

Order of Business

- I. Call to Order
- II. Roll Call
- III. Pledge of Allegiance
- IV. Approval of ~~the~~ Agenda
- V. Approval of Minutes
- VI. Reports
- VII. Public Participation

~~VII. Consent Agenda~~

VIII. Unfinished Business

~~VIII~~IX. New Business

~~IX. Unfinished Business~~

X. Communications

XI. Audience Comments

XII. Staff Comments

XIII. Commission Comments

XIV. Adjourn

Procedure

1. At each regular meeting of the ~~Planning~~ Commission the applicant and all persons having an interest in or desiring to be heard upon any matter, which is the subject of a specific agenda item requiring a public hearing, shall be given an opportunity to be heard during the public ~~hearing participation~~ portion of the meeting.
2. There shall be a time during regular meetings for members of the public to address the ~~Planning~~ Commission concerning any matter relevant to the ~~Planning~~ Commission's jurisdiction ~~but that is~~ not on the agenda for a maximum of three minutes.
3. ~~The time for such public participation, and any reasonable limitations thereon, shall be established from time to time by the~~

Commission. Teleconferencing may be used for all lawful activities of the Commission and, if all voting individuals have an opportunity to evaluate all testimony and evidence, to vote on actions. Teleconferencing may not be used as a regular form of participation for regular meetings of the Commission.

Committee of the Whole

1. At any regular or special meeting at ~~which doing~~where convening as the Committee of the Whole ~~so~~ is an agenda item, the Commission may, by vote, ~~to~~ convene as a eCommittee of the wWhole. Discussion of any and all internal matters of the Commission, including reports of the staff of a general nature or of a subcommittee of the Commission may be considered ~~by the Commission~~while acting as a Committee of the Whole.
2. There shall be no public participation in Committee of the Whole except as follows:
 - a. By those persons specifically scheduled in advance to meet with the Commission on a specific topic; or
 - b. By persons specifically permitted and authorized to speak by a majority vote of the Commission prior to convening as a Committee of the Whole.

Conflict of Interest

No Commission member ~~of a commission~~ shall vote on any question ~~upon~~ ~~that which~~ he/she has a substantial direct or indirect financial interest. ~~Additionally, n~~ No Commission member shall represent any person before the commission of which he/she is a member.

Voting

1. Each member of the Commission, including the Chairperson, shall be entitled to one vote on any matter before the Commission.
2. Four affirmative votes shall be required to carry any measure before the Commission unless a greater number is required by ordinance.
3. Failure of a motion to approve any matter upon which the Commission is authorized to act shall be deemed a denial.
4. Failure of a motion to deny any matter upon which the Commission is authorized to act shall not constitute approval.
5. All Commission members present will vote unless the Commission permits a member to abstain. A member of the Commission requesting to be excused from voting may make a brief oral statement of the reasons for the request and the question of granting permission to abstain shall be taken without further debate.

Decisions

A1. All permit actions of the Commission must be in the form of a resolution setting forth:

1a. ~~T~~he date of significant meetings or hearings related to the request;

2b. ~~T~~he decision;

3c. ~~T~~he basic facts and the reasoning leading to the decision;
and

4d. ~~C~~onditions on the permit of approval.

The decision must be signed by the Chairperson and the ~~C~~ity Planner or planning clerk.

B2. All permit actions by the Commission shall be summarized in a permit by the planning staff. The conditions of approval on a permit shall be mailed to each applicant. A copy of every permit issued will be retained in the permanent records of the planning office.

Consensus

1. With the consent of the Commission, the Chairperson may appoint ad hoc committees of the Commission for special study or review.

2. No committee of the Commission shall have the power to commit the ~~Planning~~ Commission to the endorsement of any

plan or program without its submission to the Commission for consideration at a regular or special meeting.

Staff Support

A1. The ~~City Planner~~ and the City Planner's planning staff shall assist the ~~Planning~~-Commission.

B2. The planning clerk shall act as the secretary to the Commission and shall keep minutes of all meetings, which shall be a public record.

Notice of Meetings

Reasonable public notice of all regular and special meetings of the commission shall be posted at City Hall.

Amendment

These by-laws may be amended by majority vote of the Commission at any regular or special meeting, provided that notice in writing has been given to each Commission member at least ten days prior to the meeting, or provided that the proposed amendment was read at the last regular meeting of the Commission.

ADOPTED by the Wasilla Planning Commission on -, 2013.

APPROVED:

Daniel Kelly, Jr., Chairman

ATTEST:

Tina Crawford, City Planner

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Chapter 3. Transportation

3.1 Current Conditions and Trends

Road Networks

The City was founded as a regional crossroads, and is even more so today. It is where the Alaska Railroad, Parks Highway, and major arterial and collector roadways intersect, bringing together the State’s travelers, regional trade area traffic, commuters, and local residents.

As the region grows, demands on the City’s road networks are intensifying. Although widely dispersed land development patterns play a role, the City’s major lakes, ridges, and wetlands also tend to focus major transportation routes into confined corridors, creating bottlenecks, and significantly limiting grid connection opportunities. The Transportation Corridor Constraint Map on page 3-2 shows major elevation changes, waterways and wetland complexes, and land features, which can limit road development options or make costs prohibitive.

Because of these constraints, the City’s road network has taken the form of a hub with spokes, rather than a functional grid. This arrangement puts significant pressures on central Wasilla as the Parks Highway (“Parks Highway”) funnels 34,471 vehicles daily past Wasilla Lake and through the middle of the City (Mat-Su Valley Traffic Map 2009).

The Parks Highway is a critical transportation link that serves many users and needs. Current demands include:

- Long distance through-traffic, including Alaskan residents and the military traveling to Fairbanks.
- Freight traveling to local, regional, and statewide destinations.
- Greater Wasilla area residents (40,000+) seeking highway access for daily commutes.
- Seasonal tourism traffic, including visitors and Alaskans driving to Denali Park and Preserve.
- Local residents who have limited network options on daily trips seeking access to commercial nodes and community destinations.

Input from residents during this planning effort consistently ranked Parks Highway issues and roadway connectivity, capacity, and safety improvements—within the City, and within the greater Wasilla area—as the top priority for the City and this Plan to address.

Addressing these issues will be important, as roadway demands are projected to greatly increase over the life of this Plan. The State forecasts a growth rate of 3.1% from 2009 to 2034, which could add more than 75,000 new Borough residents. Growth in container and trailer movement from Anchorage north through the City is also increasing at an average of 2.5% per year, and new development projects (coal from Wishbone Hill, gas pipeline construction traffic) could also impact Parks Highway traffic.



34,471 vehicles pass daily through a traffic bottleneck, near the Parks and Palmer-Wasilla Highway intersection.

Chapter 3

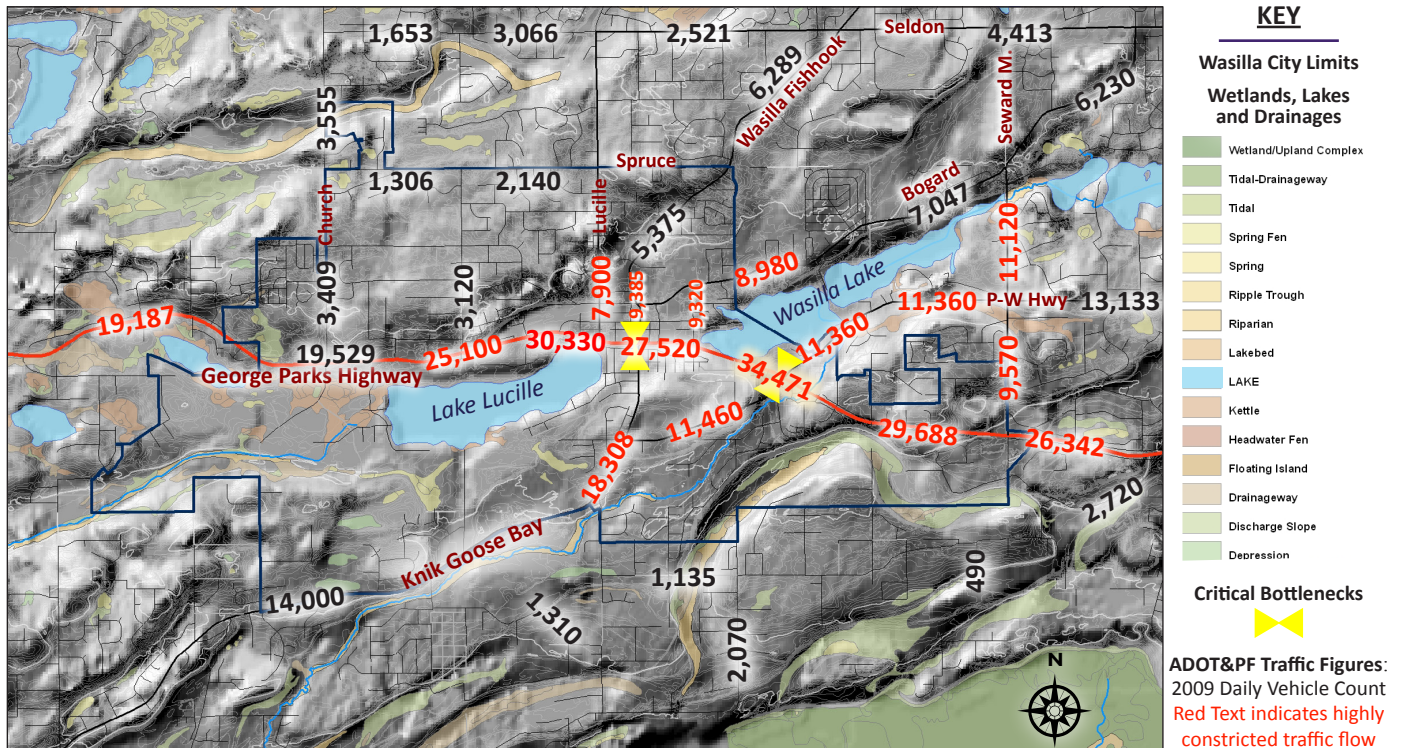


Figure 5. Transportation Corridor Constraint Map. Map layers constraints (lakes, wetlands, and slope data) with 2009 Average Daily Traffic data for road segments to help illustrate the bottlenecks and physical challenges inherent in creating a functional transportation grid. (Sources ADOT&PF 2009; MSB 2011 Wetland GIS Data).

Traffic flow modeling for the Borough’s Long Range Transportation Plan indicates that unless major improvements and roadway linkages are planned and built prior to 2025, area roads will be at or well over capacity making gridlock and safety a major issue, particularly on the Parks Highway at key intersections.

In comprehensive planning terms, transportation often drives land use decisions, community form, and quality of life. In the City, the Parks Highway is “the elephant in the room.” Unless its issues are addressed, many of the desires for a more cohesive Downtown and enhanced aesthetic environment expressed during this planning effort will be hard to implement. For example by 2025, Borough Long Range Transportation Planning forecasts estimate a 12-lane highway will be needed through the City. If this expanded roadway comes to pass, the highway will move closer to the banks of Wasilla Lake and Lake Lucille, City parks will lose land for right-of-way and be impacted by traffic, and the roadway size and volume of traffic will make it very difficult to create an attractive, walkable Downtown. Alaska Department of Transportation (ADOT&PF) is currently planning for a future alternative Parks Highway corridor outside of the City, and the City needs to continue supporting this effort.

Historically, as residents have watched congestion intensify in the City, there have been mixed reactions. High volumes of traffic degrade the residents’ quality of life, contribute to air and water pollution, create transportation safety and pedestrian challenges, and make maintaining a “small town” difficult. At the same time, the City has benefited from the retail development that it attracts. For example, the commercial node at the Parks Highway and Palmer-Wasilla Highway intersection is bustling, and tax revenues currently fund public services.

For decades a bypass route for the Parks Highway has been discussed as a way to alleviate congestion. Yet even when the last Plan was adopted in 1996, according to a long-term Planning Commissioner, business interests and the community at large were fearful that the loss of traffic would negatively impact the businesses along the Parks Highway. By 2011, although resistance certainly remains, particularly among property owners who may be impacted, input received as part of this planning process indicates that community sentiments have shifted.

There is a strong interest in relieving congestion; the City's retail nodes are established enough as destinations that removing congestion now is expected to improve shopping. Moreover, 12 lanes through the middle of the City is not perceived as beneficial for either business or the residents—the scale and physical impact is too large.

Funding will be a significant challenge in making a bypass a reality. This and other critically needed roadway linkages are very expensive due to right-of-way acquisition and construction costs. Additionally, shrinking federal dollars have resulted in new ADOT&PF funding formulas that make rehabilitation and maintenance projects for already constructed roads a priority, making it almost impossible to fund new roadways and linkages.

This is a major issue for the City since it is one of the few areas in the State with a strong population growth. Consistently over the last decade, the Borough has identified the need for \$1.2 billion in road projects in the Valley, but only received about \$750 million annually—leaving most projects “on the books” for years with no action. Although the City has some resources to help maintain City-owned roads, state funding is critical to addressing the growing regional road capacity needs and fixing local roads that experience heavy through-traffic demands. Since funding formulas preclude success, one of the few mechanisms for addressing these needs (Anchorage has used this approach) may be a 10-year dedicated fund approach with a Memorandum of Understanding through the Governor's office.

Railroad

The City was originally founded as a railroad town in 1917. Now owned and operated by the Alaska Railroad Corporation (ARRC), the railroad line through the City links Seward to Fairbanks and currently provides freight and tourism-related passenger service, with stops at the historic depot. Commuter service is being discussed, and an intermodal park and ride facility is currently in the design stages for the south side of Jacobson Lake at the City airport.



The rail line physically divides the City and impacts traffic flow at key intersections.

The rail line route follows the Parks Highway on the south side, which effectively divides the City and impacts traffic, access and land use patterns. Because of safety concerns and traffic backups at railroad crossings, the ARRC has explored rail line relocation and elevated rail options. Relocation is not currently economically feasible and the elevated railroad is not generally supported by residents for both aesthetic and City cohesiveness reasons (a several story elevated structure through town would more intensively divide the City and impact views).

Chapter 3

Public Transportation

As commuter travel has expanded, Mat-Su Valley Public Transportation buses and vehicle-share programs have provided important benefits to the region and users. Potential future commuter services and public transportation options may include new commuter rail and ferry options, a proposed Knik-Arm Bridge, and airport and commuter bus service expansions. Although some federal transportation dollars may help support the programs as a measure for reducing single-occupancy auto trips, the private sector is anticipated to play an important role in providing commuter services.

Air Transportation

The City owns and operates the Wasilla Airport, which is approximately three miles west of Downtown and has a 3,700-foot paved, lighted runway. Opened in 1993 on 370 acres of City-owned land, the airport is approved for general aviation for smaller aircraft (primarily single engine airplanes, small multi-engine planes, and helicopters). Recent Airport master planning has identified ways to enhance airport functionality, and gain benefit from this strategic City-owned asset, both in terms of intermodal connectivity (air, rail, road) and as a possible employment generator.

Pedestrian

Dispersed land use patterns, seasonal conditions, lack of maintained sidewalks and pathways, and the prevalent use of ATVs and snowmachines, are just some of the challenges pedestrians face in the City. The expense of building out sidewalks community wide using a “complete streets” approach is too great, both for the City and developers. That said, many residents would like priority areas to be enhanced for safe pedestrian access (Downtown, near schools and parks) and enhanced pedestrian linkages.

Multi-Use Trails

The City has a long tradition of using trails for transportation and recreation, and of embracing trail use modes ranging from walking, biking, and ATV/snowmachine use to horseback riding and cross country skiing. Existing multi-use trails are well-used in the City, however, limited connectivity, maintenance costs, and multi-modal sharing issues are concerns that the City needs to address.



Mat-Su Valley Public Transportation’s MASCOT currently provides bus service between Palmer, Wasilla, and Anchorage.



The City owns a 3,700-foot paved runway and other general amenities serving small airplanes



Sidewalks, pathways, and trails support a range of modes of access in the City and support important transportation and recreation values.

City of Wasilla Resident Opinions Regarding Future Transportation	
✓	<p>City residents ranked “<i>improved roadways and transportation</i>” the top priority for the city from a list of 17 specific issues. Below are the percentages and categories:</p> <ul style="list-style-type: none"> 66% - “<i>Very important</i>” 27% - “<i>Somewhat important</i>” 3% - “<i>Not Sure</i>” 4% - “<i>Not important</i>”
✓	<p>City residents generally agree that Wasilla should enhance street connectivity:</p> <ul style="list-style-type: none"> 32% - <i>Strongly Agree</i> 42% - <i>Agree</i> 18% - <i>Neutral</i> 4% - <i>Disagree</i> 4% - <i>Strongly Disagree</i>
✓	<p>Residents largely agree that pedestrian and bicycle movement should be enhanced:</p> <ul style="list-style-type: none"> 33% - <i>Strongly Agree</i> 35% - <i>Agree</i> 19% - <i>Neutral</i> 9% - <i>Disagree</i> 4% - <i>Strongly Disagree</i>

Source: 2010 Community Survey (see page 1-4)

Transportation Element Supplementary Documents

This comprehensive plan chapter on transportation presents a broad vision, intended for incremental implementation over the next 10 or more years. Please consult other documents, including those listed below, for more specific and up to date information, priorities and projects:

City of Wasilla

- Official Streets and Highways Plan
- City of Wasilla Trails Plan
- Wasilla Municipal Code Title 12 Streets and Sidewalks
- Wasilla Municipal Code Title 16 16.16.050.A(7)
- City of Wasilla Airport Master Plan

Matanuska-Susitna Borough Areawide Plans

- Long Range Transportation Plan
- Official Streets and Highways Plan
- MSB Code Title 11 Roads, Streets, Sidewalks and Trails
- MSB Code Title 27 Subdivisions

State of Alaska

- Statewide Transportation Improvements Program (STIP) Needs List
- Statewide Long Range Transportation Policy Plan
- Alaska Aviation System Plan
- Alaska Railroad Corporation (ARRC) Studies and Comprehensive Program of Capital Improvements

3.2 Desired Future Conditions

In the future a functional network of State and regional roads are funded and constructed including a Parks Highway bypass. This allows the existing Parks Highway to be re-scaled to fit community needs.

Regional improvements take pressure off the local road system, which the City maintains to a consistently high standard.

The railroad brings commuter rail online and serves new industrial users via the multi-modal node at the airport. Aesthetic, acceptable safety solutions are found for rail-vehicle conflicts.

Public transportation options expand such as commuter rail, and community programs that reduce single-occupancy vehicle trips.

The airport expands and becomes a regional hub for small jets and planes, while personal floatplane and small plane use safely flourishes.

Pedestrians have safe routes for travel around schools and parks, and many neighborhoods feature sidewalks. Downtown has become pedestrian friendly.

Multi-use trails are well-linked across the City. Motorized and non-motorized uses are separated allowing both uses to safely operate.



Rail crossing at Main and Knik Goose Bay Road.

Chapter 3

3.3 Goals, Objectives, and Actions

Goal 1. Provide for streets and highways that promote mobility, connectivity and access for both present and future users.

Objectives	Actions
<p>1.1 Develop strategies and partnerships to successfully fund regionally important road projects (e.g., STIP identified priority projects).</p>	<p>1.1.1 Work with Alaska’s Governor’s Office and regional partners to ensure that incremental funding can move forward critical projects over the next decade.</p> <p>1.1.2 Aggressively pursue funding for transportation projects such as the Main Street Couplet and Knik Goose Bay Road improvements.</p> <p>1.1.3 Coordinate with federal, state, and Borough government agencies to support and fund local and regional transportation needs, such as regional corridors, Parks Highway alternatives, and better street connectivity in and out of the City.</p> <p>1.1.4 Consider creating development fees to be reserved and used for future transportation improvements where the expense should not be borne by a single developer or project, and is unlikely to be funded by state or federal programs.</p>
<p>1.2 Continue to improve and upgrade City-maintained streets and highways.</p>	<p>1.2.1 Update and maintain the City’s Streets and Highways Plan.</p> <p>1.2.2 Set aside funds annually to maintain and improve the existing City roads.</p>
<p>1.3 Identify the major east/west and north/south roadway corridors and linkages needed to support future growth.</p>	<p>1.3.1 Seek alternatives to expanding and widening the Parks Highway through Downtown to alleviate current and future traffic.</p> <p>1.3.2 Identify network options and negotiate right-of-way acquisition needed to speed up work on anticipated critical project linkages.</p> <p>1.3.3 Work toward completing the region’s perimeter roads that allow residents north and south of the City to avoid major road networks and remove unnecessary traffic from congested areas.</p>
<p>1.4 Improve the City’s road system to meet projected growth.</p>	<p>1.4.1 Continue efforts to locate, design, and maintain roads based on their function and the community needs.</p>
<p>1.5 Strive to ensure safe and efficient traffic flow.</p>	<p>1.5.1 Work with ARRC to develop and maintain appropriate at-grade railroad crossings and to make improvements that address traffic flow impacts related to the railroad.</p> <p>1.5.2 Minimize driveways and visual clutter within sight distance of intersections.</p> <p>1.5.3 Identify ways to improve safety at high accident intersections.</p> <p>1.5.4 Seek ways to reduce pedestrian and vehicle conflicts and make pedestrian crossings safer.</p>

Goal 2. Provide a streets and highway network that supports economic development and growth.

Objectives	Actions
2.1 Create regulations that protect and improve the traffic flows on highways and arterials.	2.1.1 Promote access management along collector and arterial roadways. 2.1.2 Reserve sufficient room for major future roadway upgrades along collector and larger roads when developing new roads. 2.1.3 Revise right-of-way reservation requirements in City Land Development Code to accommodate four lanes or more. 2.1.4 Require new commercial developments to provide connectivity with adjoining commercial uses.
2.2 Ensure new development provides efficient roadway connections to existing street network.	2.2.1 Continue to provide voluntary pre-application conferences for developers that gives staff feedback regarding proposed access and circulation. 2.2.2 Ensure future street connectivity for new subdivisions during plat reviews by recommending connections between subdivisions and appropriate roadway alignments.
2.3 Maintain and enhance transportation infrastructure that accommodates future growth.	2.3.1 Use the Official Streets and Highways Plan to identify desired and required parcels and routes to support future infrastructure networks. As parcels come up for sale, and or are platted, work to acquire the needed land resources and rights. 2.3.2 Dedicate funding in the City budget, as available, to obtain needed rights-of-way, easements, and properties.

Goal 3. Support the City as a transportation hub that provides connecting highways, railroad, and expanded air service.

Objectives	Actions
3.1 Continue to support improved aviation and an expanded airport.	3.1.1 Adopt, implement, and regularly update an Airport Master Plan to identify future aviation demand and supporting infrastructure and site development needs. 3.1.2 Explore opportunities and funding sources for preserving future opportunities to expand the airport runways.
3.2 Support improved rail service and linkages.	3.2.1 Coordinate with ARRC to plan and develop the linkages and infrastructure that will bring commuter service online and make the rail element of the multi-modal site capable of serving its anticipated broad range of users, which include the following: <ul style="list-style-type: none"> • Industrial and commercial shipping • Commuters • Transit-oriented tourism with connectivity to Downtown, the Museum of Alaska Transportation and Industry, and other potential attractions, including at Jacobson Lake.

Chapter 3

Goal 3. Support the City as a transportation hub that provides connecting highways, railroad, and expanded air service.

Objectives	Actions
3.3 Improve road connectivity to the new multi-modal transportation node at the City airport.	<p>3.3.1 Consider a Mack Drive with Clapp Road extension, with a major intersection that re-orientes and links in Fairview Road for maximum safety and connectivity.</p> <p>3.3.2 Consider a Museum Drive extension and new airport access road.</p>
3.4 Ensure that land uses adjoining the multi-modal node support and utilize the strategic transportation linkages.	<p>3.4.1 Create a prospectus outlining City plans, goals, lease terms, and inviting proposals from prospective industry and enterprise representatives to help attract a synergistic mix of uses.</p> <p>3.4.2 Develop a conceptual site master plan for the transportation node and surrounding lands, which considers compatibility, connectivity, and buffering between non-compatible uses.</p>
3.5 Encourage transportation options that minimize single-occupancy vehicle trips within the City and to major commuter destinations.	<p>3.5.1 Support the public and private sector in establishing viable alternatives to single-occupancy vehicle trips, particularly for commuters.</p>

Goal 4. Provide a neighborhood street network that enhances residents' quality of life.

Objectives	Actions
4.1 Minimize use of local streets as major traffic corridors.	<p>4.1.1 Where through-traffic problems occur consider traffic calming measures or shifting road use and circulation patterns to address the issue.</p> <p>4.1.2 Endeavor to retain the integrity of neighborhoods as the road network expands.</p>
4.2 Continue to work with residents to identify and address priority transportation issues and needs that will improve day-to-day travel experiences, safety, and neighborhoods' quality of life.	<p>4.2.1 Encourage neighborhoods to develop plans and identify neighborhood-specific transportation improvement priorities.</p>
4.3 Continue to pave, improve, and rehabilitate substandard neighborhood roads.	<p>4.3.1 The City should encourage formation of LIDs by continuing to commit matching funds for neighborhood street improvements</p>

Goal 5. Maintain and improve City sidewalks and non-motorized pathways to increase walkability.

Objectives	Actions
<p>5.1 Create a safe pedestrian environment around community schools, parks, and neighborhoods.</p>	<p>5.1.1 Work with existing schools to identify major pedestrian/ bike access routes, and undertake safety and circulation improvements. Use the “Safe Routes to School” program as a potential resource and source of funding.</p> <p>5.1.2 Evaluate community parks and family attractions for pedestrian deficiencies and undertake safety and circulation improvements.</p>
<p>5.2 Enhance pedestrian connectivity between commercial establishments.</p>	<p>5.2.1 Require new commercial developments to provide basic pedestrian access to adjacent commercial uses.</p>
<p>5.3 Improve motorized and non-motorized pathway safety.</p>	<p>5.3.1 Develop signage and safety solutions for road crossings and sidewalks that attract multiple types of users (pedestrians, handicapped persons, bicycles, and ATV’s).</p>
<p>5.4 Improve existing walkways and create new walkways when possible.</p>	<p>5.4.1 Create and implement a maintenance plan for walkways that allows them to be used year-round.</p> <p>5.4.2 Encourage sidewalk connections to public transit stops.</p> <p>5.4.3 Create design standards for new sidewalks that require the developer to provide connectivity between uses that are pedestrian friendly.</p> <p>5.4.4 Ensure that sufficient area for pathways is set aside for future pathways at time of development.</p> <p>5.4.5 Enhance ADA accessibility on walkways.</p> <p>5.4.6 Encourage use of low-impact lighting.</p>



The City needs to ensure that sufficient area for pathways are set aside at time of development, even if funds are not available for construction or improvements.

PERMIT INFORMATION 2013										
APPLICATION RCVD	APPROVAL DATE	PERMIT #	TYPE	SQ FTG	TAX ID	SUBDIVISION	APPLICANT	SITE ADDRESS	ZONE	AS-BUILT SURVEY
ADMINISTRATIVE APPROVAL										
01/09/13	01/10/13	A13-01	SHED & RESI GARAGE	768	1055000L037-1	SNIDER ADD#1	COTTLE, BERT	455 PIONEER DR	R-1	
01/14/13	01/14/13	A13-02	TENANT SPACE	1,800	2959000T00B1	WASILLA MALL RSB	AK DIVERSIFIED PROP	701 E PARKS HWY	C	
USE PERMITS										
CONDITIONAL USE PERMITS										
PLANNED UNIT DEVELOPMENT (PUD)										
REZONE										
LEGAL NON-CONFORMING USE										
SHORELINE SETBACK										
AMNESTY										
VARIANCE										



Code Compliance Log December 2012



DATE	COMPL. DISP. SELF	NAME/ADDRESS	INF. CON.	LTR. ISS?	CASE STATUS	NOTES
12/3/2012	S	Brown Jug		Y	HCP parking violation	12-75497 verbal warning
12/3/2012	C	601 Crestwood		N	RAL dog	12-75528 UTL
12/3/2012	S	NAPA		Y	HCP parking violation	12-75539 citation
12/3/2012	S	Fred Meyer		Y	HCP parking violation	12-75555 verbal warning
12/3/2012	C	Crusey & Lakeshore		Y	RAL dog	12-75568 verbal warning
12/4/2012	S	Lake Lucille Park		N	Facility/security check	12-75679
12/4/2012	S	Value Village		Y	HCP parking violation	12-75679 verbal warning
12/4/2012	S	479 W Parks		Y	Sign violation	12-75700 verbal warning
12/4/2012	S	WalMart		N	HCP parking violation	12-75723 unfounded
12/4/2012	S	Holiday		Y	HCP parking violation	12-75730 verbal warning
12/4/2012	D	Fred Meyer		N	DOA cat	12-75735 disposal
12/5/2012	C	1641 Centurian		Y	RAL dog	12-75839 impound
12/5/2012	S	Target		Y	HCP parking violation	12-75866 citation
12/5/2012	S	Target		Y	HCP parking violation	12-75866 citation
12/5/2012	PAT	Swanson Ave.		N	Downed wire hazard	12-75876 contact MEA
12/5/2012	PAT	Parks & Church		Y	Assist patrol at MVA with moose	12-75891
12/5/2012	S	Bumpus		N	RAL dog	12-75899 impound
12/6/2012	PAT	Walgreens		N	Assist patrol with DUI- dog in car	12-76035
12/6/2012	S	Brown Jug		Y	HCP parking violation	12-76059 citation
12/6/2012	PAT	Parks & PWH		N	MVA traffic control	12-76067
12/6/2012	S	Fred Meyer		Y	HCP parking violation	12-76095 verbal warning
12/7/2012	FUP	WPD		Y	Assist patrol with citation dismissal	12-71388
12/7/2012	S	Target		Y	HCP parking violation	12-76264 citation
12/10/2012	FUP	Parks & Church		N	Abandoned veh in ROW	12-76601 impound
12/10/2012	S	Lake Lucille Park		N	Facility/security check	12-76943
12/11/2012	C	Meta Rose		N	Abandoned veh on city property	12-77128 24 hr red tag
12/11/2012	S	Brown Jug		Y	HCP parking violation	12-77195 verbal warning
12/11/2012	D	700 Creekside		Y	Wayward Muskrat	12-77200 catch n release
12/11/2012	C	Parks & Weber		Y	RAL dog (reported lost)	12-77250 return to owner
12/12/2012	C	Meta Rose		N	Abandoned veh on city property	12-77128 impound
12/13/2012	D	Fred Meyer		Y	Public assist- ATV ordinances	12-77491
12/13/2012	D	1270 Wampam		Y	Report of feral cats	12-77568 provide trap



Code Compliance Log December 2012



DATE	COMPL. DISP. SELF	NAME/ADDRESS	INF. CON.	LTR. ISS?	CASE STATUS	NOTES
12/13/2012	D	1621 Lacy Loop		N	Public assist	12-77613 unfounded
12/14/2012	C	Susitna & Denali		Y	Snow encroachment	12-77750 unfounded
12/14/2012	S	Lake Lucille Park		N	Facility/security check	12-77820
12/17/2012	D	Spruce & WFH		N	RAL dog	12-78307 unfounded
12/17/2012	PAT	Mystery & Church		Y	Assist patrol with hit and run	12-78336
12/18/2012	C	PWH & KGB		Y	RAL dog	12-78467 impound
12/18/2012	c	3160 Dannys Ave		Y	Dog bite	12-78497 unfounded
12/18/2012	D	Spruce & Lucus		N	RAL dog	12-78498 UTC
12/18/2012	S	Carrs		Y	HCP parking violation	12-78525 citation
12/19/2012	PAT	Carrs/WalMart		Y	Welfare check locate	12-78692 provide transport.
12/20/2012	D	402 Yenlo		Y	Missing/stolen dog	12-78878
12/26/2012	FUP	1745 Neil Cir		Y	Feral cat colony	12-79681 refer to AK Cat
12/26/2012	PAT	Glenwood & PWH		N	MVA traffic control	12-79979
12/26/2012	S	Walgreens		Y	HCP parking violation	12-79987 verbal warning
12/26/2012	D	1045 Pullman		Y	Dog hit by car	12-79999 transport to vet
12/27/2012	S	Fred Meyer		Y	HCP parking violation	12-80125 citation
12/27/2012	S	WalMart		Y	HCP parking violation	12-80154 verbal warning
12/27/2012	S	Fred Meyer		Y	HCP parking violation- misuse	12-80157 citation