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.** **MARCH 12, 2013**

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 February 12, 2013, regular meeting

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

A. **Resolution Serial No. 13-03**: Amending the Wasilla Planning Commission By-Laws to establish a meeting date for election of officers, revise the meeting schedule and time, and other minor clarifications and updates.

IX. UNFINISHED BUSINESS

A. 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. COMMUNICATIONS

A. Permit Information
B. Enforcement Log

XI. AUDIENCE COMMENTS

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, February 12, 2013, in Council Chambers of City Hall, Wasilla, Alaska by Daniel Kelly, Jr., 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. Jesse Sumner, Seat G

Commissioners absent and excused were:

Mr. William Green, Seat F

Staff in attendance were:

Ms. Tina Crawford, City Planner
Ms. Sandi Connolly, Public Works 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 remove the ELECTION OF OFFICERS from the agenda since the election was held on January 22, 2013.

VI. REPORTS

A. City Deputy Administrator

No report given.

B. City Public Works Director

No report given.

C. City Attorney

No report given.

D. City Planner
No report given.

Commissioner Dean provided a brief summary of the City Council meeting on February 11, 2013.

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 22, 2013, regular meeting

GENERAL CONSENT: Minutes were approved as presented.

IX. NEW BUSINESS
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.

MOTION: Commissioner Sumner moved to approve Resolution Serial No. 13-02.

Discussion moved to the Commission.

MOTION: Chair Kelly moved to amend the main motion to remove the time change from 7:00 p.m. to 6:00 p.m.

VOTE: The motion to amend the main motion to remove the time change, failed with Chair Kelly, Commissioners Sumner and Brown in favor and Commissioners Ledford and Dean in opposition.

Discussion ensued.

VOTE: The motion to adopt Resolution Serial No. 13-02, as presented, failed with Commissioners Ledford and Dean in favor and Chair Kelly, Commissioners Sumner and Brown in opposition.

MOTION: Commissioner Ledford moved to direct staff to bring Resolution Serial No. 13-02 back to the Commission for consideration again when Commissioner Green is present, which should be the first meeting in March.

VOTE: The motion to bring Resolution Serial No. 13-02 back to the Commission, passed with Commissioners Brown, Dean, Ledford and Sumner in favor and Chair Kelly in opposition.

B. Committee of the Whole

MOTION: Commissioner Ledford moved to enter into the Committee of the Whole at 7:28 PM.

Entered into the Committee of the Whole and discussion ensued regarding Item #1:

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.)

MOTION: Commissioner Ledford moved to exit the Committee of the Whole at 8:27 PM

MOTION: Chair Kelly moved to continue all the items from the February 12, 2013, Committee of the Whole to the March 12, 2013, regular meeting when Mr. Giddings and Commissioner Green are present.

VOTE: The motion to continue all the items from the Committee of the Whole, passed unanimously.

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

Ms. Crawford states there are no items scheduled for the next meeting and asked the Commissioners if they had any items for the next agenda.

Chair Kelly asked the Commission if there was an objection to canceling the February 26, 2013, Planning Commission meeting. There was no objection.

XIV. COMMISSION COMMENTS

No comments

XV. ADJOURNMENT

The regular meeting adjourned at 8:38 PM.

ATTEST:

DANIEL KELLY, JR., Chairman

TAHIRIH REVET, Planning Clerk

Adopted by the Wasilla Planning Commission -, 2013.

By: Planning
Public Hearing: 03/12/13
Adopted:

WASILLA PLANNING COMMISSION
RESOLUTION SERIAL NO. 13-03

A RESOLUTION OF THE WASILLA PLANNING COMMISSION AMENDING THE WASILLA PLANNING COMMISSION BY-LAWS TO ESTABLISH A MEETING DATE 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 March 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 applicant~~s~~, 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 ~~c~~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 ~~c~~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 ~~c~~Commission.

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 ~~c~~Committee of the ~~w~~Whole. 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~~N~~o 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

~~A~~1. All permit actions of the Commission must be in the form of a resolution setting forth:

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

~~2~~b. ~~T~~the decision;

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

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

The decision must be signed by the Chairperson and the ~~C~~city ~~P~~planner or planning clerk.

~~B~~2. 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

~~A~~1. The ~~C~~city ~~P~~planner and the ~~City Planner's~~ planning staff shall assist the ~~Planning~~ Commission.

~~B~~2. 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

CITY OF WASILLA

•Planning Office•

290 East Herning Avenue • Wasilla • Alaska • 99654·7091

• Telephone 907·373·9020 •

MEMORANDUM

DATE: March 4, 2013

TO: Planning Commissioners

FROM: Tahirih Revet, Planning Clerk

RE: Supplemental information

The following pages are supplemental information for item 2 under Committee of the Whole:

Anchorage Municipal Code of Ordinances – Chapter 21.90 Utility Distribution Facilities

Matanuska-Susitna Borough Code of Ordinances – Chapters 8.32 Electrical Generation Facility or Power Plant and 17.05 Essential Service Utilities

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Chapter 21.90 - UTILITY DISTRIBUTION FACILITIES [178]

21.90.010 - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

CATV means a utility that operates nonbroadcast facilities that distribute to subscribers the signals of one or more television broadcast stations.

Central office means a utility facility where messages, impressions, pictures or signals are generated, received or controlled.

Distribution substation means a utility facility where the electric voltage is transformed for distribution through a substation transformer.

Joint trench means a trench excavated for the underground placement of utility distribution lines owned or operated by two or more utilities.

Municipal street improvements means street construction projects within the right-of-way used by motor vehicles and funded by the municipality.

Reinforcement means repair, replacement or addition of a crossarm, guy, pole, stub or conductor for a utility distribution facility.

Relocation means a change in alignment of more than six spans.

Service connection means conductors transmitting utility service from a utility distribution line to a customer's riser or service entrance.

State highway project means a highway project which has received design authorization from the Federal Highway Administration or legislative approval from the state legislature.

Substation transformer means a utility facility that transforms electric voltage to the level supplied to the distribution system.

Target area means an area designated under section 21.90.060 as a location in which overhead distribution lines are to be placed underground as provided in this chapter.

Utility means a public utility as defined in AS 42.05.701 furnishing electric service or telecommunications service as defined in AS 42.05.701.

Utility distribution line means all or any part of a conductor and supports owned or operated by a utility and used:

1. To transmit no more than 69 kilovolts of energy; or
2. To transmit messages, impressions, pictures or signals by means of electricity or electromagnetic waves;

between a distribution substation or central office and the lot line of a customer's premises, excluding auxiliary equipment such as aboveground transformers, switching devices, pad-mounted distribution facilities and CATV power supplies.

(AO No. 155-76; AO No. 156-76; AO No. 84-62; AO No. 86-17)

Cross reference— *Definitions and rules of construction generally, § 1.05.020.*

21.90.020 - Underground placement required for new or relocated lines; exceptions.

A. Except as provided in subsections B, C, D and E of this section, all newly installed or relocated utility distribution lines shall be placed underground.

B. Except where an assessment district has been formed to convert overhead utility distribution lines as provided in chapter 19.60
   1. Utility distribution lines need not be placed underground in the rural area defined in section 21.85.020, or in the I-2 and I-3 zoning districts.
   2. CATV utility distribution lines need not be placed underground where there are other overhead utility distribution lines; provided that, when all of the other overhead distribution lines are placed underground, the CATV utility distribution line shall be placed underground in a joint trench with the other utility distribution lines.
   3. Notwithstanding subsection B.1 of this section, the following area shall be subject to the provisions of subsection A of this section requiring that newly installed or relocated utility distribution lines shall be placed underground: Lower Hillside, between and including Abbott Road, Rabbit Creek Road, Hillside Drive and the New Seward Highway.

C. A new utility distribution line may be placed overhead when necessary immediately to restore service interrupted by accident or damage by flood, fire, earthquake or weather; provided that the utility distribution line shall be replaced by a utility distribution line conforming to this chapter within 12 months of its placement.

D. A utility distribution line or service connection may be placed on the surface of frozen ground, provided that it is placed underground within 12 months thereafter.

E. New facilities may be added to existing overhead utility distribution facilities located outside target areas.

F. Utility distribution lines owned or operated by utilities that are parties to a joint trench agreement shall be placed underground in a joint trench.

G. Nothing in this section restricts the maintenance, repair or reinforcement of existing overhead utility distribution lines.

H. A temporary utility distribution line may be placed overhead in connection with new construction if the utility's tariff approved by the state public utilities commission expressly provides for removal of that line by a date certain, not to exceed 12 months thereafter.

(AO No. 156-76; AO No. 84-62; AO No. 86-17; AO No. 92-10)

Cross reference— *Damage to underground utility facilities, ch. 26.90.*

21.90.030 - Variances.

A. The director of the planning department may grant a variance from Section 21.90.020.A when any of the following is found:

1. Placing a utility distribution line underground would cause an excessive adverse environmental impact;
2. Placing a utility distribution line underground would threaten public health and safety, because the placement cannot be shown to meet acceptable technical standards for safety; or
3. Placing a utility distribution line underground in an environmentally sound and safe manner would cost more than three times the cost of placing the line overhead, where the applicant demonstrates the relative cost to the satisfaction of the director of the planning department.

B. The director of the planning department may grant a variance from section 21.90.020.A when he finds that the utility distribution line is being placed overhead temporarily for one of the reasons listed in this subsection:

1. The line is being placed to provide service when weather conditions do not allow excavation for underground placement;
2. A permanent location for underground placement is not available because of construction in progress; or
3. The line is being placed to provide service to a temporary use or structure.

A variance issued under this subsection shall expire within two years of its issuance.

C. The planning and zoning commission may adopt regulations in accordance with chapter 3.40, delegating authority to grant variances under subsection A of this section to the director of the planning department.

(AO No. 156-76; AO No. 84-62; AO No. 86-17; AO No. 2005-2, § 1, 5-30-05)

21.90.040 - Enforcement of chapter.

A. Violations of this chapter are subject to all of the penalties and remedies for violations of this title set forth in chapter 21.25

B. In addition to the penalties and remedies provided for violations of this chapter in subsection A of this section, no permit may be issued to install a utility distribution line on municipal property or in a municipal easement or right-of-way in violation of this chapter.

(AO No. 156-76; AO No. 84-62)

21.90.050 - Nonconforming overhead lines—Generally.

Existing overhead utility distribution lines located where this title requires new or relocated utility distribution lines to be placed underground are nonconforming utility distribution lines and are subject to sections 21.90.070 through 21.90.090. No utility distribution line is a nonconforming structure or a nonconforming use of land or a structure under chapter 21.55 because it is a nonconforming utility distribution line under this section.

(AO No. 84-62)

21.90.055 - Nonconforming overhead lines in dedicated municipal parks—Fees and costs.

A. *Alignment.* When a utility proposes to underground an existing overhead utility distribution line located in a dedicated municipal park, and the overhead and underground alignment are identical, no fee shall be assessed to the utility for the value of the easement.

B. *Administrative variances.* The director of the project management and engineering department may, upon request by a utility:

1. Grant an administrative variance from section 21.90.055A., up to five feet on either side of the existing overhead easement center line, to adjust the underground alignment.

2. An adjustment exceeding five feet on either side of the existing overhead easement center line shall require a new easement, including assessment of a fee for the value of the easement and administrative costs.

C. The utility shall remain solely responsible for municipal administrative fees and costs associated with the relocation, including but not limited to, a managing department application fee, and document research, review and preparation.

D. The disposal procedures for interests in municipal land, set out in chapter 25.30, and the variance procedure, set out in section 21.90.030, shall not apply to this section.

(AO No. 2006-151, § 1, 11-14-06)

21.90.060 - Nonconforming overhead lines—Designation of target areas.

A. An electric utility that owns poles that support nonconforming utility distribution lines shall prepare or otherwise include as part of its annual capital improvement plan, a five-year undergrounding program consistent with Section 21.90.070. This five-year program shall be updated on an annual basis. Priorities shall be based on undergrounding in conjunction with the electric utility's essential system improvements and then by target area as set forth below in no particular order. The director of the planning department shall provide review and comment for consideration by the electric utilities on these five-year programs. When reviewing and commenting on these programs the director shall consider the following factors in no particular order:

1. Whether undergrounding will avoid or eliminate an unusually heavy concentration of overhead electric distribution or other attached utility facilities.
2. Whether the street or general area is extensively used by the general public and carries a heavy volume of pedestrian or vehicular traffic.
3. Whether the appearance of grounds and structures adjacent to the roadway is such that the removal of the overhead facilities will substantially improve the general appearance of the area.
4. Whether the street or area affects a public recreation area or an area of scenic interest.
5. Whether there is a significant opportunity to achieve economies due to the anticipated relocation or replacement of overhead lines or the widening or realignment of streets within a given area.
6. Whether the five-year program sufficiently addresses the objectives of Section 21.90.070
7. Whether the area under consideration is within a zone where new and relocated distribution lines are required to be placed underground.
8. Whether the installation of underground distribution lines is economically, technically and environmentally feasible including the effect on an attached utility.
9. Whether undergrounding will avoid or eliminate overhead electric distribution or other attached utility facilities in a residential area with significant risk exposure to wildfire, high winds, or other natural disaster.

B. The director of the planning department shall confirm annually that the electric utilities have developed project undergrounding implementation plans. The director shall consult with the utilities and public agencies affected by any implementation plan. In reviewing implementation plans, the director shall consider the factors stated in subsection A of this section.

C. The following shall be the target areas:

1. Central Business District: between and including Third Avenue and Tenth Avenue and L Street and Ingra Street.
2. Mid-town area: between and including New Seward Highway and Minnesota Drive and International Airport Road and Fireweed Lane.
3. All municipal and state street improvement projects except for those which do not require relocation of utility distribution facilities.
4. The following major traffic corridors:

a. Old Seward Highway.
b. Ingra and Gambell Streets between and including Ninth Avenue and Fireweed Lane.
c. Northern Lights Boulevard and Benson Boulevard between and including Glenwood Street and Arlington Drive.
d. Muldoon Road between and including New Glenn Highway and Patterson Street.
e. Tudor Road between and including Patterson Street and Arctic Boulevard.
f. Boniface Parkway between and including 30th Avenue and New Glenn Highway.
g. Spenard Road between and including Hillcrest Drive and International Airport Road.
h. Arctic Boulevard between 17th Avenue and Tudor Road.
i. Lake Otis Parkway between Tudor Road and Abbott Loop

5. All park, recreational use and scenic interest areas.
6. Eagle River Central Business District between and including the New Glenn Highway, North Eagle River Access Road, Aurora Street as extended to the Old Glenn Highway and the Old Glenn Highway.
7. Any area where utility distribution facilities are provided by more than one utility as a result of mergers and boundary changes approved by the state public utilities commission.
8. School and university areas.
9. Any residential area with significant risk exposure to wildlife, high winds, or other natural disaster.

(AO No. 155-76; AO No. 156-76; AO No. 82-49; AO No. 84-62; AO No. 86-17; AO No. 2005-2, § 2, 5-30-05; AO No. 2009-28, § 1, 7-7-09)

21.90.070 - Nonconforming overhead lines.

A. An electric utility that owns poles that support nonconforming utility distribution lines shall remove the poles and place those lines underground. Any other utility that attaches to such poles shall place its lines underground at the same time that the pole owner places lines underground.
   1. The electric utility that owns poles shall, in each fiscal year, expend at least two percent of a three-year average of its annual gross retail revenues derived from utility service connections within the municipality, excluding toll revenues, revenues from sales of natural gas to third parties, and revenues from sales of electric power for resale for purposes of undergrounding nonconforming lines. An electric utility's expenditures, pursuant to AS 42.05.381(h), within the Municipality of Anchorage, shall be counted toward satisfaction of the two percent expenditure required by this subsection.
   2. A utility with lines attached to a pole that is to be removed under this subsection shall place its lines underground at the same time that the pole owner places its lines underground. To underground nonconforming utility lines, an attached utility shall not be required to expend more than two percent of its annual gross retail revenues derived connections within the municipality, excluding toll revenues. For the purpose of satisfying 21.90.070, the utility's expenditures pursuant to AS 42.05.381 (h) within the Municipality of Anchorage are counted toward this two percent expenditure limit.
   3. The electric utility that owns poles may choose which existing lines to underground in order to fulfill the two percent expenditure requirement, in consultation with appropriate public agencies and any other utilities.
   4. An electric utility that owns poles that does not expend the amount required in subsection A. of this section, or that expends more than that amount, may carry over the under expenditure or over expenditure as an adjustment to the following year's obligation.

B. The electric utility that owns poles shall notify the director of the planning department, and utilities or entities with lines attached to such poles, of the approximate date that the owner plans to remove the poles. Such notice, where possible, shall be given at least four months in advance of the undergrounding except where an emergency or other unforeseen circumstances preclude such notice, in which case such advance notice as is reasonable under the circumstances shall be provided.

C. A utility shall annually submit a report of its undergrounding projects and expenditures for non-conforming lines to the director of the planning department within 120 days of the end of the preceding calendar year.

D. All new service connections shall be placed underground in the same manner as required for utility distribution lines under Section 21.90.020. New service lines may be temporarily installed above ground from October through May, if placed underground within one year of installation.

(AO No. 155-76; AO No. 84-62; AO No. 2005-2, § 3, 5-30-05)

21.90.080 - Nonconforming overhead lines—Lines in municipal right-of-way.

A. The department of public works shall furnish to a utility owning or operating utility distribution lines all planning documents for municipal road construction which will require the relocation of those utility distribution lines.

B. Upon adoption of the ordinance from which this chapter is derived, a utility installing a utility distribution line underground in material compliance with a right-of-way permit issued by the department of public works, and in accordance with this chapter, the municipality shall reimburse the cost of any subsequent relocation of the utility distribution line required by municipal road construction.

C. If municipal road construction requires the relocation of a nonconforming utility distribution line, the municipality, as part of the road construction project cost, shall reimburse the cost of the relocation. Reimbursable costs under this subsection include engineering and design, inspection, construction and general overhead costs, but exclude utility plant betterment costs. Plant betterment costs are the costs of providing utility distribution line capacity or quality beyond what current industry standards require for the capacity or level of service existing before the relocation.

(AO No. 155-76; AO No. 84-62)

21.90.090 - Nonconforming overhead lines—Conversion of service connections.

A utility that places a nonconforming utility distribution line underground as required by section 21.90.070 shall bear the cost of placing underground any related service connections or other utility facilities on a customer's premises, in accordance with the utility's applicable tariff or rules or regulations of operation.

(AO No. 155-76; AO No. 84-62)

FOOTNOTE(S):

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(178) ***Cross reference***— *Fines, § 14.60.030.* *(Back)*

CHAPTER 17.05: ESSENTIAL SERVICE UTILITIES

Section

17.05.010 PURPOSE.

(A) The purpose of this chapter is to provide for public participation in the decision affecting the installation of essential service utilities in such a manner that they enhance the health, safety and general welfare of borough residents and properties while minimizing negative impacts. This chapter recognizes the importance and benefits of essential services, while ensuring that all feasible mitigation measures are taken to protect the scenic qualities of the Matanuska Susitna Borough. Essential services should be installed in cognizance of existing and projected demands for such services.

(Ord. 07-076, § 2 (part), 2007)

17.05.020 APPLICABILITY.

(A) This chapter applies to all areas of the borough except within the city boundaries of Houston, Palmer, and Wasilla. This chapter applies to municipal utilities that extend beyond city boundaries into unincorporated borough lands.

(Ord. 07-076, § 2 (part), 2007)

17.05.030 TYPE I ESSENTIAL SERVICE UTILITY.

(A) All proposed Type I essential service utilities, when installed or extended in any public way or borough-owned land, shall require a permit issued by the borough in accordance with MSB 11.30.030.

(Ord. 07-076, § 2 (part), 2007)

17.05.040 TYPE II ESSENTIAL SERVICE UTILITY.

(A) All proposed Type II essential service utilities shall require a public involvement program in accordance with a public participation plan as submitted by the utility in all areas of the borough excluding the cities of Houston, Palmer, and Wasilla.

(B) Within 20 calendar days of receipt of the proposed public participation plan, the director shall provide the applicant with written acknowledgement of receipt of the plan, along with any recommendations concerning the proposed process. The public involvement program, at a minimum, must contain the following:

(1) *Minimum requirements.*

(a) the utility's public involvement program must comply with established state and federal guidelines governing the utility including adequate public notice, public process, public meetings, or public hearings;

(b) if no established state or federal guidelines apply to the proposed action, the utility shall follow its own utility board adopted guidelines for public notification and involvement;

(c) if there are no established state, federal or utility board adopted guidelines, the public involvement program will consist of the minimum requirements outlined in subsection (B)(2) of this section, Public Involvement; and

(d) if a state, federal or utility board adopted public involvement program is used, they must at least meet or exceed the minimum guidelines in subsection (B)(2) of this section, Public Involvement.

(2) *Public involvement.*

(a) a minimum of one public meeting will be held by the utility and shall be held in an area central to the area impacted by proposed action;

(b) a minimum of one formal public hearing will be held by the utility later in the process to allow for formal public testimony. The public hearing will be held in an area central to the area impacted by proposed action; and

(c) notice of the public meeting and public hearing to occur a minimum of 15 days in advance of the public meeting or public hearing. The public notice will include:

(i) three notices in a newspaper of general circulation within the borough;

(ii) public postings in local areas such as libraries, public buildings, schools, stores, laundromats, lodges, on the utility's website, and on the Matanuska-Susitna Borough's website, etc.;

(iii) public service announcements on local radio stations starting 15 days before the public meeting; and

(iv) mailings, as appropriate, including notification of all affected community councils.

(C) Implementation of the public involvement program shall commence within 120 days from the issuance date of written acknowledgement.

(D) Upon completion of the public involvement program elements, the applicant shall create and submit to the director a decisional document that describes how the public involvement program was implemented, the nature of public comment, the chosen course of action, timeline for construction, and the public's appeal process. Copies of all written public comments and an audio record, if available, shall be included in the decisional document.

(Ord. 07-076, § 2 (part), 2007)

17.05.050 DEFINITIONS.

• "Type I essential service utility" means any above or below ground structures or facilities used for utility distribution including:

(1) "Electricity distribution" means medium voltage (less than 50KV) power lines, low voltage electrical substations and pole-mounted transformers; and low voltage (less than 1,000V) distribution wiring to provide service to individual customers; and

(2) "Service pipeline" means a distribution line that transports gas, oil, water, or sewage from a common source of supply to the meter set assembly or distribution endpoint to provide service to individual customers.

• "Type II essential service utility" means any aboveground or below ground structures or facilities used for utility transmission including:

(1) "Electricity transmission" means high-voltage (50KV or higher) power lines, high-voltage electrical substations and pole-mounted transformers, and high-voltage distribution or transmission wiring; and

(2) "Transmission pipeline" means pipelines installed for the purpose of transmitting gas, oil, water, or sewage from a source or sources of supply to one or more distribution centers, to one or more large

volume customers, or a pipeline installed to interconnect sources of supply. In typical cases, transmission lines differ from distribution lines in that they operate at higher pressures, are longer, and the distance between connections is greater.

(Ord. 07-076, § 2 (part), 2007)

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CHAPTER 8.32: ELECTRICAL GENERATION FACILITY OR POWER PLANT

Section

8.32.010 INTENT.

(A) It is the borough's intent to allow, if appropriate, for the location, construction, and operation of electrical generation facilities or power plants and those transmission lines necessary to connect the power plants to any electrical grid within the borough while protecting the public health, safety, convenience, welfare, and environmental surroundings of borough residents. These protections include, but are not limited to: public health, noise, water resources, air quality, socioeconomics, visual resources, cultural resources, land use, traffic and transportation, hazardous materials handling, waste management, biological resources, soils, geological hazards and resources, and transmission system safety and nuisance. It is also the intent of this chapter to allow for reasonable development of electrical generating power plants.

(B) Notwithstanding any borough ordinances to the contrary, the Matanuska-Susitna Borough Assembly has decided that the delegation of planning powers or functions to the cities has not, and does not, prohibit the enactment of this chapter on an areawide basis. To the extent necessary, the delegation of any power or function to the cities as it pertains to this chapter is revoked. This is not intended to affect the remainder of any powers or functions delegated to the cities.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.020 JURISDICTION OF CHAPTER PROVISIONS.

(A) This chapter shall apply to the location, construction, and operation of all electrical generation facilities or power plant producing 50 megawatts or more on all lands within the borough.

(B) Where this chapter is in conflict with the conditions of a special land use district or other borough regulation, the most restrictive conditions apply.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.030 GENERAL PROCEDURES.

(A) Electrical generation facilities or power plants with a generating capacity of 50 megawatts or larger within the borough shall be subject to the provisions of this chapter and any other applicable regulations of the borough, as well as any state or federal agencies having jurisdiction over such development.

(B) Construction, installation, and operation of electrical generation facilities or power plant facilities shall not commence unless approval has been granted by the planning commission. The Matanuska-Susitna Borough Planning and Land Use Director, hereinafter referred to as "director," shall serve as the authorized representative of the planning commission.

(C) For the purposes of this chapter, "power plant" is defined to mean an electrical generating facility and its associated components.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.040 ELECTRICAL GENERATION FACILITY OR POWER PLANT PERMIT APPLICATION REQUIREMENTS.

(A) An application for a permit for electrical generation facilities or power plant facilities shall be filed by the company(ies) or person(s) seeking to operate such a facility. Application for a permit shall be made in writing on a form or forms provided by the Matanuska-Susitna Borough Planning and Land Use Department, and shall include all of the elements listed in this section.

(B) *Information requirements for an application.*

(1) *Project overview.*

(a) A general description of all project components including the electrical generating facility, the proposed site and related facilities, including the location of the site and substations, switchyards, or other transmission equipment, transmission line routes serving the facility, the type, size and capacity of the generating or transmission facilities, fuel-type substations, switchyards, or other transmission equipment(s) to be used, fuel supply routes and storage facilities, water supply routes and facilities, pollution control systems, and other general characteristics.

(b) Identification of the location of the proposed power plant site and related facilities by section, township, range, and borough assessor's parcel numbers.

(c) For each project component located on different parcels provide a description of the vicinity, the specific site, and its immediate surroundings.

(d) A full-page (8 1/2" x 11" or larger) color photographic reproduction depicting the visual appearance of the site for the project component(s) prior to construction, and a full-page (8 1/2" x 11" or larger) color simulation, computer-enhanced simulation, or artist's rendering of the site and the project component(s) at the site, after construction.

(e) A description of the type of fuel(s) to be used at the proposed power plant and decision-making process and rationale used for choosing the selected fuel(s).

(f) A description of the renewable energy sources, if any, that will be used to generate electricity as part of the permit application, and the methods, if any, that will be used to both encourage renewable energy use and conserve energy usage by the operator's and/or utility's ratepayers.

(g) In an appendix to the application, a list of current borough assessor's parcel numbers and owners' names and addresses for all parcels within 500 feet of the proposed transmission line connecting the power plant to the existing electrical grid serving the power plant, and within 1,000 feet of the proposed power plant and related facilities.

(h) Provide a written analysis of the forecasted demand for electrical energy for the region to be served by the proposed power plant, the planning horizon used, and describe the justification for the proposed plant.

(i) Provide a written economic analysis for the proposed power plant that identifies its proposed cost, revenue generated, and the potential financial impact on ratepayers.

(2) *Project schedule.* For each project component, the proposed dates of initiation and completion of construction, initial start-up, full-scale operation of the proposed facilities, and closure or decommissioning.

(3) *Project ownership.*

(a) A list of all owners and operators of the site(s), the power plant facilities, and, if applicable, the thermal host, the geothermal leasehold, the geothermal resource conveyance lines, and the geothermal re-injection system, and a description of their legal interest in these facilities.

(b) A list of all owners and operators of the proposed electric transmission facilities that will connect or be served by the power plant to the existing electrical grid or electrical intertie system.

(c) A description of the legal or other relationship between the applicant and each of the persons or entities specified in subsections (B)(3)(a) and (b) of this section.

(d) Description of the experience of the owners and operators of the proposed project to construct and operate the proposed power plant or similar electrical generating facilities.

(4) *Project description.*

(a) In a section entitled, "Generation Facility Description, Design, and Operation" provide the following information:

(i) maps at a scale of 1:6,000 (1" = 500'), (or appropriate map scale agreed to by borough staff) along with an identification of the dedicated leaseholds by section, township, range, and borough assessor's parcel number, showing the proposed final locations and layout of the power plant and all related facilities;

(ii) scale plan and elevation drawings depicting the relative size and location of the power plant and all related facilities to establish the accuracy of the photo simulations required in subsection (B)(4)(a)(i) of this section;

(iii) a detailed description of the design, construction, and operation of the facilities, specifically including the power generation, cooling, water supply and treatment, waste handling and control, pollution control, fuel handling, and safety, emergency and auxiliary systems, and fuel types and fuel use scenarios; and

(iv) a description of how the site and related facilities were selected and the consideration given to financial and engineering constraints, site geology, environmental impacts, adjacent and nearby land uses, water, waste and fuel constraints, electric transmission constraints, and any other factors considered by the applicant.

(b) In a section entitled, "Transmission Lines Description, Design, and Operation" provide the following information:

(i) maps at a scale of 1:24,000 (or appropriate map scale agreed to in writing by the borough staff) of each proposed transmission line route serving or being served by the power plant, showing the settled areas, parks, recreational areas, scenic areas, and existing transmission lines within one mile of the proposed route(s);

(ii) a full-page color (8 1/2" x 11" or larger) photographic reproduction depicting a representative aboveground section of the transmission line route prior to construction and a full-page (8 1/2" x 11" or larger) color photographic simulation of that section of the transmission line route after construction;

(iii) a detailed description of the design, construction, and operation of any electric transmission facilities, such as power lines, substations, switchyards, or other transmission equipment, which will be constructed or modified to transmit electrical power from the proposed power plant to the load centers to be served by the facility. Such description shall include the width of rights-of-way and the physical and electrical characteristics of electrical transmission facilities such as towers, conductors, and insulators; and

(iv) a description of how the route and additional transmission facilities were selected, and the consideration given to financial and engineering constraints, environmental impacts, adjacent and nearby land uses, resource conveyance constraints, and electric transmission constraints.

(c) Applications for geothermal facilities shall contain the following additional information:

(i) maps at a scale of 1:24,000 (or appropriate map scale agreed to by the borough staff) showing the location of the geothermal leaseholds, along with a description by section, township, range, and borough assessor's parcel numbers of the leaseholds;

(ii) full-page (8 1/2" x 11" or larger) color photographic reproductions of the geothermal leaseholds;

(iii) a description of the process by which the geothermal leasehold was selected and the consideration given to engineering constraints, site geology, environmental impacts, water, steam, waste and fuel constraints, electric transmission constraints, and any other factors considered by the applicant. Include references to any environmental documents which address steam field development;

(iv) a detailed description of the type, quality, and characteristics of the geothermal resource, including pressure and temperature flow rates, constituents and concentrations of non-condensable gases, and constituent concentrations of dissolved solids, and descriptions and concentrations of any substances potentially harmful to public health and safety or to the environment;

(v) proposed locations of production and re-injection wells for the project. Include the applicant's assessment of geothermal resource adequacy, including the production history of those wells within the leaseholds dedicated to the project, including pressure decline curves as available; and

(vi) a discussion of the potential impacts on the temperature, mineral content, and rate of flow of thermal springs affected by the project.

(d) This section is reserved for hydroelectric facility(ies) applications.

(e) This section is reserved for nuclear facility(ies) applications.

(f) This section is reserved for wind farm facility(ies) applications.

(5) *Facility closure/decommissioning.*

(a) A discussion of how power plant facility closure will be accomplished in the event of premature or unexpected cessation of operations, and a plan describing removal of facilities and reclamation process.

(6) *Alternatives.*

(a) An analysis and discussion of the range of reasonable alternatives to the project itself, and to the location of the project, including a "no project" alternative, which would feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and an evaluation of the comparative merits of the alternatives.

(b) A discussion of the applicant's site selection criteria, a discussion of any alternative sites considered for the project, and the reasons why the applicant chose the proposed site.

(c) An evaluation of the comparative engineering, economic, financial, and environmental merits of the alternatives discussed in subsection (B)(6)(a) of this section.

(d) A discussion of the renewable energy alternatives included in the proposed project. The discussion should include, but not be limited to, the type of renewable energy source and the amount of energy generated on an annual basis. If no renewable energy alternatives are included in the proposed project, the applicant shall provide a discussion describing why no renewable energy sources are viable.

(e) A discussion of the energy conservation techniques that the applicant will implement as part of the proposed project, if any. If the applicant intends to implement such methods, a discussion shall be provided describing the amount of fossil fuels eliminated on an annual basis and the performance measures that will be implemented to measure the success of the techniques. If no energy conservation alternatives are included in the proposed project, the applicant shall provide a discussion describing why no energy conservation techniques are viable.

(7) *Environmental information.* For each technical area listed below and for each project component, provide an analysis and discussion of the existing site conditions; the expected potential direct, indirect, and cumulative impacts due to the construction, operation, and maintenance of the project; the measures proposed to mitigate any adverse environmental impacts of the project; the effectiveness of the proposed measures; and monitoring plans proposed to verify the effectiveness of any mitigation. Also include the names and qualifications of the technical specialists who contributed to or were responsible for literature surveys, data collection, or analyses, or preparation of the technical information presented in the report(s). Additional requirements specific to each technical area are listed below.

(a) *Cultural resources.*

(i) A summary of the ethnology, prehistory, and history of the region with emphasis on the area within no more than a five-mile radius of the project location.

(ii) The results of a literature search to identify cultural resources within an area not less than a one-mile radius around the project site and not less than one-quarter mile on each side of the linear facilities. Literature searches to identify the above cultural resources must be completed by, or under the direction of, individuals who meet the Secretary of the Interior's Professional Standards for the technical area addressed.

(iii) The results of new surveys or surveys less than five years old shall be provided if survey records of the area potentially affected by the project are more than five years old. Surveys to identify new cultural resources must be completed by (or under the direction of) individuals who meet the Secretary of the Interior's Professional Standards for the technical area addressed.

(aa) The survey procedures and methodology used to identify cultural resources and a discussion of the cultural resources identified by the survey.

(bb) A map at a scale of 1:24,000 U.S. Geological Survey quadrangle depicting the locations of all previously known and newly identified cultural resources.

(iv) Include in the discussion of proposed mitigation measures required by subsection (B)(7)(a) of this section:

(aa) a discussion of measures proposed to mitigate project impacts to known cultural resources;

(bb) a set of contingency measures proposed to mitigate potential impacts to previously unknown cultural resources and any unanticipated impacts to known cultural resources; and

(cc) educational programs to enhance employee awareness during construction and operation to protect cultural resources.

(b) *Land use.*

(i) A discussion of existing land uses and current zoning at the site, land uses and land use patterns within one mile of the proposed site and within one-quarter mile of any project-related linear facilities. Include:

(aa) an identification of residential, commercial, industrial, recreational, scenic, agricultural, natural resource protection, natural resource extraction, educational, religious, cultural, and historic areas, and any other unique land uses; and

(bb) legible maps of the areas identified in subsection (B)(7)(b)(i) of this section potentially affected by the project, on which existing land uses, jurisdictional boundaries, general plan designations, specific plan designations, and zoning have been clearly delineated.

(ii) A discussion of the compatibility of the proposed project with present and expected land uses, and conformity with any long-range land use plans adopted by any federal, state, and borough planning agencies. The discussion shall identify the need, if any, for land use decisions by another public agency or as part of the commission's decision that would be necessary to make the project conform to adopted federal, state, or local coastal zone plans, land use plans, or zoning ordinances. Examples of land use decisions include: general plan amendments, zoning changes, lot line adjustments, parcel mergers, and coastal zone consistency determinations.

(iii) A discussion of the legal status of the parcel(s) on which all project components would be sited. If the proposed site(s) consist of more than one legal parcel, describe the method and timetable for merging or otherwise combining those parcels so that the proposed project, excluding linears and temporary laydown or staging area, will be located on a single legal parcel. The merger need not occur prior to a decision on the application, but must be completed prior to the start of construction.

(c) *Noise.*

(i) A land use map which identifies residences, hospitals, psychiatric and mental health facilities, libraries, schools, places of worship, or other facilities where quiet is an important attribute of the environment within the area potentially affected by the proposed project. The area potentially affected by the proposed project is that area where, during either construction or operation, there is a potential increase of five dB(A) or more, over existing background levels or one mile from the proposed site's property line, whichever is greater.

(ii) An analysis and description of the ambient noise levels at those sites identified under subsection (B)(7)(c)(i) of this section which the applicant believes provide a representative characterization of the ambient noise levels in the project vicinity, and a discussion of the general atmospheric conditions, including temperature, humidity, and the presence of wind and rain at the time of the measurements. The existing noise levels shall be determined by taking noise

measurements for a minimum of 25 consecutive hours at a minimum of one site, once during the normal work week and once during the weekend. Other sites may be monitored for a lesser duration but not less than 13 consecutive hours beginning at 7 a.m. once during the week day and once during the weekend; preferably during the same 25-hour period. The results of the noise level measurements shall be reported as hourly averages in Leq (equivalent sound or noise level), Ldn (day-night sound or noise level) or in units of dB(A). The L10, L50, and L90 values (noise levels exceeded 10 percent, 50 percent, and 90 percent of the time, respectively) shall also be reported in units of dB(A).

(iii) A description of the major noise sources of the project, including the range of noise levels and the tonal and frequency characteristics of the noise emitted.

(iv) An estimate of the project noise levels, during both construction and operation, at residences, hospitals, psychiatric and mental health facilities, libraries, schools, places of worship, or other facilities where quiet is an important attribute of the environment, within the area impacted by the proposed project.

(v) An estimate of the project noise levels within the project site boundary during both construction and operation and the impact to the workers at the site due to the estimated noise levels.

(vi) The audible noise from existing switchyards and overhead transmission lines that would be affected by the project, and estimates of the future audible noise levels that would result from existing and proposed switchyards and transmission lines. Noise levels shall be calculated at the property boundary for switchyards and at the edge of the rights-of-way for transmission lines.

(d) *Traffic and transportation.*

(i) A regional transportation setting, on topographic maps, at a scale of 1:100,000, identifying the project location and major transportation facilities. Include a reference to the transportation element of any applicable borough or state plan.

(ii) If the proposed project including any linear facility is to be located within five miles of an airport runway that is at least 3,200 feet in actual length, or 5,000 feet of a heliport (or planned or proposed airport runway or an airport runway under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration), discuss the project's compliance with the applicable sections of the current Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace, specifically any potential to obstruct or impede air navigation generated by the project at operation; such as a thermal plume, a visible water vapor plume, glare, electrical interference, or surface structure height. The discussion should include a map at a scale of 1:24,000 that displays the airport or airstrip runway configuration, the proposed power plant site and related facilities.

(iii) An identification, on topographic maps at a scale of 1:24,000, and a description of existing and planned roads, rail lines (including commuter or light rail), pedestrian or bike trails, airports, bus routes serving the project vicinity, and pipelines in the project area affected by or serving the proposed facility. For each road identified, include the following information, where applicable:

(aa) road classification and design capacity;

(bb) current daily average and peak traffic counts;

(cc) current and projected levels of service before project development, during construction, and during project operation;

(dd) weight and load limitations;

(e) estimated percentage of current traffic flows for passenger vehicles and trucks; and

(ff) an identification of any road features affecting public safety.

(iv) An assessment of the construction and operation impacts of the proposed project on the transportation facilities identified in subsection (B)(7)(d)(iii) of this section. Also include anticipated project-specific traffic, estimated changes to daily average and peak traffic counts, levels of service, commuter and reverse commute traffic patterns, and traffic/truck mix, and the impact of construction of any facilities identified in subsection (B)(7)(d)(iii) of this section.

(v) A discussion of project-related hazardous materials to be transported to or from the project during construction and operation of the project, including the types, estimated quantities, estimated number of trips, anticipated routes, means of transportation, and any transportation hazards associated with such transport.

(vi) A discussion of proposed prevention measures and design features to prevent or reduce any incidents resulting in petroleum discharges or hazardous substances releases.

(vii) Advisement of the proposed emergency response and safety plans to address any incidents resulting in petroleum discharges or hazardous substances releases.

(e) *Visual resources.*

(i) Descriptions of the existing visual setting of the vicinity of the proposed project site and the proposed routes for any project-related linear facilities. Include:

(aa) topographic maps at a scale of 1:24,000 that depict directions from which the project would be seen, the view areas most sensitive to the potential visual impacts of the project; and

(bb) description of the existing visual properties of the topography, vegetation, and any modifications to the landscape as a result of human activities, including existing water vapor plumes, aboveground electrical transmission lines, and nighttime lighting levels in the project view shed.

(ii) An assessment of the visual quality of those areas that would be potentially affected by the proposed project. For projects proposed to be located within the coastal zone, the assessment should also describe how the proposed project would be sited to protect views to and along the shorelines areas, would minimize the alteration of natural land forms, would be visually compatible with the character of surrounding areas.

(iii) In consultation with state and borough agencies, identify:

(aa) any designated scenic roadways or scenic corridors and any visually sensitive areas that would be potentially affected by the proposed project, including recreational and residential areas; and

(bb) the locations of the key observation points to represent the most significant viewing locations from which to conduct detailed analyses of the visual impacts of the proposed project. Indicate the approximate number of people using each of these sensitive areas and the estimated number of residences with views of the project. Also identify any major public roadways and trails of local importance that would be potentially visually affected by the project and indicate the types of travelers (e.g., local residents, recreationists, workers, commuters, etc.) and the approximate number of vehicles, bicyclists, and/or hikers per day.

(iv) A table providing the dimensions (height, length, and width, or diameter) and proposed color(s), materials, finishes, patterns, and other proposed design characteristics of each major component visible from off the project site, including any project-related electrical transmission line and/or off-site aboveground pipelines and metering stations.

(v) Provide a full-page color (8 1/2" x 11" or larger) photographic reproductions of the existing site, and full-page color simulations of the proposed project at life-size scale when the picture is held ten inches from the viewer's eyes, including any project-related electrical transmission lines, in the existing setting from each key observation point. If any landscaping is proposed to comply with zoning requirements or to mitigate visual impacts, include the landscaping in simulation(s) representing sensitive area views, depicting the landscaping five years after installation; and estimate the expected time until landscaping maturity is reached.

(vi) An assessment of the potential visual effects of the project, including light, glare, and any modeling of visible plumes. Include a description of the method and identify any computer model used to assess the potential effects. Provide an estimate of the expected frequency and dimensions (height, length, and width) of the visible cooling tower and/or exhaust stack plumes. Provide the supporting assumptions, meteorological data, operating parameters, and calculations used.

(vii) If any landscaping is proposed to reduce the visual impacts of the project, provide a conceptual landscaping plan at a 1:480 scale (1" = 40'). Include information on the types of plant species proposed, their size, quantity, and spacing at planting, expected heights at five years and maturity, and expected growth rates.

(f) *Socioeconomics.*

(i) A description of the socioeconomic characteristics of the region affected by construction and operation of the project. Include:

(aa) the social characteristics, including population and demographic and community trends;

(bb) existing unemployment rates;

(cc) availability of skilled workers by craft required for construction and operation of the project;

(dd) availability of temporary and permanent housing and current vacancy rate; and

(ee) capacities, existing and expected use levels, and planned expansion of utilities (gas, water, and waste) and public services, including fire protection, law enforcement, emergency response, medical facilities, and other assessment districts, and school districts.

(ii) A discussion of the potential socioeconomic effects resulting from construction and operation of the project (note year of estimate, model, if used, and appropriate sources), including estimates of:

(aa) numbers of workers to be employed each month by craft during construction, and for operations, including the number of permanent operations workers during each year of the project operations;

(bb) percentage of non-borough residents who will relocate to the project area from outside the state of Alaska and from outside the borough to work on the project;

(cc) the potential population increase for both the state of Alaska as a whole and within the borough and caused directly and indirectly by the project during project construction and operation;

(dd) the potential impact of population increase on housing and education facilities within the borough during the construction and operations phases;

(ee) the potential impacts, including additional costs, on utilities (gas, water, and waste) and public services, including fire, law enforcement, emergency response, medical facilities, other assessment districts, and school districts. Include response times to hospitals and for police, and emergency services. Provide information on schools to include project-related enrollment changes by grade level groupings and associated facility and staffing impacts by school district during the construction and operating phases;

(ff) an estimate of the total construction payroll and separate estimates of the total operation payroll for permanent and short-term (contract) operations employees;

(gg) an estimate of the expenditures for purchased materials for the construction and operation phases of the project for those items obtained within the borough, within the state of Alaska, and outside the state of Alaska;

(hh) an estimate of the capital cost (plant, equipment, and ancillary facility and components) of the project; and

(ii) the expected direct, indirect, and induced income and employment effects due to construction, operation, and maintenance of the project.

(g) *Air quality.*

(i) The heating value and chemical characteristics of the proposed fuels, the stack height and diameter, the exhaust velocity and temperature, the heat rate and the expected capacity factor of the proposed facility.

(ii) A description of the control technologies proposed to limit the emission of criteria pollutants, greenhouse gases (CO_2, CH_4, N_2O and SF_6), and mercury.

(iii) A description of the cooling system, the estimated cooling tower drift rate, the rate of water flow through the cooling tower, and the maximum concentrations of total dissolved solids.

(iv) The emission rates of criteria pollutants, greenhouse gases (CO_2, CH_4, N_2O, and SF_6), and mercury from the stack, cooling towers, fuels and materials handling processes, delivery and storage systems, and from all on-site secondary emission sources.

(v) A description of typical operational modes, and start-up and shutdown modes for the proposed project, including the estimated frequency of occurrence and duration of each mode, and estimated emission rate for each criteria pollutant during each mode.

(vi) A description of the project's planned initial commissioning phase, which is the phase between the first firing of emissions sources and the commercial operations date, including the types and durations of equipment tests, criteria pollutant emissions, and monitoring techniques to be used during such tests.

(viii) The ambient concentrations of all criteria pollutants for the previous three years as measured at three certified monitoring stations located closest to the project site, if any, and an analysis of whether this data is representative of conditions at the project site. The applicant may

substitute an explanation as to why information from stations is either not available or unnecessary.

(ix) One year of meteorological data collected from either the Federal Aviation Administration Class 1 station nearest to the project or from the project site.

(aa) If the data is collected from the project site, the applicant shall demonstrate compliance with the requirements of the U.S. Environmental Protection Agency document entitled "On-Site Meteorological Program Guidance for Regulatory Modeling Applications" (EPA 450/4-87-013 (August 1995)), which is incorporated by reference in its entirety.

(bb) The data shall include quarterly wind tables and wind roses, ambient temperatures, relative humidity, stability and mixing heights, upper atmospheric air data, and an analysis of whether this data is representative of conditions at the project site.

(x) An evaluation of the project's direct and cumulative air quality impacts, consisting of the following:

(aa) a screening level air quality modeling analysis, or a more detailed modeling analysis if so desired by the applicant, of the direct criteria pollutant impacts of project construction activities on ambient air quality conditions, including fugitive dust (PM10) emissions from grading, excavation and site disturbance, as well as the combustion emissions [nitrogen oxides (NO_X), sulfur dioxide (SO_2), carbon monoxide (CO), particulate matter less than ten microns in diameter (PM10) and particulate matter less than 2.5 microns in diameter (PM2.5)] from construction-related equipment;

(bb) a screening level air quality modeling analysis, or a more detailed modeling analysis if so desired by the applicant, of the direct criteria pollutant (NO_X, SO_2, CO, PM10 and PM2.5) impacts on ambient air quality conditions of the project during typical (normal) operation, and during shutdown and startup modes of operation. Identify and include in the modeling of each operating mode the estimated maximum emissions rates and the assumed meteorological conditions; and

(cc) a protocol for a cumulative air quality modeling impacts analysis of the project's typical operating mode in combination with other stationary emissions sources within a six-mile radius which have received borough land use permits but are not yet operational, or are in the permitting process. The cumulative inert pollutant impact analysis should assess whether estimated emissions concentrations will cause or contribute to a violation of any ambient air quality standard.

(dd) an air dispersion modeling analysis of the impacts of the initial commissioning phase emissions on state and federal ambient air quality standards for NO_X, SO_2, CO, mercury, PM10 and PM2.5.

(xi) If an emission offset strategy is proposed to mitigate the project's impacts under subsection (B)(7)(g)(ii), provide the following information:

(aa) the quantity of offsets or emission reductions that are needed to satisfy air permitting requirements of state and federal oversight air agencies. Identify by criteria air pollutant, and if appropriate, greenhouse gas; and

(bb) potential offset sources including location and quantity of emission reductions.

(xii) A detailed description of the mitigation, if any, which an applicant may propose, for all project impacts from criteria pollutants that currently exceed state or federal ambient air quality standards.

(h) *Public health.*

(i) Identification of available health studies related to respiratory problems and illnesses, cancers, fetal development, or related diseases for the potentially affected population(s) within a six-mile radius of the proposed project location.

(ii) An analysis and discussion of the proposed project's potential impact on affected population (s) within a six-mile radius of the project's location and any measures that will be implemented to reduce or eliminate any increase in the potential for respiratory problems and illnesses, cancers, harm to fetal development, and other related diseases.

(iii) For purposes of this section, the following definitions apply:

- a "sensitive receptor" refers to infants and children, the elderly, and the chronically ill, and any other member of the general population who is more susceptible to the effects of the exposure than the population at large.

- an "acute exposure" is one which occurs over a time period of less than or equal to one hour.

- a "chronic exposure" is one which is greater than 12 percent of a lifetime of 70 years.

(i) *Hazardous materials handling.*

(i) A list of all materials used or stored on-site which are hazardous or acutely hazardous and a discussion of the toxicity of each material.

(ii) A map at a scale of 1:24,000 depicting the location of schools, hospitals, day care facilities, emergency response facilities, psychiatric and mental health facilities, and long-term health care facilities, within the area potentially affected by any release of hazardous materials.

(iii) A discussion of the storage and handling system for each hazardous material used or stored at the site.

(iv) The protocol that will be used in modeling potential consequences of accidental releases that could result in off-site impacts. Identify the model(s) to be used, a description of all input assumptions, including meteorological conditions.

(v) A discussion of measures proposed to reduce the risk of any release of hazardous materials.

(vi) A discussion of the fire and explosion risks associated with the project and those measures that will be implemented to reduce such risks.

(vii) A complete description of the fuel handling system and the fire suppression system.

(viii) The plan and schedule for obtaining the State Fire Marshal approval for the plant and its fire protection and prevention plan. A copy of the State Fire Marshal's approval for the plant and its fire protection and prevention plan shall be submitted to the director prior to operating the power plant.

(j) *Waste management.*

(i) A Phase I environmental site assessment (ESA) for the proposed power plant site using methods prescribed by the American Society for Testing and Materials (ASTM) document entitled "Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process" (Designation: E 1527-93, May 1993), which is incorporated in this chapter by reference in its entirety.

(ii) A description of each waste stream estimated to be generated during project construction and operation, including origin, hazardous or nonhazardous classification pursuant to chemical composition, estimated annual weight or volume generated, and estimated frequency of generation.

(iii) A description of all waste disposal sites which may feasibly be used for disposal of project wastes. For each site, include the name, location, classification under the daily or annual permitted capacity, daily or annual amounts of waste currently being accepted, the estimated closure date and remaining capacity, and a description of any enforcement action taken by local or state agencies due to waste disposal activities at the site.

(iv) A description of management methods for each waste stream, including methods used to minimize waste generation, length of on- and off-site waste storage, re-use and recycling opportunities, waste treatment methods used, and use of contractors for treatment.

(k) *Biological resources.*

(i) A regional overview and discussion of terrestrial and aquatic biological resources, with particular attention to sensitive biological resources within ten miles of the project. Include a map at a scale of 1:100,000 (or other suitable scale) showing sensitive biological resource location(s) in relation to the project site and related facilities and any boundaries of a wildlife and/or game refuge. Sensitive biological resources include the following:

(aa) species listed under the Federal Endangered Species Act;

(bb) species covered by the Migratory Bird Treaty Act;

(cc) species covered by the Marine Mammal Protection Act;

(dd) species and their habitats identified by federal or state agencies that warrant, or have special protection; and

(ee) fish and wildlife species that have commercial, subsistence, or recreational value.

(ii) Include a list and numbers of the species known to occur, actually observed and those with a potential to occur, within one mile of the project site and 1,000 feet from the outer edge of linear facility corridors. Maps or aerial photographs shall include the following:

(aa) detailed maps at a scale of 1:6,000 or color aerial photographs taken at a recommended scale of one inch equals 500 feet (1:6,000) with a 30 percent overlap that show the proposed project site and related facilities, biological resources including, but not limited to, those found during project-related field surveys and in records from the associated areas where biological surveys were conducted. Label the biological resources and survey areas as well as the project facilities;

(bb) a depiction of the extent of the thermal plume at the surface of the water if cooling water is proposed to be discharged to a water source. Provide the location for the intake and discharge structures on an aerial photograph(s) or detailed maps. Water sources include, but are not limited to, waterways, lakes, impoundments, inlets, bays, rivers, and estuaries; and

(cc) an aerial photo or wetlands delineation maps at a scale of 1:2,400 showing any potential jurisdictional and non-jurisdictional wetlands delineated out to 250 feet from the edge of disturbance if wetlands occur within 250 feet of the project site and/or related facilities that would be included with the U.S. Army Corps of Engineers Section 404 Permit application. For projects proposed to be located within the coastal zone, also provide aerial photographs or maps as described above that identify wetlands as defined by the Coastal Act.

(iii) A discussion of the biological resources at the proposed project site and related facilities. Related facilities include, but are not limited to, laydown and parking areas, gas and water supply pipelines, transmission lines, and roads. The discussion shall address the distribution of vegetation community types, denning or nesting sites, population concentrations, migration corridors, breeding habitats, and other appropriate biological resources including:

(aa) a list and numbers of all the species actually observed and dates and time periods of observations.

(bb) a list of sensitive species and habitats with a potential to occur (as defined in subsection (B)(7)(k)(i) of this section).

(cc) if cooling water is taken directly from or discharged to a surface water feature source, include a description of the intake structure, screens, water volume, intake velocity hydraulic zone field of influence, and the thermal plume dispersion area as depicted in response to subsection (B)(7)(k)(ii)(bb) of this section. Describe the thermal plume size and dispersion under high and low tides, and in response to local currents and seasonal changes. Provide a discussion of the aquatic habitats, biological resources, and critical life stages found in these affected waters. For repower projects that anticipate no change in cooling water flow, this information shall be provided in the form of the most recent Federal Clean Water Act 316(a) and (b) studies of entrainment and impingement impacts that has been completed within the last five years. For new projects or repower projects proposing to use once-through cooling and anticipating an increase in cooling water flow, provide a complete impingement and entrainment analysis per guidance in subsection (B)(7)(k)(iv)(bb) of this section.

(iv) A description and results of all field studies and seasonal surveys used to provide biological baseline information about the project site and associated facilities. Include copies of the U.S. Fish and Wildlife Service records, state of Alaska Department of Fish and Game records, and field survey forms completed by the applicant's biologist(s). Identify the date(s) the surveys were completed, methods used to complete the surveys, and the name(s) and qualifications of the biologists conducting the surveys. Include:

(aa) current biological resources surveys conducted using appropriate field survey protocols during the appropriate season(s). State and federal agencies with jurisdiction shall be consulted for field survey protocol guidance prior to surveys.

(bb) if cooling water is proposed to be taken directly from or discharged to a surface water feature source, seasonal aquatic resource studies and surveys shall be conducted. Aquatic resource survey data shall include, but is not limited to, fish trawls, ichthyoplankton, and benthic sampling, and related temperature and water quality samples. For new projects or repower projects anticipating a change in cooling water flows, sampling protocols shall be provided to the director of planning and land use for review and concurrence prior to the start of sampling. For repower projects not anticipating a change in cooling water flows, this information shall be provided in the form of the most recent Federal Clean Water Act 316(b) impingement and entrainment impact study completed within five years of the AFC filing date.

(cc) if the project or any related facilities could impact a jurisdictional or non-jurisdictional wetland, provide completed Army Corps of Engineers wetland delineation forms and/or determination of wetland status pursuant to Coastal Act requirements, name(s) and qualifications of biologist(s) completing the delineation, the results of the delineation and a table showing wetland acreage amounts to be impacted.

(v) Potential impacts discussion of the following:

(aa) all potential impacts (direct, indirect, and cumulative) to biological resources from project site preparation, construction activities, plant operation, maintenance, and closure. Discussion shall also address potential impacts to sensitive species' habitat from cooling tower drift and air emissions.

(bb) facilities that propose to take water directly from, and/or discharge water to surface water features, daytime and nighttime impacts from the intake and discharge of water during operation, water velocity at the intake screen, the intake field of influence, impingement, entrainment, and thermal discharge. Provide a discussion of the extent of the thermal plume, effluent chemicals, oxygen saturation, intake pump operations, and the volume and rate of cooling water flow at the intake and discharge location.

(cc) methods to control biofouling and chemical concentrations, and temperatures that are currently being discharged or will be discharged to receiving waters.

(vi) A discussion of all feasible mitigation measures including, but not limited to the following:

(aa) all measures proposed to avoid and/or reduce potential adverse impacts to biological resources;

(bb) all off-site habitat mitigation and habitat improvement or compensation, and an identification of contacts for compensation habitat and management;

(cc) design features to better disperse or eliminate a thermal discharge;

(dd) all measures proposed to avoid or minimize potential adverse impacts of cooling water intake. This shall include a best technology available (BTA) discussion. If BTA is not being proposed, the rationale for not selecting BTA shall be provided; and

(ee) educational programs to enhance employee awareness during construction and operation to protect biological resources.

(vii) A discussion of compliance and monitoring programs to ensure the effectiveness of impact avoidance and mitigation measures incorporated into the project.

(viii) Submit copies of any preliminary correspondence between the project applicant and state and federal resource agencies regarding whether federal or state permits from other agencies such as the U. S. Fish and Wildlife Service, the National Marine Fisheries Service, the U.S. Army Corps of Engineers, and the Alaska Department of Fish and Game, will be required for the proposed project.

(l) *Water resources.*

(i) All the information required to apply for the following permits, if applicable, including:

(aa) Waste Discharge Requirements; National Pollutant Discharge Elimination System Permit;

(bb) Nationwide Permits and/or Section 404 Permits from the U.S. Army Corps of Engineers;

(cc) Water rights permits from the Alaska Department of Natural Resources; and

(dd) Underground Injection Control Permit(s) from the U.S. Environmental Protection Agency, and Alaska Division of Oil and Gas.

(ii) A detailed description of the hydrologic setting of the project. The information shall include a narrative discussion and on maps at a scale of 1:24,000 (or appropriate scale approved by the director), describing the chemical and physical characteristics of the following nearby water bodies that may be affected by the proposed project:

(aa) ground water bodies and related geologic structures;

(bb) surface water bodies;

(cc) water inundation zones, such as the 100-year flood plain;

(dd) flood control facilities (existing and proposed); and

(ee) groundwater wells within one-half mile if the project will include pumping.

(iii) A description of the water to be used and discharged by the project. This information shall include:

(aa) source(s) of the primary and backup water supplies and the rationale for their selection;

(bb) the expected physical and chemical characteristics of the source and discharge water (s) including identification of both organic and inorganic constituents before and after any project-related treatment. For source waters with seasonal variation, provide seasonal ranges of the expected physical and chemical characteristics. Provide copies of background material used to create this description (e.g., laboratory analysis);

(cc) average and maximum daily and annual water demand and waste water discharge for both the construction and operation phases of the project;

(dd) a detailed description of all facilities to be used in water conveyance (from primary source to the power plant site), water treatment, and wastewater discharge. Include a water mass balance diagram.

(iv) Identify all project elements associated with storm water drainage, including a description of the following:

(aa) monthly and/or seasonal precipitation and storm water runoff and drainage patterns for the proposed site and surrounding area that may be affected by the project's construction and operation;

(bb) drainage facilities and the design criteria used for the plant site and ancillary facilities, including but not limited to capacity of designed system, design storm, and estimated runoff;

(cc) all assumptions and calculations used to calculate runoff and to estimate changes in flow rates between pre- and post construction; and

(dd) a copy of applicable federal, state, and local requirements regulating the drainage systems, and a discussion of how the project's drainage design complies with these requirements.

(v) An impacts analysis of the proposed project on water resources and a discussion of conformance with water-related laws, ordinances, regulations, and standards (LORS) and policy. This discussion shall include:

(aa) the effects of project demand on the water supply and other users of this source, including, but not limited to, water availability for other uses during construction or after the power plant begins operation, consistency of the water use with applicable resource management plans, and any changes in the physical or chemical conditions of existing water supplies as a result of water use by the power plant;

(bb) if the project will pump groundwater, an estimation of aquifer drawdown based on a computer modeling study shall be conducted by a professional geologist and include the estimated drawdown on neighboring wells within one-half mile of the proposed well(s), any effects on the migration of groundwater contaminants, and the likelihood of any changes in existing physical or chemical conditions of groundwater resources shall be provided;

(cc) the effects of construction activities and plant operation on water quality and to what extent these effects could be mitigated by best management practices;

(dd) if not using a zero liquid discharge project design for cooling and process waters, include the effects of the proposed wastewater disposal method on receiving waters, the feasibility of using pre-treatment techniques to reduce impacts, and beneficial uses of the receiving waters. Include an explanation why the zero liquid discharge process is "environmentally undesirable," or "economically unsound";

(ee) if using fresh water, include a discussion of the cumulative impacts, alternative water supply sources and alternative cooling technologies considered as part of the project design. Include an explanation of why alternative water supplies and alternative cooling are "environmentally undesirable," or "economically unsound";

(ff) the effects of the project on the 100-year flood plain, flooding potential of adjacent lands or water bodies, or other water inundation zones;

(gg) all assumptions, evidence, references, and calculations used in the analysis to assess these effects.

(m) *Soils.*

(i) A map at a scale of 1:24,000 and written description of soil types and all agricultural land uses that will be affected by the proposed project. The description shall include:

(aa) the depth, texture, permeability, drainage, erosion hazard rating, and land capability class of the soil;

(bb) an identification of other physical and chemical characteristics of the soil necessary to allow an evaluation of soil erodibility, permeability, re-vegetation potential, and cycling of pollutants in the soil-vegetation system;

(cc) the location of any proposed fill disposal or fill procurement (borrow) sites; and

(dd) the location of any contaminated soils that could be disturbed by project construction.

(ii) An assessment of the effects of the proposed project on soil resources and agricultural land uses. This discussion shall include:

(aa) the quantification of accelerated soil loss due to wind and water erosion; and

(bb) the effect of power plant emissions on surrounding soil-vegetation systems.

(n) *Geological hazards and resources.*

(i) A summary of the geology, seismicity, and geologic resources of the project site and related facilities, including linear facilities.

(ii) A map at a scale of 1:24,000 and description of all recognized stratigraphic units, geologic structures, and geomorphic features within two miles of the project site and along proposed facilities. Include an analysis of the likelihood of ground rupture, seismic shaking, mass wasting and slope stability, liquefaction, subsidence, and expansion or collapse of soil structures at the plant site. Describe known geologic hazards along or crossing linear facilities.

(iii) An analysis of the techniques and construction methods that will be used to limit damage caused by ground rupture and seismic shaking.

(iv) A map and description of geologic resources of recreational, commercial, or scientific value which may be affected by the project. Include a discussion of the techniques used to identify and evaluate these resources.

(o) *Transmission system safety and nuisance.*

(i) Identify the locations and a description of the existing switchyards and overhead and underground transmission lines that would be affected by the proposed project.

(ii) An estimate of the existing electric and magnetic fields from the facilities listed in subsection (B)(7)(o)(i) of this section and the future electric and magnetic fields that would be created by the proposed project, calculated at the property boundary of the site and at the edge of the rights-of-way for any transmission line that will be completed as part of this project and/or to connect the power plant to the existing electrical grid. Also provide an estimate of the radio and television interference that could result from the project.

(iii) Specific measures proposed to mitigate identified impacts, including a description of measures proposed to eliminate or reduce radio and television interference, and all measures taken to reduce electric and magnetic field levels.

(p) *Engineering.*

(i) *Facility design.*

(aa) A description of the actual site conditions and investigations or studies conducted to determine the site conditions used as the basis for developing design criteria. The descriptions shall include, but not be limited to, seismic and other geologic hazards, adverse conditions that could affect the project's foundation, adverse meteorological and climate conditions, and flooding hazards, if applicable.

(bb) A discussion of any measures proposed to improve adverse site conditions.

(ii) *Reliability.*

(aa) A discussion of the sources and availability of the fuel or fuels to be used over the estimated service life of the facilities.

(bb) A discussion of the anticipated service life and degree of reliability expected to be achieved by the proposed facilities based on a consideration of:

(1) expected overall availability factor, and annual and lifetime capacity factors;

(2) the demonstrated or anticipated feasibility of the technologies, systems, components, and measures proposed to be employed in the facilities, including the power generation system, the heat dissipation system, the water supply system, the reinjection system, the atmospheric emission control system, resource conveyance lines, and the waste disposal system;

(3) geologic and flood hazards, meteorologic conditions and climatic extremes, and cooling water availability; and

(4) special design features adopted by the applicant or resource supplier to ensure power plant reliability including equipment redundancy.

(iii) *Efficiency.*

(aa) Annual net electrical energy produced in MWh for each mode of operation, including starts and shutdowns.

(bb) Number of hours the plant will be operated in each design condition in each year.

(cc) Compliance with all applicable laws, ordinances, regulations and standards.

(iv) *Tables which identify:*

(aa) Laws, regulations, ordinances, standards, adopted borough, state, and federal land use plans, leases, and permits applicable to the proposed project, and a discussion of the applicability of, and conformance with each. The table or matrix shall explicitly reference pages in the application wherein conformance with each law or standard during both construction and operation of the facility is discussed.

(bb) Each agency with jurisdiction to issue applicable permits, leases, and approvals or to enforce identified laws, regulations, standards, and adopted borough, state, and federal land use plans, and agencies which would have permit approval or enforcement authority.

(cc) The name, title, phone number, address (required), and e-mail address (if known), of an official who was contacted within each agency, and also provide the name of the official who will serve as a contact person for borough staff.

(dd) A schedule indicating when permits outside the authority of the borough will be obtained and the steps the applicant has taken or plans to take to obtain such permits.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.050 REVIEW AND REFERRALS.

(A) The director shall refer the power plant applications to the Regulatory Commission of Alaska, Alaska Department of Environmental Conservation, Alaska Department of Natural Resources, Alaska Department of Fish and Game, U.S. Federal Energy Regulatory Commission, U.S. Environmental Protection Agency, U.S. Department of the Interior (DOI), DOI-Office of Environmental Policy and Compliance, DOI-U.S. Geological Survey, DOI-Fish and Wildlife Service, and U.S. Department of Commerce-National Marine Fisheries Service, and other government agencies or entities for review and comment. Any comments received from other agencies shall be forwarded to the planning commission as part of the application(s) packet materials.

(B) Electrical generating or power plant facilities shall also be reviewed for general consistency with the standards and policies set forth in the following documents:

(1) borough land use regulations;

(2) the borough comprehensive plan; and

(3) other applicable borough, state and federal plans, policies and regulations.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.060 DURATION, MODIFICATIONS AND PREEXISTING USES.

(A) Approval granted for electrical generating or power plant activities shall expire or be considered revoked if such activities are not initiated within three years of the date of approval.

(B) Where an electrical generating or power plant permit has been approved and the applicant desires to modify the subject permit due to material changes in the project, an amendment to the original application shall be required if the director determines that the level of impact will be increased as a result of the modification.

(C) The activity described in the desired modification request shall be granted by the director if it complies with the standards and conditions of this chapter.

(D) Modifications which the applicant determines in good faith are required in order for the electrical generating or power plant activities to continue operating in a safe manner and which must be done immediately in order to maintain the existing level of production may be done on an emergency basis, without prior notice or approval by the director.

(E) The applicant shall notify the director in writing within one week of any proposed emergency modifications.

(F) This chapter shall become effective on the date specified in the ordinance codified in this chapter adopted by the borough assembly. The provisions of this chapter shall apply to all facilities for which construction has not commenced or a permit has not been issued as of the effective date. This chapter shall apply to all facilities for which the Regulatory Commission of Alaska approval has not been obtained as of the effective date of the ordinance codified in this chapter. All uses completed prior to the date of assembly adoption shall be considered nonconforming uses.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.070 CONSTRUCTION, INSTALLATION, OR OPERATION OF UNAPPROVED ELECTRICAL GENERATING POWER PLANT.

(A) It is unlawful to construct, install, operate, or cause to be constructed, operated, or installed, any electrical generating or power plant facility within the borough, unless prior approval has been granted by the planning commission.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.080 PENALTY.

(A) Any person, firm, corporation or legal entity which owns, leases or operates an electrical generating or power plant facility, and which constructs, installs or uses, or which causes to be constructed, installed or used without first receiving approval from the planning commission shall be guilty of an infraction and, upon conviction, shall be fined not more than $500 per day for each day, per facility operated in noncompliance with this chapter.

(B) All violations of conditions of the approved power plant permit shall be considered infractions.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.090 CIVIL ACTION.

(A) In case any electrical generating or power plant facility is or is proposed to be erected, constructed, reconstructed, altered or used, or any land is proposed to be used, in violation of any provision of this chapter, the borough, in addition to the other remedies provided by law, ordinance or resolution, may institute an injunction, mandamus, abatement or other appropriate action or proceeding to prevent, enjoin, abate or remove such unlawful erection, construction, reconstruction, alteration or use.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.100 RIGHT TO ENTER.

(A) For the purpose of implementing and enforcing this chapter, borough personnel may enter onto subject property during normal business hours upon reasonable telephonic, facsimile, or other electronic notification of the permittee, lessee or other party holding a legal interest in the property; if such entry is denied, the borough shall have the right to obtain an order from a court of competent jurisdiction to obtain entry.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.110 REVIEW OF APPLICATIONS; ACTION BY PLANNING COMMISSION.

(A) The director shall review such applications and forward a recommendation for approval, conditional approval, or denial with appropriate findings to the planning commission for final action. Final actions of the planning commission shall contain appropriate findings based upon evidence in the record before the planning commission.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.120 APPLICATION; SUBMITTAL PROCEDURE.

(A) The application shall consist of all items identified in MSB 8.32.040. Prior to formal submittal of the application, the director shall meet with the applicant to discuss and identify any additional information required to adequately review the proposed facility.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.130 DETERMINATION OF COMPLETENESS.

(A) The director will review the application for completeness. If the director determines the application is complete, the planning commission will commence project review as described in MSB 8.32.040, 8.32.050, and 8.32.170. If the application is incomplete, the applicant will be notified of the deficiency and the application shall be withdrawn from the review process until the required information is submitted.

(B) The planning commission shall conduct a noticed public hearing for review of the proposed facility.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.140 PUBLIC NOTICE.

(A) A legal notice of the public hearing before the planning commission shall be published in a newspaper of general circulation within the borough not less than 45 days prior to the public meeting and written notice shall be given individually to the following:

(1) the owners, as recorded in the records of the borough, of any land adjacent to or located within 5,280 feet of any portion of the subject site of facility; such notice to be sent by the director at the applicant's expense;

(2) all federal and state agencies listed in MSB 8.32.050(A);

(3) all community councils with jurisdiction; and

(4) all postmasters in the affected area.

(B) The public notice of planning commission review shall take a form prescribed by the director and shall include the following:

(1) a description of the location (including a legal and practical location description) and proposed activity under review;

(2) time and place of the commission's public hearing, and the name, phone number and e-mail address of the responsible borough staff; and

(3) the name and address of the applicant operator or designated agent and a statement that additional information may be obtained from the director.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.150 NOTICE UPON REQUEST.

(A) Notice shall be sent to any other person, agency or organization that has filed a request with director to receive notice of facilities undergoing public review; such notice to be sent by director.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.160 PERMIT CRITERIA.

(A) The planning commission decision to approve, approve with conditions or deny an application for an electrical generating or power plant permit shall be made and determined based in consideration of the following criteria:

(1) the degree of compatibility of the proposed site plan and land uses with adopted comprehensive plans and other adopted local, borough, state and federal plans;

(2) the compatibility of the project and the site design with surrounding buildings, land uses, ownership and physical characteristics;

(3) the adequacy of access to and from the project and the effect on pedestrian and vehicular circulation and safety;

(4) the impact that the proposed project may have on the need and availability of public services within the area;

(5) the compatibility of the project to the site conditions, cultural resources, and environmental setting;

(6) the effect of noise, fumes, soot, smog, and dust associated with the project;

(7) the adequacy of the existing utility infrastructure and the effect of the project on reasonable and economic extension of public utilities and facilities;

(8) the effect of the proposed project on property values of adjacent lands;

(9) the effect of the proposed project on air quality;

(10) the effect of the proposed project on the environment, including human health, and fish and wildlife and other biological resources and their human uses;

(11) the effect of the proposed project on groundwater and surface water quantity and quality, and surface water temperatures;

(12) the effect of the proposed project on public health, safety, and welfare;

(13) the ability of the project proponent to provide funding to construct and operate the proposed power plant;

(14) the effect of the proposed project on recreational uses, and tourism-related businesses; and

(15) compatibility with state and federal agency recommendations.

(B) All criteria contained in this chapter are minimum criteria. More restrictive conditions may be imposed by the planning commission, where necessary, to ensure compliance with applicable comprehensive plans and other adopted borough, state and federal plans and to protect the public health, safety, and welfare, and the environment, and to minimize or eliminate any negative effects on public health, the environment, air quality, and public health, safety, and welfare.

(C) The planning commission shall, at a minimum, apply the following criteria to the evidence in the record of proceedings as a basis for decision:

(1) demonstrated need for the proposed project and for the type of proposed project (e.g., coal-fired, natural gas-fired, nuclear, geothermal, hydroelectric, wind, etc.) to serve the applicant's existing and projected electrical generating or power plant requirements;

(2) demonstrated need for the proposed project;

(3) suitability of the location of the proposed project given its size, design and operational characteristics. Factors to be considered include noise levels, impacts upon human health, impacts upon air and water quality, vibration levels, fire protection and emergency response access requirements, visual impacts, fish and wildlife impacts, socioeconomic impacts, cultural resources impacts, and public safety. These factors will be evaluated in accordance with applicable state, borough and federal standards and criteria;

(4) existing and proposed road alignment, intersections, condition, structure and site distances; traffic volumes and types of equipment; dust control; and existing road uses;

(5) topography, natural hazards (landslides, earthquakes, flooding, and wildfire), current resource values, open space corridors, prime farmland (as designated by the U.S. Soil Conservation Service) and fish and wildlife habitat;

(6) compatibility with existing and projected future uses based upon present subdivision and land use approvals for properties located within the surrounding affected area. A facility's compatibility with land uses in the surrounding area shall include the effect of the proposed power plant facilities on community development, established residential areas, recreational uses, environmental quality, groundwater and surface water supplies, temperatures, and quality, fish and wildlife habitat, fish and wildlife habitat migration routes; and

(7) the proposal's effect on public health, particularly the potential for increasing the incidence of cancers, increasing susceptibility to respiratory problems and illnesses, and negatively affecting fetal development. These factors will be evaluated in accordance with applicable state and federal reports, models, standards, and criteria; and

(8) the planning commission shall consider the applicant's estimated or projected ability to mitigate the impacts which it generates, as set forth in the facility's operational plan, and in accordance with applicable borough, state and federal rules, regulations and standards.

(D) The planning commission decision shall be based upon evidence in the record. Within 30 days following the conclusion of the public hearing, a written resolution shall be adopted as its decision on the application. The resolution shall set forth findings based upon evidence in the record of proceedings before the planning commission and any applicable federal, state or borough statutes, rules, regulations or policies. For the purposes of judicial review, the planning commission decision on an application shall be deemed to have been made as of the date upon which the planning commission executes the written resolution.

(E) The borough shall adopt permit fees to offset the cost of permitting and enforcement of permits granted under this chapter.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.170 APPEALS OF PLANNING COMMISSION DECISIONS.

(A) Appeals from a decision of the planning commission shall be made to the board of adjustments and appeals in accordance with MSB 15.39.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.180 APPEALS OF ENFORCEMENT ACTIONS.

(A) Appeals from an enforcement action(s) of a borough administrative unit shall be heard by the board of adjustment and appeals in accordance with MSB 15.39.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.190 COMPLIANCE.

(A) All electrical generating or power plant facilities must comply with the standards and criteria contained in this title. Failure to comply with this title shall be grounds for denial.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.200 LAND USE STANDARDS.

(A) In addition to all applicable setbacks prescribed by borough code, a setback of at least 1,320 feet is required between the site perimeter and any state-licensed hospital or psychiatric facility or mental health facility.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.210 SOUND STANDARD.

(A) The maximum sound level as measured at the property line of electrical generating or power plant facility shall be no higher than 55 dBA.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.220 LIGHT STANDARD.

(A) All outside lighting of the facility shall be designed and constructed in a manner to ensure that the lighting is directed or shielded downward to eliminate to the extent feasible and practical, reflection from overcast clouds, ice fog, and intrusion into the night sky.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.230 FEES.

(A) The assembly shall establish a schedule of fees for applications under this chapter by resolution. The schedule of fees shall be posted in the borough offices and may be altered or amended only by the assembly.

(Ord. 07-096(AM), § 2 (part), 2007)

8.32.240 DEFINITIONS.

(A) The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

- "Abandonment" means the presumption of permanent abandonment of a power plant based on the operator's filing with the Regulatory Commission of Alaska. Presumption of permanent abandonment of a power plant shall be based upon non-use for one year without notification of the intent to resume operations.

- "Adjacent" means properties sharing a common property boundary.

- "Agricultural" means currently in use, or classified by borough or state agencies, for farm or ranch purposes, including pasture.

- "Applicant" means that person, corporation or other legal entity possessing the legal right to locate or operate a power plant.

- "Compatible" means able to exist or act together harmoniously, considering noise levels, odors, potential fire hazard, visual impacts, effects to surface water and groundwater quality/quantity, adequacy of the road system, air quality, fish and wildlife, character of residential areas and surrounding land uses.

- "Corridor" means the route within which a transmission line is located.

- "Criteria pollutant" means those pollutants classified as such by the U.S. Environmental Protection Agency.

- "Critical use period" means that portion of the year (weeks or months) when disturbance is most likely to increase stress to and negatively impact fish and wildlife.

- "Department" means the borough planning and land use department.

- "Developable" means land for residential purposes if it does not have slopes exceeding 30 percent, and is not located within a geologic hazard area, federally defined floodway, drainage channel or wetland area greater than one acre.

- "Director" means the Matanuska-Susitna Borough Planning and Land Use Director.

- "Easement" means authorization by a property owner for the use of a designated portion of his property by another, for a specified purpose.

- "Electrical generation" is the process of creating and delivering electricity to consumers.

- "Nuisance" means a facility which is not being constructed, operated or installed in substantial compliance with the regulations of a permit issued under this chapter and any applicable conditions of approval and as to which the applicant has failed or refused to abate, correct or discontinue the violation of this chapter after being ordered to do so by the planning director.

- "Pollution" means the contamination or other degradation of the physical, chemical or biological properties of water, air, or soil, including change in temperature, taste, color, turbidity or odor, or such discharge of any liquid, gaseous, solid, radioactive or other substance into water, air, or soil, as will or is likely to create a nuisance or render such water or air harmful, detrimental or injurious to public health, safety or welfare, or to domestic, commercial, industrial, agricultural, recreational or other beneficial uses, or to livestock, wild animals, birds, fish or other aquatic life.

- "Power plant" means any electrical generating facility that is capable of generating more than 50 megawatts of electricity.

- "Power plant components" means those ancillary facilities that are necessary to generate and transmit electrical power from the proposed power plant to the existing electrical grid or intertie system; these include but are not limited to: transmission facilities, such as power lines, substations, and switchyards.

- "Quiet zone" means the area within one-half mile of a school, hospital, institution of learning, court, rest home or other designated area where exceptional quiet is necessary, while such places are in use.

- "RCA" means the Regulatory Commission of Alaska.

- "Residential" means having an existing residence, recreational cabin, temporary dwelling or vacation home.

- "Security fencing" means an eight-foot chain-link fence topped by three strands of barbed wire, or the equivalent, with a gate that can be secured.

- "Transmission line" means a system of conductors, such as wires, waveguides, or coaxial cables, suitable for conducting electric power or signals efficiently between two or more terminals.

(Ord. 07-096(AM), § 2 (part), 2007)

CITY OF WASILLA

•Planning Office•

290 East Herning Avenue • Wasilla • Alaska • 99654·7091

• Telephone 907·373·9020 •

MEMORANDUM

DATE: March 4, 2013

TO: Planning Commissioners

FROM: Tahirih Revet, Planning Clerk

RE: Supplemental information

The following pages are supplemental information for item 3 under Committee of the Whole:

-Chapter 3 of the Wasilla Comprehensive Plan
-Future Transportation Map A-1 from the Wasilla Comprehensive Plan
-Street and Highways Plan

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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.

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

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.

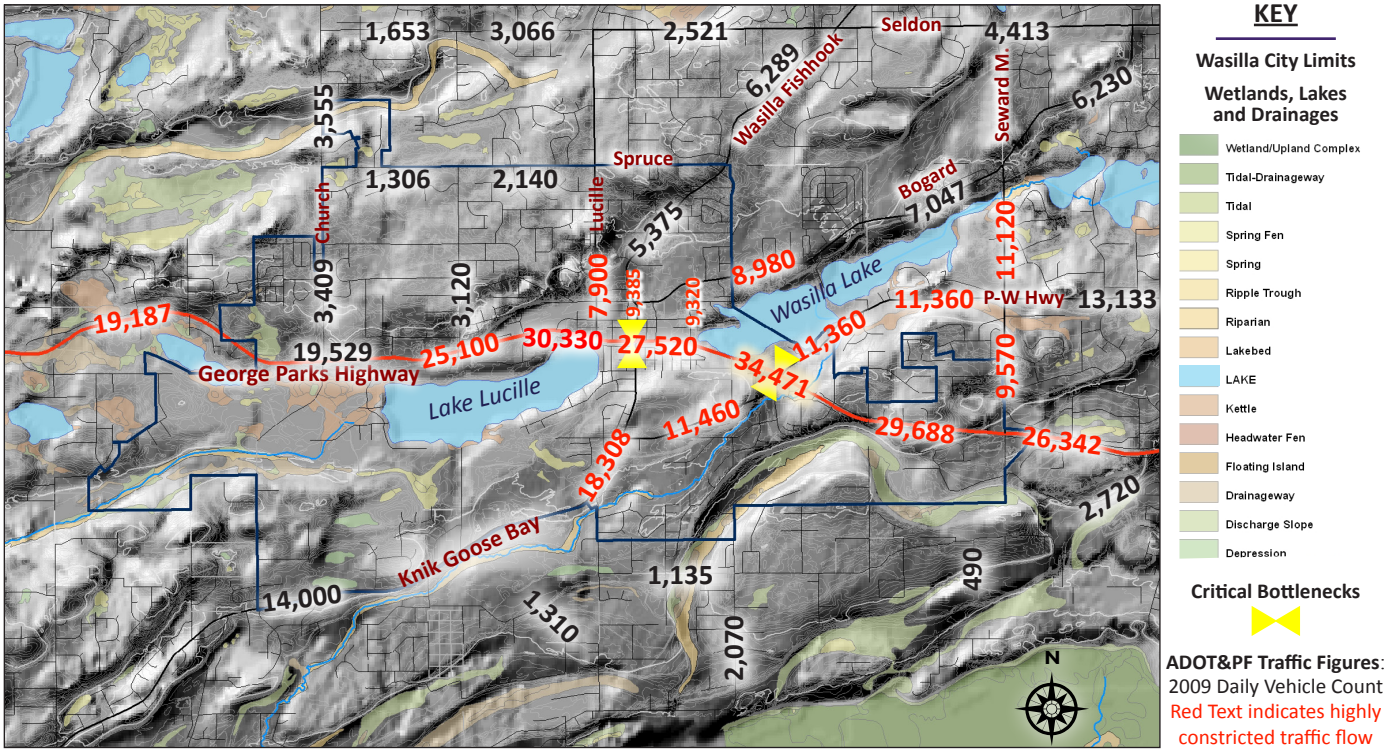

Figure 5. Transportation Corridor Constraint Map. Map layers constraints (lakes, wetlands, and slope data) with 2009 Average Daily Traffic data for road segments to help illustrate the bottlenecks and physical challenges inherent in creating a functional transportation grid. (Sources ADOT&PF 2009; MSB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

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.

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

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.

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

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.

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

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.

City of Wasilla Resident Opinions Regarding Future Transportation
√ City residents ranked "*improved roadways and transportation*" the top priority for the city from a list of 17 specific issues. Below are the percentages and categories: ***66% - "Very important"*** ***27% - "Somewhat important"*** ***3% - "Not Sure"*** ***4% - "Not important"***
√ City residents generally agree that Wasilla should enhance street connectivity: ***32% - Strongly Agree*** ***42% - Agree*** ***18% - Neutral*** ***4% - Disagree*** ***4% - Strongly Disagree***
√ Residents largely agree that pedestrian and bicycle movement should be enhanced: ***33% - Strongly Agree*** ***35% - Agree*** ***19% - Neutral*** ***9% - Disagree*** ***4% - Strongly Disagree***

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

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.

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

Rail crossing at Main and Knik Goose Bay Road.

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
1.1 Develop strategies and partnerships to successfully fund regionally important road projects (e.g., STIP identified priority projects).	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. 1.1.2 Aggressively pursue funding for transportation projects such as the Main Street Couplet and Knik Goose Bay Road improvements. 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. 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.
1.2 Continue to improve and upgrade City-maintained streets and highways.	1.2.1 Update and maintain the City's Streets and Highways Plan. 1.2.2 Set aside funds annually to maintain and improve the existing City roads.
1.3 Identify the major east/west and north/south roadway corridors and linkages needed to support future growth.	1.3.1 Seek alternatives to expanding and widening the Parks Highway through Downtown to alleviate current and future traffic. 1.3.2 Identify network options and negotiate right-of-way acquisition needed to speed up work on anticipated critical project linkages. 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.
1.4 Improve the City's road system to meet projected growth.	1.4.1 Continue efforts to locate, design, and maintain roads based on their function and the community needs.
1.5 Strive to ensure safe and efficient traffic flow.	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. 1.5.2 Minimize driveways and visual clutter within sight distance of intersections. 1.5.3 Identify ways to improve safety at high accident intersections. 1.5.4 Seek ways to reduce pedestrian and vehicle conflicts and make pedestrian crossings safer.

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: • 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.

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.	3.3.1 Consider a Mack Drive with Clapp Road extension, with a major intersection that re-orients and links in Fairview Road for maximum safety and connectivity. 3.3.2 Consider a Museum Drive extension and new airport access road.
3.4 Ensure that land uses adjoining the multi-modal node support and utilize the strategic transportation linkages.	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. 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.
3.5 Encourage transportation options that minimize single-occupancy vehicle trips within the City and to major commuter destinations.	3.5.1 Support the public and private sector in establishing viable alternatives to single-occupancy vehicle trips, particularly for commuters.

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.	4.1.1 Where through-traffic problems occur consider traffic calming measures or shifting road use and circulation patterns to address the issue. 4.1.2 Endeavor to retain the integrity of neighborhoods as the road network expands.
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.	4.2.1 Encourage neighborhoods to develop plans and identify neighborhood-specific transportation improvement priorities.
4.3 Continue to pave, improve, and rehabilitate substandard neighborhood roads.	4.3.1 The City should encourage formation of LIDs by continuing to commit matching funds for neighborhood street improvements

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

Objectives	Actions
5.1 Create a safe pedestrian environment around community schools, parks, and neighborhoods.	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. 5.1.2 Evaluate community parks and family attractions for pedestrian deficiencies and undertake safety and circulation improvements.
5.2 Enhance pedestrian connectivity between commercial establishments.	5.2.1 Require new commercial developments to provide basic pedestrian access to adjacent commercial uses.
5.3 Improve motorized and non-motorized pathway safety.	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.
5.4 Improve existing walkways and create new walkways when possible.	5.4.1 Create and implement a maintenance plan for walkways that allows them to be used year-round. 5.4.2 Encourage sidewalk connections to public transit stops. 5.4.3 Create design standards for new sidewalks that require the developer to provide connectivity between uses that are pedestrian friendly. 5.4.4 Ensure that sufficient area for pathways is set aside for future pathways at time of development. 5.4.5 Enhance ADA accessibility on walkways. 5.4.6 Encourage use of low-impact lighting.

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.

Future Transportation Map

LEGEND

Regional Road Connectivity

- Existing Major Connectors
- Future Connectivity Enhancement
- Railroad Corridor
- Rail Passenger Facility
- Airport

City of Wasilla Boundary

Intermodal Node

Parks and Schools

N

W E

S

Seldon Ave

Spruce Ave

Nicola Ave

Nelson Ave

W. Riley Ave.

Church Rd

Wasilla Fishook Rd

Bogard Rd

Palmer-Wasilla Hwy

Seward Meridian Rd

Clapp St

Knik-Goose Bay Rd.

Fairview Loop

Existing Parks Highway
(Re-design as commercial collector with enhanced streetscape once Alternative Parks is built)

Main-KGB Yenlo Couplet

Tanaina Elementary

Alcantra Recreational Area

Larson Elementary

Teeland Middle School

Career Ctr. Vocational

Bumpus Recreational Area

Wasilla High School

Iditarod Elementary

Wasilla Middle School

Iditapark

Nunley Park

Newcomb Park

Burchell High School

Susitna Ave. Boat Launch

Carter Park

Cottonwood Elementary

Curtis D. Menard Memorial Sports Center

Lake Lucille Camper Park

Smith Ballfields

Jacobsen Lake

Lake Lucille

Lucille Creek

Cottonwood Creek

Wasilla Lake

Finger Lake

Intermodal Node

Parks Highway Alternative
(Controlled access bypass for through traffic; final route to be determined)

N

Disclaimer: *This map is only intended for general planning purposes.*

Data Source: *Base map provided by the Matanuska-Susitna Borough GIS Services. All features of the map are subject to the MSB disclaimer for accuracy.*

City of Wasilla
OFFICIAL STREETS & HIGHWAYS PLAN
FY 2005 – 2025

Mayor
Dianne M. Keller

City Council
Howard O'Neil
Diana L. Straub
Steve Menard
Marty Metiva
Ron Cox
Mark A. Ewing

City of Wasilla
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Introduction

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

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

Transportation goals and policies are not rigid rules designed to be enforced in all situations, but are designed to provide the City with coherent transportation planning guidance in a majority of circumstances. Creating policies designed to enhance the transportation system during our City's growth process demands that such policies grow and change over time. There may be instances where the challenges of a particular area present design issues that dictate how the transportation for that area will be developed. It may be necessary to overcome those challenges with innovation and/or alternate designs not yet identified. This may be done through a careful review and balancing of public and private interests to produce a safe and efficient addition to the city street network.

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

Current Issues

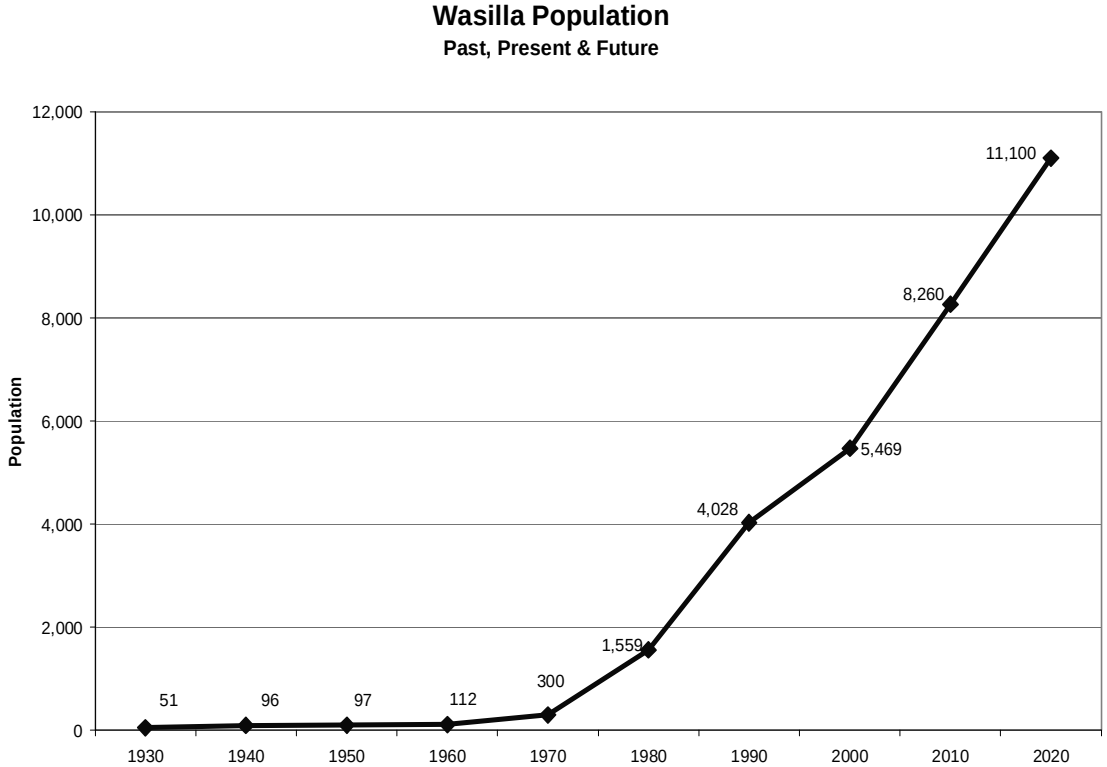
Due to increasing demand for services, the formulation of an *Official Streets and Highways Plan* requires consideration of multiple issues:

Resources:

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

Population Growth:

The growth projected for Wasilla between 2005 and 2025 will impact the volume of traffic on the existing street system through increased land use intensity. The rates and locations of growth in Wasilla require land use decisions to be made that will facilitate transportation improvements in the area.
U. S. Census Bureau data for the year 2000 indicated that the population of Wasilla increased by 35.7 percent from 1990 to 2000, which is more than double Alaska's statewide increase of 14 percent. Also, Wasilla's population is young compared to state and national averages. Census 2000 found that 34 percent of the City's population is younger than 18 as compared to 30 percent for Alaska as a whole and 26 percent for the nation. The median age for Wasilla residents is 29.7 years.



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

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

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

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

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

Current and Projected Population in the Greater Wasilla Area:

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

Land Use and Increased Road Mileage:

Land uses diversify and increase as roadways are extended and/or expanded. The diversity and distribution of land uses in the City affect the distance and purpose of travel. Wasilla is growing to the south and the east along its two main transportation corridors, the Parks Highway and the Palmer-Wasilla Highway. In 2004, a new 135,000 square foot *Lowe's Home Improvement Store* opened on the Parks Highway and a 123,116 square foot *Home Depot Store* opened on the Palmer-Wasilla Highway Extension. Growth along the Parks corridor to the east has intensified following the start of construction of the new *Mat-Su Regional Hospital* off of Trunk Road. This, along with growth caused by the recent utility service area agreement with the City of Palmer extending Wasilla's potential expansion area four miles east to the vicinity of Trunk Road. The extension of city utility service along these corridors will increase interest in urban density development along these two major transportation routes.
Local travel patterns change directly with changes in land use density. For example, roads are built to a developing area and the area fills with commercial or residential activity. People come to shop and live in the area and as more people travel to the area, it becomes even more attractive for development. Development continues until traffic congestion occurs. Since more people desire to travel there than the road system was originally designed to handle, roads must be widened to alleviate the traffic congestion. New, even larger, commercial or residential development is attracted to this new major traffic link.

1996 Comprehensive Plan - Land Use and Transportation Goals:

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

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

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

Transportation goals identified in the *1996 Comprehensive Plan*:

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

Trip Type and Mode Split:

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

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

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

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

Background

General location:

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

Natural Environment:

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

History of the City of Wasilla

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

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

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

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

Wasilla Official Streets and Highways Plan

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

An *Official Streets and Highway Plan* should:

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

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

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

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

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

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

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

Street Classification System

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

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

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

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

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

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

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

Examples: Lee Trevino Avenue and Pinion Drive

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

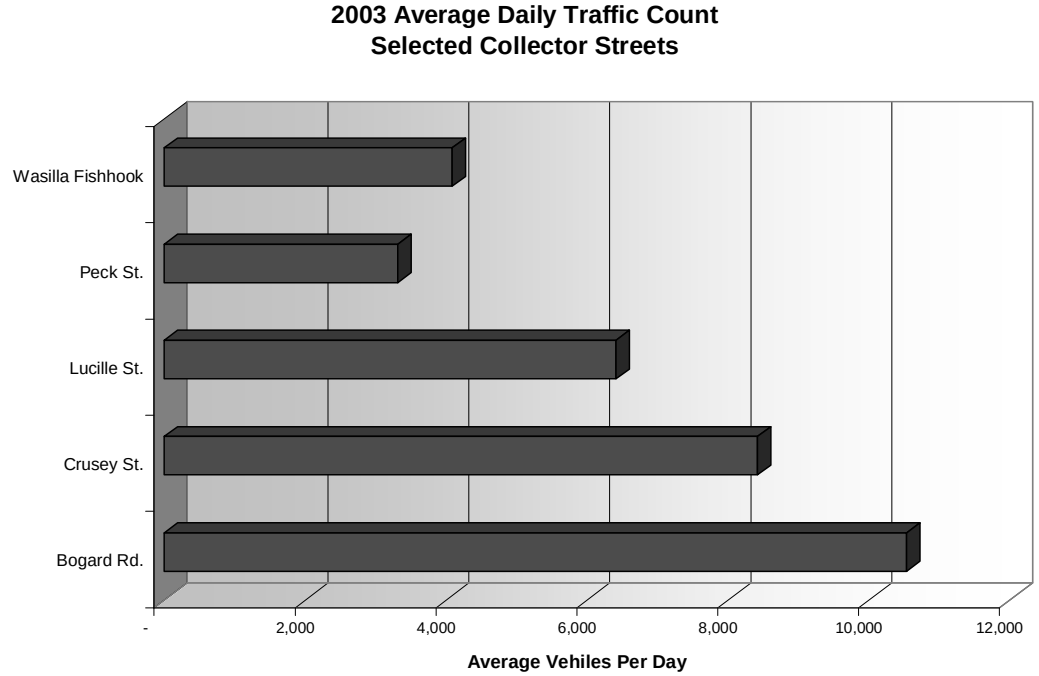
Examples: Herning Avenue and Commercial Drive

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

Examples: Crestwood Avenue and Melanie Avenue

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

Examples: Spruce Avenue, Lucille Street

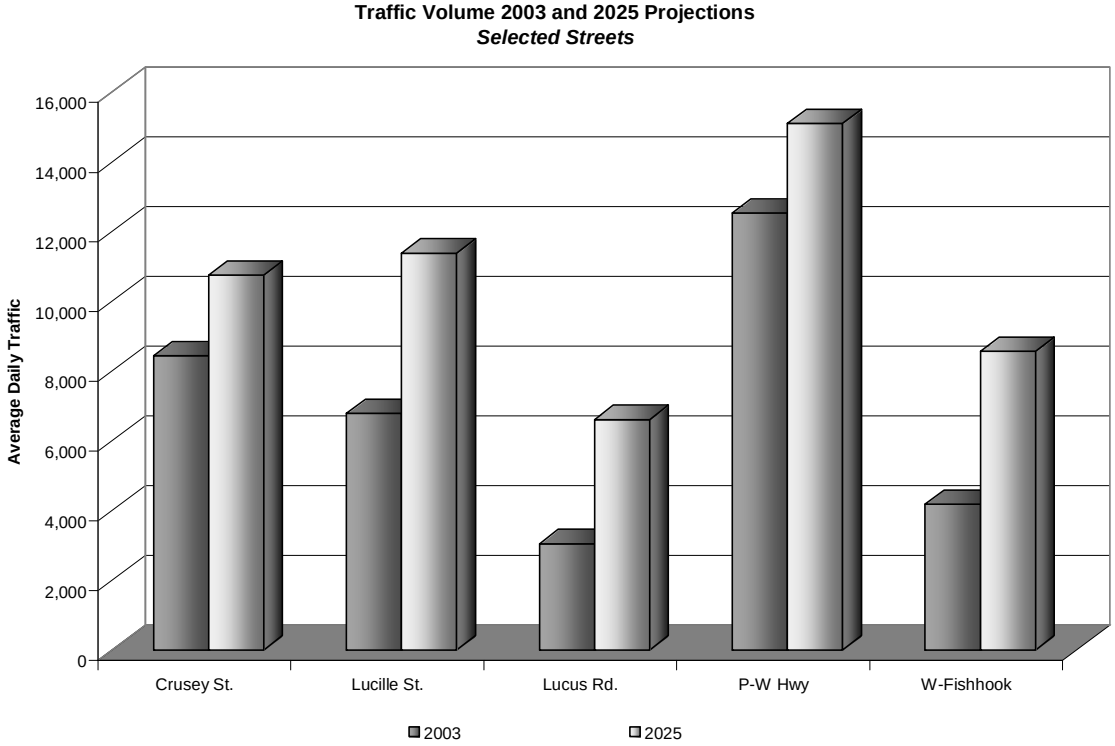


Arterial Streets. The main function of a major arterial street is to meet the demand for movement of large volumes of vehicles between neighboring communities, large residential areas, major employment centers and other major activity centers at intermediate to high speeds. Movement of thru-traffic is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

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

Traffic Volumes

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



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

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

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

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

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

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

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

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

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

Intersections

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

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

1999 TO 2003 High Accident Intersections

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

Acc/MEV = Accidents per million entering vehicles

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

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

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

Traffic Signals

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

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

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

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

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

Design Standards

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

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

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

* See ADOT&PF Highway Reconstruction Manual Spacing Tables 1190-9 & 10.
** Exceptions in urban downtown districts.

1996 Transportation Plan Recommendations.

Table 1: Status of 1996 Transportation Plan Recommended Projects

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

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

2005 – 2025 Street and Highway Plan Recommendations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Signalized Intersections

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

Road System Related Projects

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

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

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

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

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

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

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

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

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

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

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

Road System Related Projects

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

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

Fairview Loop Road Upgrades – Upgrade to current standards

Fern Street Extension – Extend to Edlund Street

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

Leota Street Extension – Connect to Fairview Loop

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

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

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

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

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

Spruce Avenue Extension – Extend from Peck Street to Seward Meridian

Current and Future Arterial and Collector Street System

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

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

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

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

Foundry Way	USA Cir.	Herning Ave.
Hallea Dr.	Weber Dr.	Industrial Dr.
Herning Ave.	Westpoint Dr.	Jude Ave.
Industrial Dr.	Willow St.	Knik St.
Jude Ave.	Yenlo St.	Lakeshore Dr.

Implementation of the *Official Streets and Highways Plan*

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

Policy:

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

Capital Improvement Plan (CIP):

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

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

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

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

the City Council to develop a reasonable relationship between the City's draft Capital Budget and the draft Operating Budget during the annual budget preparation process.

There are several potential sources of funding for CIP projects:

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

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

Streets and Highways Plan Updates and Maintenance:

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

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

CITY OF WASILLA OFFICIAL STREET & HIGHWAY PLAN 2005-2025

Street Classification

Existing Roads

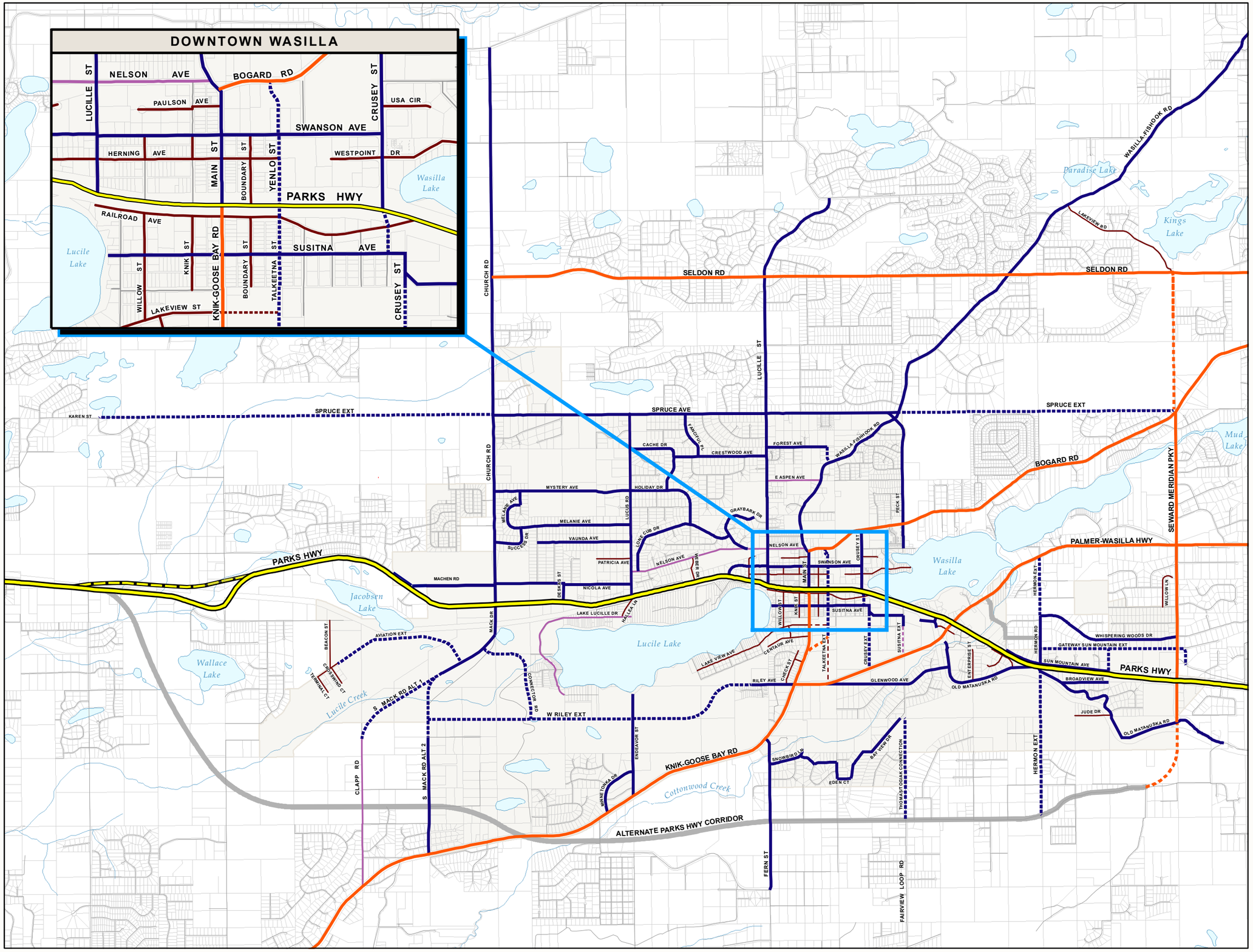
- Interstate
- Arterial
- Commercial
- Major Collector
- Minor Collector
- Local

Potential Future Road or Extension

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

Existing Features

- City of Wasilla
- Parcel
- Lake
- Stream



0 2,500 5,000 Feet

This drawing was complied by HDR Alaska, Inc. for the City of Wasilla Planning Department (2006).

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Projection: Transverse Mercator
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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	N	HCP parking violation	12-75497 verbal warning
12/3/2012	C	601 Crestwood	N	N	RAL dog	12-75528 UTL
12/3/2012	S	NAPA	Y	N	HCP parking violation	12-75539 citation
12/3/2012	S	Fred Meyer	Y	N	HCP parking violation	12-75555 verbal warning
12/3/2012	C	Crusey & Lakeshore	Y	N	RAL dog	12-75568 verbal warning
12/4/2012	S	Lake Lucille Park	N	N	Facility/security check	12-75679
12/4/2012	S	Value Village	Y	N	HCP parking violation	12-75679 verbal warning
12/4/2012	S	479 W Parks	Y	N	Sign violation	12-75700 verbal warning
12/4/2012	S	WalMart	N	N	HCP parking violation	12-75723 unfounded
12/4/2012	S	Holiday	Y	N	HCP parking violation	12-75730 verbal warning
12/4/2012	D	Fred Meyer	N	N	DOA cat	12-75735 disposal
12/5/2012	C	1641 Centurian	Y	N	RAL dog	12-75839 impound
12/5/2012	S	Target	Y	N	HCP parking violation	12-75866 citation
12/5/2012	S	Target	Y	N	HCP parking violation	12-75866 citation
12/5/2012	PAT	Swanson Ave.	N	N	Downed wire hazard	12-75876 contact MEA
12/5/2012	PAT	Parks & Church	Y	N	Assist patrol at MVA with moose	12-75891
12/5/2012	S	Bumpus	N	N	RAL dog	12-75899 impound
12/6/2012	PAT	Walgreens	N	N	Assist patrol with DUI- dog in car	12-76035
12/6/2012	S	Brown Jug	Y	N	HCP parking violation	12-76059 citation
12/6/2012	PAT	Parks & PWH	N	N	MVA traffic control	12-76067
12/6/2012	S	Fred Meyer	Y	N	HCP parking violation	12-76095 verbal warning
12/7/2012	FUP	WPD	Y	N	Assist patrol with citation dismissal	12-71388
12/7/2012	S	Target	Y	N	HCP parking violation	12-76264 citation
12/10/2012	FUP	Parks & Church	N	N	Abandoned veh in ROW	12-76601 impound
12/10/2012	S	Lake Lucille Park	N	N	Facility/security check	12-76943
12/11/2012	C	Meta Rose	N	N	Abandoned veh on city property	12-77128 24 hr red tag
12/11/2012	S	Brown Jug	Y	N	HCP parking violation	12-77195 verbal warning
12/11/2012	D	700 Creekside	Y	N	Wayward Muskrat	12-77200 catch n release
12/11/2012	C	Parks & Weber	Y	N	RAL dog (reported lost)	12-77250 return to owner
12/12/2012	C	Meta Rose	N	N	Abandoned veh on city property	12-77128 impound
12/13/2012	D	Fred Meyer	Y	N	Public assist- ATV ordinances	12-77491
12/13/2012	D	1270 Wampam	Y	N	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	N	Public assist	12-77613 unfounded
12/14/2012	C	Susitna & Denali	Y	N	Snow encroachment	12-77750 unfounded
12/14/2012	S	Lake Lucille Park	N	N	Facility/security check	12-77820
12/17/2012	D	Spruce & WFH	N	N	RAL dog	12-78307 unfounded
12/17/2012	PAT	Mystery & Church	Y	N	Assist patrol with hit and run	12-78336
12/18/2012	C	PWH & KGB	Y	N	RAL dog	12-78467 impound
12/18/2012	c	3160 Dannys Ave	Y	N	Dog bite	12-78497 unfounded
12/18/2012	D	Spruce & Lucus	N	N	RAL dog	12-78498 UTC
12/18/2012	S	Carrs	Y	N	HCP parking violation	12-78525 citation
12/19/2012	PAT	Carrs/WalMart	Y	N	Welfare check locate	12-78692 provide transport.
12/20/2012	D	402 Yenlo	Y	N	Missing/stolen dog	12-78878
12/26/2012	FUP	1745 Neil Cir	Y	N	Feral cat colony	12-79681 refer to AK Cat
12/26/2012	PAT	Glenwood & PWH	N	N	MVA traffic control	12-79979
12/26/2012	S	Walgreens	Y	N	HCP parking violation	12-79987 verbal warning
12/26/2012	D	1045 Pullman	Y	N	Dog hit by car	12-79999 transport to vet
12/27/2012	S	Fred Meyer	Y	N	HCP parking violation	12-80125 citation
12/27/2012	S	WalMart	Y	N	HCP parking violation	12-80154 verbal warning
12/27/2012	S	Fred Meyer	Y	N	HCP parking violation- misuse	12-80157 citation