



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.

APRIL 9, 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 March 12, 2013, regular meeting
- VIII. NEW BUSINESS (*five minutes per person*)
 - A. **Resolution Serial No. 13-05:** Amending the Wasilla Planning Commission by-laws to establish a meeting date for election of officers, adding teleconference provisions for planning commissioners, and other minor clarifications and updates.

- B. **Committee of the Whole** – Discussion on the draft Downtown Area Plan.
- IX. UNFINISHED BUSINESS
- 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, March 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 (via phone)
- Mr. Daniel Kelly, Jr., Seat B
- Ms. Jessica Dean, Seat C
- Vacant, Seat D
- Ms. Glenda Ledford, Seat E
- Mr. William Green, Seat F

Commissioners absent and excused were:

- Mr. Jesse Sumner, Seat G

Staff in attendance were:

- Mr. Bert Cottle, Deputy Administrator
- Mr. Archie Giddings, Public Works Director
- Ms. Tina Crawford, City Planner
- Ms. Tahirih Revet, Planning Clerk

III. PLEDGE OF ALLEGIANCE

- A. Commissioner Green led the Pledge of Allegiance.

IV. APPROVAL OF AGENDA

GENERAL CONSENT: The agenda was approved as presented.

VI. REPORTS

- A. City Deputy Administrator

Mr. Cottle provided a summary of activities and projects happening with the City of Wasilla. He also spoke in favor of changing the meeting time to 6:00 pm and suggested the Commission only have one meeting a month.

[CLERK'S NOTE: The City Code and Planning Commission By-laws state that "the Chair, after discussion with the city planner, may cancel meetings when appropriate." After discussion with the Commission and everyone's agreement, the Chair stated they would change the meeting schedule to meet once a month for the remainder of 2013, on the second Tuesday of the month. It was agreed that another meeting will be called by the Chairperson as needed.]

B. City Public Works Director

Mr. Giddings provided a summary of the meetings with the consultant that is helping identify alternatives for road project within the City.

C. City Attorney

No report given.

D. City Planner

Ms. Crawford stated a resolution will be brought forward to the Commission for a recommendation to the City Council regarding the sale of the Meta Rose Square property.

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 February 12, 2013, regular meeting

GENERAL CONSENT: Minutes were approved as presented.

IX. NEW BUSINESS

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

Ms. Crawford provided a summary of what changes were being brought forward for review by the Commission.

MOTION: Commissioner Green moved to approve Resolution Serial No. 13-03.

Discussion moved to the Commission.

MOTION: Commissioner Green moved to amend the main motion to remove the proposed 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 and Commissioners Green and Brown in favor and Commissioners Ledford and Dean in opposition.

Discussion ensued.

VOTE: The motion to adopt Resolution Serial No. 13-03, as presented, failed with Commissioners Ledford and Dean in favor and Chair Kelly and Commissioners Green and Brown in opposition.

X. UNFINISHED BUSINESS

A. Committee of the Whole

MOTION: Commissioner Dean moved to enter into the Committee of the Whole at 7:44 PM.

Entered into the Committee of the Whole and discussion ensued regarding the following items:

- a. Discussion regarding desired design components for proposed roadway improvements within the city limits; and
- b. Discussion regarding the need for a City ordinance regulating proposed utility facilities.
- c. 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 8:44 PM

XI. COMMUNICATIONS

No statements made regarding the following items.

- A. Permit Information
- B. Enforcement Log

XII. AUDIENCE COMMENTS

No one present to speak.

XIII. STAFF COMMENTS

Ms. Crawford stated that the next Planning Commission meeting would be on April 9, 2013.

XIV. COMMISSION COMMENTS

Chair Kelly thanked everyone for their participation at tonight's meeting.

XV. ADJOURNMENT

The regular meeting adjourned at 8:47 PM.

ATTEST:

DANIEL KELLY, JR., Chairman

TAHIRIH REVET, Planning Clerk
Adopted by the Wasilla Planning Commission -, 2013.

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**WASILLA PLANNING COMMISSION
RESOLUTION SERIAL NO. 13-05**

A RESOLUTION OF THE WASILLA PLANNING COMMISSION AMENDING THE WASILLA PLANNING COMMISSION BY-LAWS TO ESTABLISH A MEETING DATE FOR ELECTION OF OFFICERS, ADDING TELECONFERENCE PROVISIONS FOR PLANNING COMMISSIONERS, 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 April 9, 2013, the Wasilla Planning Commission held a public hearing on these amendments; and

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

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

Purpose

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

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

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

Officers

1. The officers of the ~~Planning~~ Commission shall be Chairperson and Vice-Chairperson.
- ~~4.2.~~ The annual election of officers shall be the first order of business at the first Commission meeting in January.
- ~~2.3.~~ Officers shall be elected by a majority of the ~~e~~Commission members for a term of one year.
- ~~3.4.~~ Election of officers shall be the first order of business at any time that an officer's seat is not filled.

Duties and Powers of Office

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

Open Meetings

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

Regular Meetings

1. ~~The r~~Regular meetings of the Planning Commission of Wasilla shall be held at 7:00 P.M. on the second and fourth Tuesday of each month, 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 ~~e~~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. 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 ~~e~~ 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, nNo Commission member shall represent any person before the commission of which he/she is a member.

Voting

1. Each member of the Commission, including the Chairperson, shall be entitled to one vote on any matter before the Commission.
2. Four affirmative votes shall be required to carry any measure before the Commission unless a greater number is required by ordinance.
3. Failure of a motion to approve any matter upon which the Commission is authorized to act shall be deemed a denial.
4. Failure of a motion to deny any matter upon which the Commission is authorized to act shall not constitute approval.
5. All Commission members present will vote unless the Commission permits a member to abstain. A member of the Commission requesting to be

excused from voting may make a brief oral statement of the reasons for the request and the question of granting permission to abstain shall be taken without further debate.

Decisions

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

- 1a. ~~T~~the date of significant meetings or hearings related to the request;
- 2b. ~~T~~the decision;
- 3c. ~~T~~the basic facts and the reasoning leading to the decision; and
- 4d. Cconditions ~~on the permit~~of approval.

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

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

Consensus

1. With the consent of the Commission, the Chairperson may appoint ad hoc committees of the Commission for special study or review.
2. No committee of the Commission shall have the power to commit the ~~Planning~~ Commission to the endorsement of any plan or program without its submission to the Commission for consideration at a regular or special meeting.

Staff Support

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

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

Notice of Meetings

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

Amendment

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

ADOPTED by the Wasilla Planning Commission on -, 2013.

APPROVED:

Daniel Kelly, Jr., Chairman

ATTEST:

Tina Crawford, City Planner

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INTRODUCTION

THE WASILLA DOWNTOWN AREA PLAN will assist to shape the future of the Downtown Area. It provides a vision of the future that is a reflection of those who live and/or work in Wasilla daily.

Community values, preferences, and concerns are documented, as well as opportunities to improve the quality of life.

City Departments, the Planning Commission, Parks and Recreation Commission, Airport Advisory Commission, and the City Council will refer to these documents so they can:

- make informed decisions concerning future growth and development
- plan for projects more efficiently
- assign appropriate resources to community needs
- identify needs for new or revised zoning and / or development authorities
- identify infrastructure priorities



The plans will also guide individuals and private companies when making investment and development decisions, or whenever questions affecting development within the community arise. While the plans will assist to guide community changes, the plans will be updated over time to reflect the changing needs of the community as new developments and trends occur.

Section 1: Introduction provides more information on the purpose, preparation, and content of the plan, and answers the questions of what plans do, how the Wasilla Downtown Area Plan relates to existing plans, and how the community will be involved.

Planning Area Overview

DOWNTOWN is a key gathering place for Wasilla residents and the business community. The area is zoned almost exclusively commercial but has a few pockets of residential areas. Vacant lots are interspersed through Downtown, providing opportunities for infill development. Existing development includes parks, schools, artistic and historic venues, a performing arts facility, local specialty shops and restaurants within strip malls, and several traffic congestion, a lack of overall connectivity to multiple destinations, inadequate parking for existing facilities, and a general lack of landscaping to provide aesthetic appeal.

Area Vision Summary

In a community plan, a vision is a positive outcome or an ultimate condition that a community desires to move toward. It may build upon community strengths and address community weaknesses. The vision is a significant aspect of a community plan because it is an expression of local desires for quality of life and future development, which will guide residents, land owners, and City decision-makers. The vision should inspire and motivate the community to achieve their picture of the future. It should be used as a filter for future development proposals. When new development is considered, decision-makers and residents will need to ask the questions, *“Does this fit with our stated vision?”* *“Will this help us to achieve our vision?”* *“Are modifications needed?”*



The following vision was developed for the downtown planning area of Wasilla. The vision is elaborated upon further in Section 2: Vision.

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

Overview of Issue, Goals, and Objectives

Community members helped identify assets and challenges for the downtown planning area throughout the planning process by taking part in various exercises in public workshops and meetings, focus group sessions, and written comments. These exercises assisted the planning team to identify issues for the areas, goals for future conditions, and objectives to achieve the goals. This area plan provides summary tables for the area, organized by category. Issue categories included:

- community character
- land ownership, platting, and zoning
- economic development
- recommended land uses
- infrastructure
- transportation and connectivity
- funding



The tables, found in Section 3: Issues, Goals, Objectives, also identify potential leads and/or participating partners for initiating actions or strategies to accomplish objectives and achieve associated goals.

Overview of Plan Elements

Section 4: Plan Elements expands upon the goals and objectives identified for each area. Plan elements include land use, economic development, transportation and circulation, and public facilities and utilities. Each plan section addresses planning considerations, goals, and recommendations for implementing the Wasilla Area Plans.

LAND USE RECOMMENDATIONS include:

- design standards to establish hand identity
- promoting infill development
- making changes to the zoning code to facilitate development
- establishing a land bank to manage parcels for future targeted land uses
- developing partnerships to achieve challenging goals
- developing and revising plans to address the changing needs of the community
- evaluate City annexation options to reduce future land use conflicts
- improving public communication
- establishing committees and programs to involve citizens in implementation

ECONOMIC DEVELOPMENT RECOMMENDATIONS include:

- establish economic development incentives, such as tax abatements or deferrals, variances, business improvement districts, partnerships, and others
- establish economic development projects or programs
- improve public communication and support
- evaluate City annexation options to retain future economic development options

TRANSPORTATION AND CIRCULATION RECOMMENDATIONS include:

- continue traffic planning for the community
- climate-sensitive design
- design for pedestrian access and multi-modal transportation
- evaluate the feasibility of public transportation options
- improve parking options and aesthetics
- utilize zoning to cluster heavy transport and freight facilities in the City
- preserve rural character of the community and enhance aesthetics in transportation projects



PUBLIC FACILITIES AND UTILITIES RECOMMENDATIONS include:

- improve barrier free access to public facilities; incorporate universal design standards
- conduct facilities inventory
- implement action items from existing plans
- identify utility expansion priorities to facilitate development

Overview of Implementation

Follow-through with implementation action items determines the success of a plan. To achieve the goals and objectives articulated for the downtown area, there must be a comprehensive understanding of the implementation tools and mechanisms. In addition, the community must identify:

1. Actions and projects to accomplish
2. Lead and supporting partner and individuals
3. Timeframe for completion of actions and projects
4. Annual review process

Implementation tools and mechanisms are outlined in the plan, as well as actions and responsibilities (Section 5: Implementation Tools and Mechanisms).

Overview of Funding Sources

To achieve the visions outlined in the Downtown Area Plan, the City may have to explore new avenues of funding to implement priority projects. A summary table of potential federal, state, and private funding sources was assembled to assist the city with the task of identifying potential options (Section 6: Funding Recommendations and Potential Funding Sources.) The state also produces an Economic Development Resource Guide which lists funding options for municipalities. In addition, the Alaska Department of Commerce, Community and Economic Development (DCCED) – Division of Investments and the Alaska Industrial Development and Export Authority provide loans and assistance to small businesses.

1 INTRODUCTION: PURPOSE OF WASILLA DOWNTOWN AREA PLAN

THE WASILLA DOWNTOWN AREA PLAN is a tool for growth in the next 15 years in Downtown Area. The plan provides a vision for the future that is a reflection of those who live and / or work in Wasilla daily. It communicates their community values, preferences, and concerns, and identifies opportunities where the City can capitalize on its assets and improve the quality of life.

This plan provides guidance to City Departments, the Planning Commission, Parks and Recreation Commission, and the City Council so they can:

- make informed decisions concerning future growth and development
- plan for projects more efficiently
- assign appropriate resources to community needs
- identify needs for new or revised zoning and / or development authorities
- identify infrastructure priorities

The plan is also an important guide to individuals and private companies when making investment and development decisions, or whenever questions affecting development within the community arise.

Wasilla is a dynamic city and municipal decision-makers are forced to respond quickly to growth. The City views planning as a continual process in which the community implements and builds on prior plans, updating the plans as conditions change. This planning document is a living document based on information available at a particular time. The needs of the community will change as new developments occur, and the area plans will be updated accordingly.

Where is the Planning Area?

This planning document examines the downtown area in Wasilla, which is distinguished by unique assets and challenges.

Downtown

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

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

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

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



Historic Teeland’s serves as a community gathering place.



Traffic in Downtown



Meta Rose Square has aesthetic appeal and additional landscaping would add to that.

PROCESS: PREPARATION AND CONTENT OF THE PLAN



Members of the Visioning Committee discuss ideas for the Airport and Transportation Museum Area.

The Wasilla Downtown Area Plan is an agenda for action that will serve as a reference and guide for decision-making. Public participation was critical for development as well as implementation of this plan. It provides the “real-world” perspective of those who have the most at stake – the residents, property owners, and business owners. Successful public participation reaches out to those who have grown up and raised their families in the community for decades, and to those who are now choosing to raise their families here because of the quality of life Wasilla has to offer.

The public identified community issues, goals, objectives, and priorities for implementation. The document puts forth the groundwork for initial steps the City and all stakeholders to take to achieve their visions and bring them closer to their stated goals.

BACKGROUND RESEARCH AND ANALYSIS

A common misconception is that Wasilla does no planning and zoning is nonexistent. To the contrary, Wasilla has completed or regularly updated more plans than most communities in Alaska, and zoning has long been in place through the City’s Land Development code. The first step in this planning effort was to review existing plans, reports, ordinances, and community surveys. This step provided the planning team with:

- an inventory of previously identified issues and assets
- a determination of the relevance of issues
- a log of background information

Each plan was reviewed and issue statements were developed to provide a base of issues to compare against issues identified in public meetings. The goal of this step was to capture all unresolved issues, regardless of origin.

REVIEWED DOCUMENTS AND MAPS

<i>Comprehensive Plan</i>	<i>Water Systems Facilities Master Plan</i>
<i>Trails Plan</i>	<i>Airport Master Plan</i>
<i>Sewer Master Plan</i>	<i>Official Streets and Highways Plan</i>
<i>Hazard Mitigation Plan</i>	<i>Main Street Traffic Study</i>
<i>Community Survey Report</i>	<i>Wasilla Municipal Code</i>
<i>Zoning Map</i>	<i>Five-Year Fiscal Forecast Model</i>
<i>Mat-Su Comprehensive Economic Development Strategy</i>	

COMMUNITY INVOLVEMENT



Community members had the opportunity to share their ideas and values throughout the planning process.

Community involvement kicked off in August 2006 when the planning team presented an overview of the planning process at a Wasilla Planning Commission meeting. Shortly following, a newsletter was mailed to Wasilla residents and business owners introducing them to the goals of the planning process, the planning areas, and opportunities for participation. The newsletter also included a form for recipients to submit comments and questions to the planning team.

Throughout the planning process, the public was asked to share their most important issues, needs, and vision for the downtown area. Community input shaped the entire plan. Planning boundaries were amended, based on public comments. The area vision is centered on information gathered in the public sessions. Planning issues and the related goals and objectives all stem from public input.

The City hosted the first Visioning Committee workshop in November 2006. This committee (a subcommittee of the Planning Commission) was developed by the Mayor, City Planning Department, and Planning Commission and convened stakeholders and leaders of Wasilla. Next, three focus group sessions were hosted. The focus groups represented a full spectrum of interests, spanning arts and cultural to business and transportation industry interests.

Participants of the Visioning Committee workshop engaged in a SWOT Analysis – an exercise where participants are asked to identify the community strengths, weaknesses, opportunities, and threats. The focus group sessions posed targeted questions about community values and the strengths and weaknesses of each planning area.

The Visioning Committee workshop and three focus group sessions included the most formal process of identifying the visions. During these participation opportunities, attendees were asked to finish the sentence, “In 15 years, I see Wasilla as” Participants in these sessions were guided through exercises to focus on the future of the downtown planning area.



City planning staff was available to the community to hear their thoughts on how Wasilla should grow.

Presentations were given to the Wasilla Rotary Club and the Wasilla Chamber of Commerce to provide an overview of the goals of the planning process and to present a synopsis of the results from the Visioning Committee workshop and focus group sessions.

A day-long mini-charrette was then held to offer the public an opportunity to collaborate with one another and illustrate their ideas and visions. Large maps of each planning area were provided for groups and individuals to record their ideas for preferred land uses and development emphases.

Shortly following the mini-charrette, a public meeting was organized to review the products of the planning process to date, answer questions, and solicit additional comments to incorporate in the planning document.

Another facet of the public participation program was the school project. Youth involvement provides an opportunity for students to offer a unique perspective to the planning team and fosters community pride and commitment. We designed a curriculum that meets the Alaska State Education Content Standards and Grade Level Expectations that outlined exercises and materials for teachers to integrate in specific classes. The curriculum was provided to teachers in December. In May, students were asked to participate in a small scale design workshop where they brainstormed ideas for potential land uses in Downtown, sketched on maps the locations for suggested lands uses and boundaries for the Downtown planning area. Figure 2 illustrates the public participation timeline.

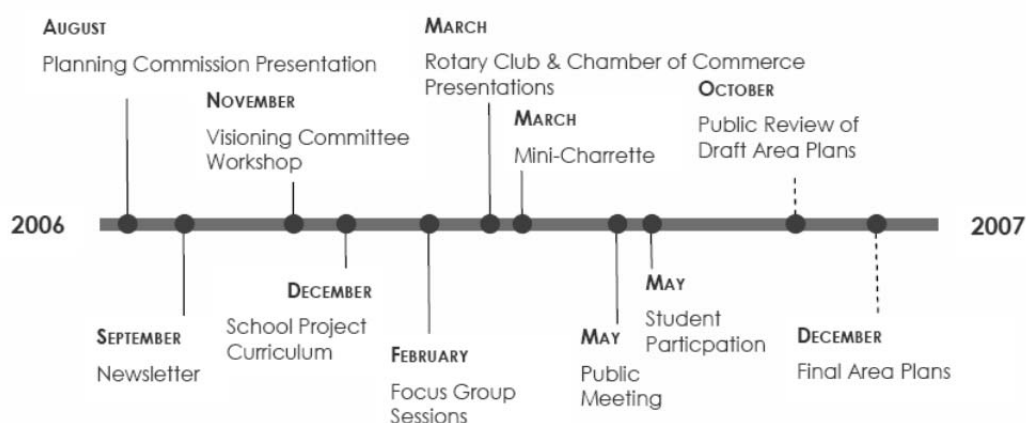


Figure 2 Public Participation Timeline

WHAT IS IN THIS PLAN?

The Wasilla Downtown Area Plan is organized into the following sections:

- Section 1: Introduction: furnishes an overview of the planning process and planning contents.
- Section 2: Vision: describes the values that the community wants to see retained and new ideas for future life in Wasilla.
- Section 3: Issues: Goals and Objectives: provides a synopsis of each planning area's assets and challenges, as well as goals and objectives that address community identified issues and can help strengthen each area.
- Section 4: Plan Elements: discusses the vision, planning considerations, goals, and recommendations associated with land use, economic development, transportation and circulation, and public facilities and utilities for each planning area.
- Section 5: Implementation: examines new and existing tools and mechanisms that can be used or modified to achieve foals identified for each planning area. This section also identifies a responsible entity for each implementation action and a reasonable schedule for completion of the action.
- Section 6: Funding Recommendations and Potential Funding Sources: provides an inventory of funding recommendations and potential funding sources for the actions identified.
- Area Profile – Appendix A: provides background information and inventories existing conditions in Wasilla.
- Public Involvement Summary – Appendix B: provides notes from community involvement meetings and workshops and newsletter(s).
- School Project – Appendix C: provides the developed curriculum, summary notes from the sessions with students, and map outputs.

RELATIONSHIP TO EXISTING PLANS

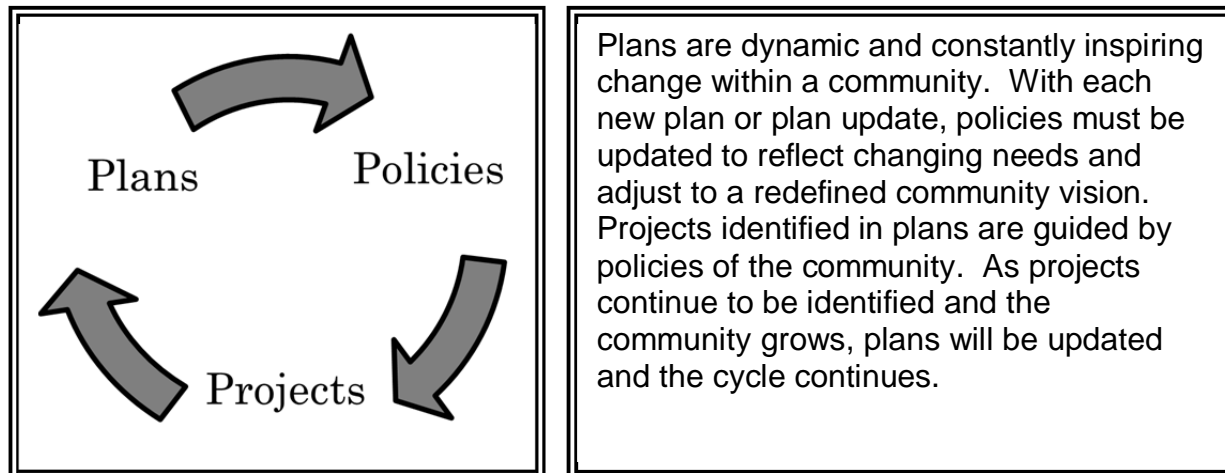
WHAT DO PLANS DO?

Plans, in general, focus on characteristics within the community that can be strengthened. They also focus the community vision to guide policies for specific elements such as land use, economic development, transportation and circulation, and public facilities and utilities.

Policies connect the vision to what actually happens. They are developed by the Wasilla City Council, commissions, and City departments in the form of land development regulations (e.g., landscaping standards and sign ordinances, and zoning designations) and building codes. Policies guide the development of future projects in Wasilla.

Projects are derived from the plans and other sources, which are prioritized and included on the City's capital improvement projects list. These projects are implemented in accordance with specific policies defined by the City. Projects may be funded by the public, private entities, or public-private partnerships.

The Wasilla City Council, commissions, and various departments are responsible for enforcing policies that guide development and projects using tools such as permits, approvals, and other administrative procedures.



HOW DOES THE WASILLA DOWNTOWN AREA PLAN RELATE TO EXISTING PLANS?

Title 16, the Land Development Code of Wasilla, encourages areas to develop neighborhood plans for inclusion as an amendment to the City Comprehensive Plan. Wasilla has several plans that relate to this area plan. The Wasilla Downtown Area Plan is compatible with and complements existing community and regional plans that guide growth. Figure 3 inventories the plans in Wasilla and illustrates the relationship of plans beginning with the comprehensive plan, which provides broad direction for the entire city. Element focused plans complement the broad plans, providing specific guidance for things like wastewater treatment systems and trails. Area focused plans further round out policy planning documents by furnishing details for a distinct area within the City. All of these documents include implementation actions, which are later carried out through a variety of mechanisms and entities.

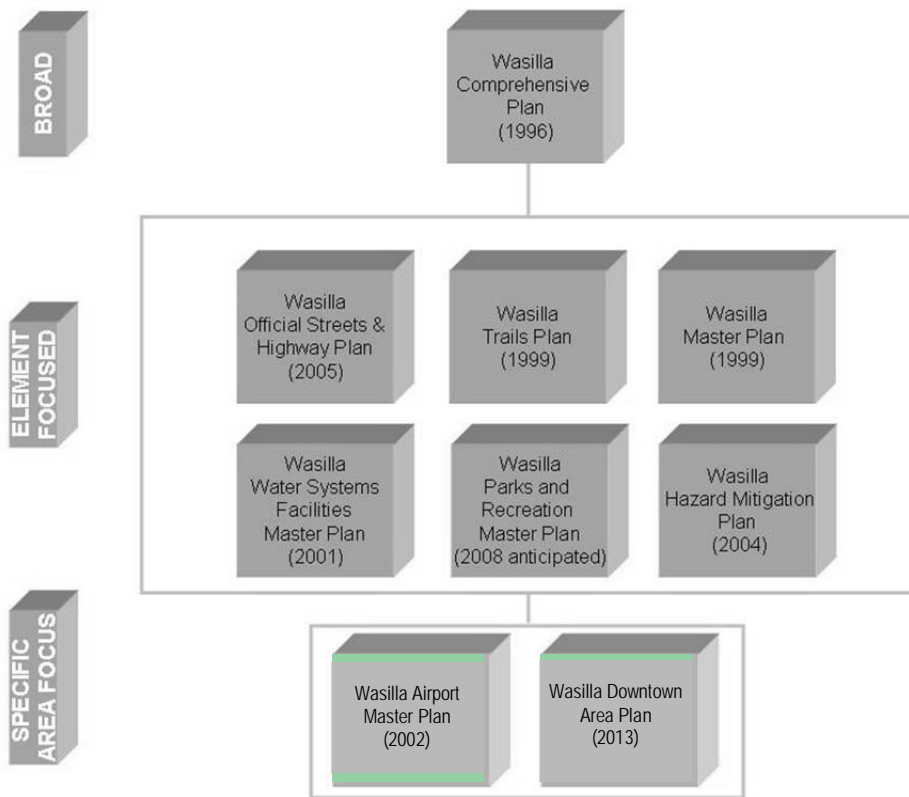


Figure 3 Wasilla Planning Documents

KEY RESPONSIBILITIES AND STAKEHOLDERS

HOW WILL THE COMMUNITY BE INVOLVED?

Plans often fail because responsibility for implementing actions is unidentified in the plan. This document identifies potential responsible parties while still giving the City flexibility for changes if necessary. Continued public support and enthusiasm along with suitable and realistic implementation mechanisms are crucial to the success of this area plan. Everyone must work together for this plan to come to fruition.

In Section 3: Issues, Goals, Objectives, and Responsible Parties are identified to lead and assist in the implementation of objectives to reach the goal. These entities are not all-inclusive and can change as dynamically as the City is changing. Most importantly, this area plan represents the vision of people who are invested in Wasilla. As such, it will take not only City Council, the Planning Commission, and City staff to help implement these ideas, but those who helped develop and identify these ideas as well as current and future residents. This plan will achieve the greatest success if everyone who resides and works in Wasilla is committed to taking part in implementing the visions laid out in the plan.

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VISION: WHAT IS A VISION?

IN A COMMUNITY PLAN, a vision is a positive outcome or an ultimate condition that a community desires to move toward. It is also both a process of stakeholder involvement and a product of the plan. It may build upon community strengths and address community weaknesses. The vision is a significant aspect of a community plan because it is an expression of local desires for quality of life and future development, which will guide residents, land owners, and City decision-makers.

HOW WILL A VISION HELP OUR COMMUNITY?

The vision should inspire and motivate the community to achieve their picture of the future and function as a filter for future development. When new development is proposed, decision-makers and residents will need to ask the questions, “Does this fit with our stated vision?” “Will this help us to achieve our vision?” “Are modifications needed?”

HOW WAS THE VISION DEVELOPED?

Shared values and ideas are the foundation for developing a community vision (Figure 4). A community’s values dictate what should be reinforced in a community and what should be fixed. Individuals had many different great ideas for what the City should work towards. For instance, if a community values arts and culture, they may work to establish a premier performing arts center or an annual summer festival showcasing and celebrating the arts.

In the process of defining the vision, citizens were asked to think about some of the following questions:

If you could make these areas the way you want them, what would they look like?

What community assets will the areas include?

On their days off, where will residents go and what will they do in these areas?

What amenities need to be located within the community to improve and enhance the quality of life?

How do I picture these areas in 15 years?

Although different opinions exist about what the future holds for the downtown planning area, common ground can be found. Unequivocally, the public participation process and the school project revealed that residents are passionate about their community and want to enhance the assets that contribute to the extraordinary quality of life they enjoy.

The vision developed looks 15 years to the future and represent the efforts of a cross section of residents and other stakeholders in Wasilla. The visions are based on common themes that flow throughout Wasilla as a whole and provide reference points for implementation.

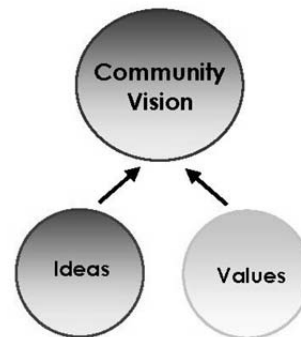


Figure 4 Community Vision

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



Above: Honor Garden and Circle of Honor

Left: Family at 4th of July Parade

Courtesy City of Wasilla

❖ COMMUNITY CHARACTER ❖

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



Above: Mat-Su Regional Outpatient Center

Left: Meta Rose Square Courtesy

City of Wasilla



❖ RECOMMENDED LAND USES ❖

Developers will be encouraged to build here with mutually beneficial incentives. Small lots that now pose challenges to development will be combined with adjacent lots or zoning changes will be made that will make development more practical. New development will integrate open space in design. Downtown will be distinguished by pedestrian-oriented design and developed cross streets offering shopping and services as well as increased connectivity to parks, multi-use trails, and Wasilla and Lucille lakes. Additional parks, trails, greenbelts, and cultural and community facilities will be encouraged and supported. Mixed use that accommodates and benefits both young and old will be promoted to provide increased services for residents and contribute to aesthetics. Downtown Wasilla will

continue to serve as the cultural center of the community, featuring a library and performing arts venues. The history of Wasilla's beginnings will be preserved to enrich the lives of residents and visitors.

❖ ECONOMIC DEVELOPMENT ❖

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



Yenlo Square Phase I: Yenlo Arms

❖ GROWTH ❖

Downtown will be a proud centerpiece of the community that provides user-friendly full service amenities for residents and visitors such as shopping, dining, and cultural community centers. As the community continues to expand, Downtown will

serve as an anchor. Growth will be directed towards infill opportunities in Downtown.

❖ TRANSPORTATION ❖

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

CHARRETTE SNAPSHOT

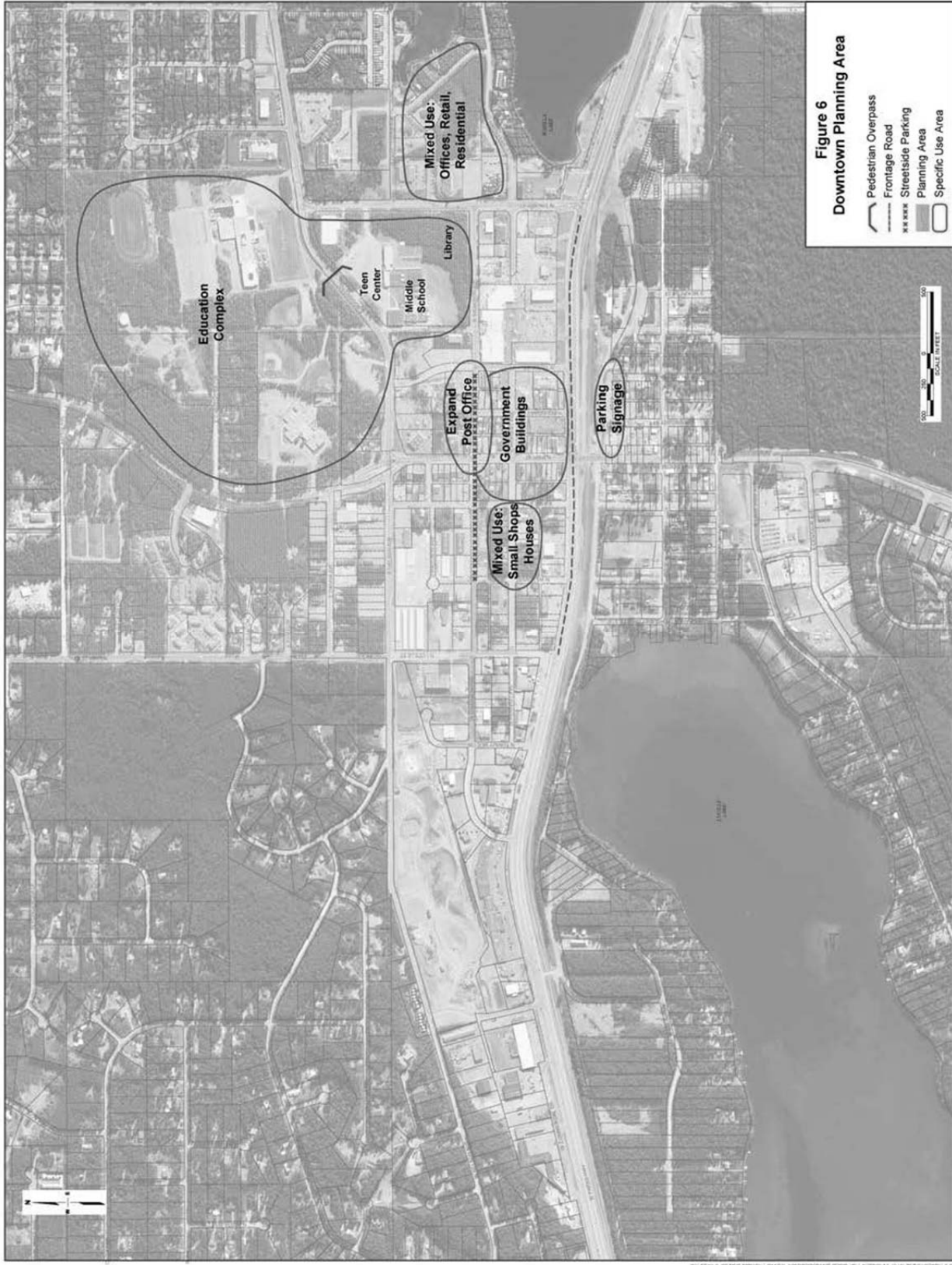
During the mini-charrette, the public communicated many ideas and desires for the future of Wasilla, which are categorized in the following box.

- **Common Ideas** are dominant ideas repeated by several participants not only at the charrette, but also throughout the planning process. In the case of Downtown, these may include items that will take sustained effort by public and private parties to implement than the planning timeframe of this document due to a variety of reasons such as land ownership patterns and available funding.
- **Unique Ideas** are individual ideas that may be technically feasible, but they may take longer to implement within the planning timeframe of this document due to a variety of reasons such as land ownership patterns and available funding.
- **Other Highlights** are ideas that were shared by many participants at the charrette and could likely be implemented earlier within the planning timeframe of this document.

<p style="text-align: center;">Common Ideas</p> <ul style="list-style-type: none">• Government offices• Expanded library and post office
<p style="text-align: center;">Unique Ideas</p> <ul style="list-style-type: none">• College campus• ATV trail around downtown• Boardwalk and restaurants on west end of Wasilla Lake• Frontage road
<p style="text-align: center;">Other Highlights</p> <ul style="list-style-type: none">• Mixed use areas

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3 ISSUES, GOALS, & OBJECTIVES

Area Snapshots: Downtown

Community members helped identify assets and challenges for the downtown planning area throughout the planning process by taking part in various exercises in public workshops and meetings, focus group sessions, and written comments. The assets and challenges were used to develop issue statements, goals, and objectives for the downtown planning area.

Assets (*Strengths*)

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

Parks and Open Space: Wonderland Park (amphitheatre and skate park) appeals to a variety of interests; lake recreation

Location: Centrally located

Municipal Services & Infrastructure: Post office; library; local government; water; sewer; power

Shopping & Services: Variety of small business; access to large and small businesses and services; centralized shopping and services; destination

Economic & Development Potential: High traffic count; available land to develop; historic features to draw tourism; tourism traffic nearby

Challenges (*Weaknesses*)

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

Parking: Limited availability; no parking with a Downtown atmosphere

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

Parks & Trails: Parks not connected; lack of trails

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

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



Wasilla Post Office



Wasilla Library



Retail, restaurant, and office spaces in Downtown Wasilla

Issues, Goals, & Objectives

This section identifies the issues, goals, and objectives and provides a summary framework for action items, or strategies, to implement the plan.

WHAT DO THESE TERMS MEAN?

Issues are problems that impede progress or perceptions that the existing conditions are inadequate.

Goals are general, broad statements of what you want to accomplish, or the community's aspirations. They are positively stated desired future situations to address an issue.

Objectives are statements of planned results that are measurable or trackable.

The following summary tables are categorized by issue statements. Priority issues were derived from evaluating the results from the Visioning Committee workshop, focus group sessions, charrette, public workshop, and individual public comments. Some issues identified during this planning process are lingering issues previously identified in existing planning documents.

From each identified issue, the planning team developed goals and objectives. The tables also identify potential leads and/or participating partners for initiating actions or strategies to accomplish objectives and achieve associated goals.

Schedules for Completion

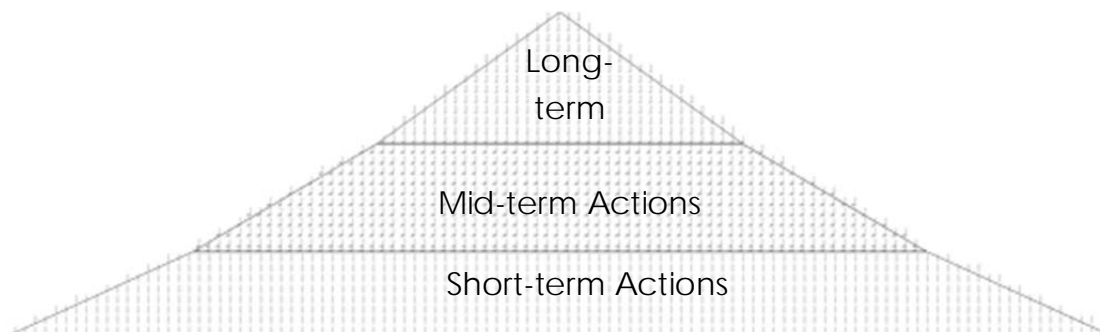
Each implementation item is tied to a timeframe defined as on-going, or short-, mid-, or long-term. The planning timeframe for this plan is 15 years.

On-going actions require relationship building and maintenance of relationships, structures, plans, zones, etc. On-going actions results are often difficult to measure.

Short-term actions can be accomplished within 1 to 2 years. These actions often provide immediate reward and success, which can be motivating for accomplishing more intensive actions. Many short-term actions lay the groundwork for accomplishing mid-term actions.

Mid-term actions are accomplished within 3 to 5 years. These actions take a larger coordinated effort to complete, and more than one entity may be involved with implementing the action.

Long-term actions will take 5 to 10 years to complete and typically will involve a number of different coordinating entities to accomplish the action.



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

ISSUE	GOA	OBJECTIVE(S)/POLICY(IES)	SCHEDULE	COST	RESPONSIBLE PARTY
Land Ownership, Platting, and Zoning (LO)					
1. Small lot sizes pose challenges to development.	A. Create larger, functional parcel sizes that accommodate development.	i. Create an overlay Downtown zoning district.	Mid-term	\$100,000 - \$500,000	City of Wasilla Planning Department
		ii. Work with the Mat-Su Borough to streamline the replatting process with regard to consolidation of small lots within the City of Wasilla.	Long-term	<\$100,000	City of Wasilla Planning Commission
		iii. Institute development incentives, such as replatting initiatives and business improvement	Mid-term	\$100,000 - \$500,000	Downtown Landowners
		iv. Create a program where the City purchases available parcels to hold for potential replatting.	Long-term	>\$500,000	Mat-Su Homebuilders Association
			*Indicates an entity recommended to be established but not yet in existence		

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ISSUE	GOA	OBJECTIVE(S)/POLICY(IES)	SCHEDULE	COST	RESPONSIBLE PARTY
Economic Development and Recommended Land Uses (EC/LU)					
<p>1. A good mix of services, shopping, and dining is limited in Downtown Wasilla.</p> <p>2. Wasilla is known as a “pass through” site; tourists pass by the community on their way to other destinations.</p>	<p>A. Develop an attractive, diverse city center.</p> <p>B. Develop Downtown Wasilla as a government and education center that is interspersed with mixed use (including residential and commercial development).</p> <p>C. Make Downtown a destination for residents and visitors.</p> <p>D. Establish a downtown redevelopment district.</p>	i. Identify priorities for infill development, in terms of locations and uses.	Long-term	<\$100,000	City of Wasilla Planning and Economic Development Departments
		ii. Evaluate and prioritize needs for visitor service infrastructure in the area, such as public restrooms, parking, signage, pedestrian paths, and visitor information stations.	On-going	\$100,000 - \$500,000	City of Wasilla Planning Commission
		iii. Prepare a public facilities plan that addresses city, borough, state, and federal facility needs in Wasilla.	Mid-term	\$100,000 - \$500,000	Wasilla City Council
		iv. Advocate the needs of Wasilla students to the Mat-Su School District for future long-term facility planning efforts, forging a relationship that fosters a sense of ownership.	Short-term	<\$100,000	Mat-Su Borough
		v. Incorporate public institutions and mixed use as priorities in rezonings and ordinance revisions.	On-going	\$100,000 - \$500,000	Mat-Su School District Public-Private Partnerships* Downtown
		vi. Adopt design standards to ensure infill development complements existing development.	Short-term	<\$100,000	Revitalization Committee* Chamber of Commerce and Member Organizations
		vii. Promote infill development through incentives such as a business improvement district.	Short-term	<\$100,000	Downtown Businesses and Trade Organizations
		viii. Provide financing incentives for mixed-use development, such as credit assurance, equity investment in the project, or soft second loans to developers.	On-going	\$100,000 - \$500,000	Alaska Housing Finance Corporation
		ix. Identify enterprise zones for specific uses such as employment core zones.	Mid-term	\$100,000 - \$500,000	
		x. Develop partnerships and marketing programs to promote Downtown.	Long-term	\$100,000 - \$500,000	City of Wasilla Planning and Economic Development Departments
		xi. Review and revise public relations and marketing materials, featuring changes and attractions in the Downtown and other areas of Wasilla.	On-going	<\$100,000	Wasilla Chamber of Commerce
		xii. Update zoning in Downtown to encourage a diversified city center.	On-going	<\$100,000	Alaska Small Business Development Center
		xiii. Inventory vacant properties and abandoned buildings and offer incentives for redevelopment.	Long-term	\$100,000 - \$500,000	
		xiv. Explore alternate uses of strip mall developments, including incentives for redevelopment to mixed uses.	On-going	>\$500,000	
		xv. Encourage development of establishments that would entice visitors to the area, such as small shops, cafés, and sites with historic themes.	Short-term	<\$100,000	
<p>3. There are few locally based industries and limited professional employment opportunities for the influx of new residents.</p>	<p>A. Attract and retain professional service sectors to provide local employment and decrease economic leakage.</p>	i. Attract Mat-Su Borough and state government offices to Downtown Wasilla.	Long-term	<\$100,000	
		ii. Identify resources that promote entrepreneurship and business relocation/location to Wasilla, such as venture capital, marketing strategies, and private-public partnerships.	Short-term	<\$100,000	
*Indicates an entity recommended to be established but not yet in existence					

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ISSU	GOA	OBJECTIVE(S)/POLICY(IES)	SCHEDULE	COST	RESPONSIBLE PARTY
<p>Infrastructure (IN)</p> <p>1. The community is experiencing rapid growth and it is projected to continue.</p> <p>2. Rapid growth and development is placing strains on existing infrastructure and public facilities, including roads and</p>	<p>A. Provide infrastructure and services that accommodate growth and development.</p>	<p>i. Update infrastructure and economic development plans, and coordinate priorities and timing of interdependent projects and facilities improvements.</p> <p>ii. Encourage infill development to address underutilized areas of Downtown.</p> <p>iii. Establish economic incentives such as Business Improvement Districts.</p> <p>iv. Evaluate school expansion capacity on school campuses.</p>	<p>Long-term</p> <p>On-going</p> <p>Short-term</p> <p>Long-term</p>	<p>\$100,000 - \$500,000</p> <p><\$100,000</p> <p>\$100,000 - \$500,000</p> <p><\$100,000</p>	<p>City of Wasilla Planning, Economic Development and Public Works Departments</p> <p>City of Wasilla Planning Commission and Parks and Recreation Commission</p> <p>Wasilla City Council</p> <p>Wasilla Chamber of Commerce Public-Private Partnerships* Downtown Businesses</p> <p>Mat-Su School District</p>
<p>*Indicates an entity recommended to be established but not yet in existence</p>					

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ISSU	GOA	OBJECTIVE(S)/POLICY(IES)	SCHEDULE	COST	RESPONSIBLE PARTY
Transportation and Connectivity (IC)					
1. Local residents feel that Downtown Wasilla is vehicle-oriented and unsafe for pedestrians.	A. Create a pedestrian-friendly Downtown. B. Increase inter-modal connectivity within the Downtown area and to other parts of Wasilla.	i. Use infill development to encourage mixed use and reduce vehicle trips.	Long-term	<\$100,000	City of Wasilla Planning and Public Works Departments
		ii. Encourage pedestrian amenities in capital project planning, zoning, and subdivision actions with the establishment of such things as walkways and overpasses.	On-going	\$100,000 - \$500,000	City of Wasilla Planning Commission
		iii. Institute design standards that promote pedestrian access including winter design factors.	Mid-term	\$100,000 - \$500,000	Alaska Department of Transportation and Public Facilities Public-Private Partnerships*
		iv. Develop and/or enforce City ordinances that enhance pedestrian safety, such as stopping for pedestrians in crosswalks.	Short-term	<\$100,000	Downtown Revitalization Committee* Downtown Businesses
		v. Coordinate pedestrian improvements with parking initiatives and solutions.	On-going	\$100,000 - \$500,000	State Legislators
		vi. Investigate winter city solutions for pedestrian access.	Short-term	<\$100,000	City of Wasilla Planning and Public Works Departments
2. Parking is limited for Downtown Wasilla services (e.g. library, post office).	A. Address the parking demand in Downtown. B. Provide parking solutions that encourage mixed use, meet public facility needs, and improve pedestrian	i. Assess existing capacity versus existing and projected demand.	Short-term	<\$100,000	City of Wasilla Planning and Public Works Departments
		ii. Review and revise as necessary the parking requirements for new developments.	On-going	\$100,000 - \$500,000	City of Wasilla Planning Commission
		iii. Evaluate the feasibility of centralized parking facilities, including construction via public-private partnerships, municipal funding, or tax increment financing.	Mid-term	\$100,000 - \$500,000	Wasilla City Council City of Wasilla Planning and Public Works Departments
3. Wasilla has congested roads and poor traffic flow.	A. Improve the movement of people and commodities throughout Wasilla and surrounding areas via various modes of safe, accessible transit.	i. Update current transportation plans to reflect growing demands and patterns and to roadway assess condition and capacity, and traffic/accident	Long-term	<\$100,000	City of Wasilla Planning Commission and Parks and Recreation Commission Wasilla City Council
		ii. Recognize projects already programmed in the capital improvements projects such as the Main Street/Yenlo One-Way Couplet and focus future redevelopment around them.	On-going	<\$100,000	MASCOT
		iii. Ensure that transportation plan updates reflect growing demands and patterns, roadway condition and capacity, and traffic/accident problem areas.	On-going	\$100,000 - \$500,000	Alaska Department of Transportation and Public Facilities Public-Private Partnerships*
		iv. Coordinate transportation improvements with the development of new public and commercial development that can generate changes in traffic volumes and patterns.	Long-term	>\$500,000	Downtown Businesses
4. There is a lack of public transit service within community.	v. Implement priorities from the Wasilla Official Streets and Highway Plan. vi. Initiate a feasibility study to determine public transportation needs, potential demand, and expansion options. vii. Work with MASCOT to investigate additional funding sources to expand public transit service. viii. Investigate funding sources to promote multi-modal transportation (such as bike paths) and ensure incorporation into transportation	v. Implement priorities from the Wasilla Official Streets and Highway Plan.	On-going	<\$100,000	Wasilla City Council
		vi. Initiate a feasibility study to determine public transportation needs, potential demand, and expansion options.	Short-term	<\$100,000	MASCOT
		vii. Work with MASCOT to investigate additional funding sources to expand public transit service.	Long-term	<\$100,000	Alaska Department of Transportation and Public Facilities Public-Private Partnerships*
		viii. Investigate funding sources to promote multi-modal transportation (such as bike paths) and ensure incorporation into transportation	Short-term	\$100,000 - \$500,000	Downtown Businesses
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ISSUE	GOA	OBJECTIVE(S)/POLICY(IES)	SCHEDULE	COST	RESPONSIBLE PARTY
Transportation and Connectivity (1C)					
5. Local residents feel that Wasilla railroad crossings are inconvenient and unsafe.	A. Improve railroad crossing efficiency and safety.	<ul style="list-style-type: none"> i. Work with the Alaska Railroad to evaluate and assess crossing safety, eliminate at-grade crossings, and realign track facilities. ii. Improve signage, striping, and crossing markers. iii. Work with the Alaska Railroad to provide public education outreach. 	<ul style="list-style-type: none"> On-going Mid-term On-going 	<ul style="list-style-type: none"> <\$100,000 <\$100,000 <\$100,000 	<ul style="list-style-type: none"> City of Wasilla Planning and Public Works Departments Alaska Railroad
6. An integrated trail system is needed to connect areas of Wasilla and destinations outside Wasilla.	A. Provide a multi-use trail system that promotes connectivity within Wasilla and multi-modal circulation.	<ul style="list-style-type: none"> i. Inventory existing trails in the Parks and Recreation Master Plan. ii. Explore options for land acquisition, easements, and partnerships. iii. Provide incentives for developers to include space and/or reserve easements for public plazas, parks, and trails. iv. Investigate funding sources such as those through SAFETEA-LU/National Recreation Trails Program and other partnerships to implement methods and action items, which include acquisition of rights-of-way and funding trails. v. Create multi-modal linkages, for example, car to parking to trails; centralized parking, bus, bike path. 	<ul style="list-style-type: none"> Short-term Short-term On-going Short-term Long-term 	<ul style="list-style-type: none"> <\$100,000 <\$100,000 <\$100,000 <\$100,000 \$100,000 - \$500,000 	<ul style="list-style-type: none"> City of Wasilla Planning and Public Works Departments City of Wasilla Planning Commission and Parks and Recreation Commission Alaska Department of Transportation and Public Facilities Area Landowners, Residents, and Businesses Public-Private Partnerships* Nonprofit Community Interest Groups
*Indicates an entity recommended to be established but not yet in existence					
ISSUE	GOA	OBJECTIVE(S)/POLICY(IES)	SCHEDULE	COST	RESPONSIBLE PARTY
Funding (FN)					
1. There is limited funding for ongoing projects and City incentives.	<ul style="list-style-type: none"> A. Efficiently utilize existing funding. B. Obtain new funding sources for projects and City incentives. 	<ul style="list-style-type: none"> i. Establish the framework for tax increment finance districts to provide funding for future development incentives. ii. Identify grants, bonds, development districts, cost sharing options and public-private partnerships to fund projects. iii. Identify and complete projects or plans that make the community eligible for new funding sources. iv. Develop partnerships with the state and Mat-Su Borough governments to fund existing and proposed City projects. v. Initiate a public education program that promotes the availability of the City's capital improvement projects in locations such as City Hall and the City website through mediums like mailings, newspaper notices, and public service announcements. vi. Evaluate phasing and sequence of projects to ensure efficient use of funds. 	<ul style="list-style-type: none"> Mid-term Short-term Mid-Term On-going Short-term On-going 	<ul style="list-style-type: none"> <\$100,000 <\$100,000 \$100,000 - \$500,000 <\$100,000 <\$100,000 <\$100,000 	<ul style="list-style-type: none"> City of Wasilla City of Wasilla Planning Commission Wasilla City Council Public-Private Partnerships* Downtown Businesses Alaska Department of Transportation and Public Facilities and other state agencies
*Indicates an entity recommended to be established but not yet in existence					

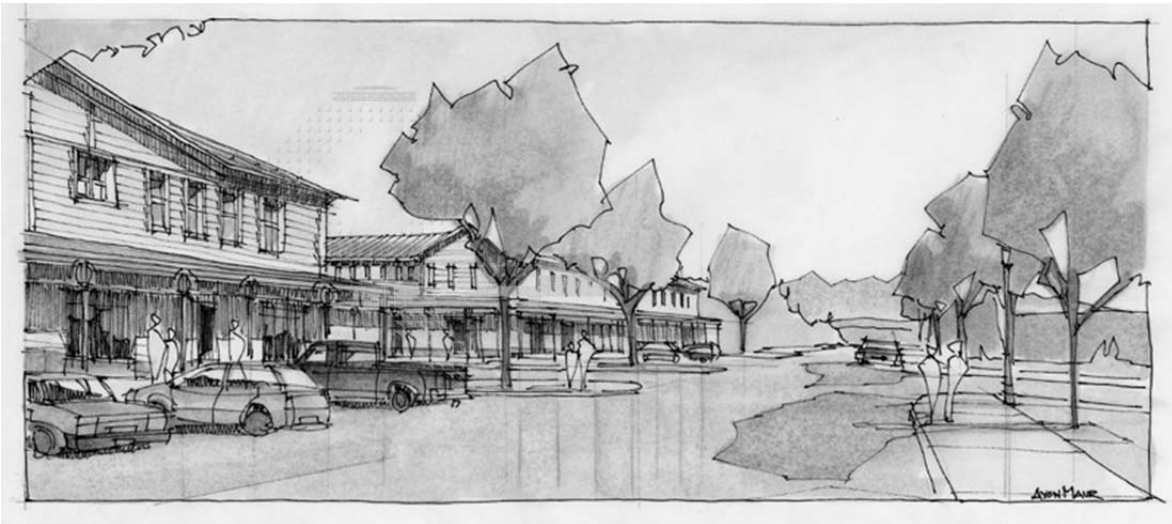
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4 PLAN ELEMENTS

The Plan Elements chapter addresses planning considerations, goals, and recommendations for implementing the Wasilla Downtown Area Plan. The plan elements expand upon the goals and objectives identified for the downtown area. Plan elements include Land Use, Economic Development, Transportation and Circulation, and Public Facilities and Utilities.

An overview is that is intended to capture key aspects of the area vision and portray the future condition of the downtown planning area. The planning considerations incorporate aspects of the area's current issues, strengths, and weaknesses. They are grouped by topic area, such as residential, retail, recreation, circulation, connectivity and accessibility, and parking. The goals outline broad aspirations for accomplishments over the life of the plan.

Recommendations are included that describe potential tools for the City and its partners to use to achieve the community's vision for the planning area. Recommendations include tools such as planning, inventories, design standards, zoning changes, and incentives.



Yenlo Square Rendering: looking east on Swanson Avenue in Downtown.

LAND USE

OVERVIEW

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

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

PLANNING CONSIDERATIONS

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

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

Residential

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

Retail

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

Hospitality / Cultural Entertainment

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

Office

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

Education

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

Recreation

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

DOWNTOWN LAND USE & DEVELOPMENT GOALS

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

RECOMMENDATIONS

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

DESIGN STANDARDS

Cohesive design and architecture firmly establish an area identity.

- Design standards should be flexible, and not dictated by one group or government entity. Design standards can succeed if they are crafted as a collaborative effort by the primary stakeholders such as developers and

business owners. A community survey that incorporates comparative photographs may be useful to determine what is aesthetically appealing to consumers. Design standards should be divided to include mandatory and voluntary standards backed by incentives.

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

INFILL

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

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

ZONING

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

Zoning Revision

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

Form-Based Codes

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

Overlay Zoning Districts

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

PLATTING AUTHORITY

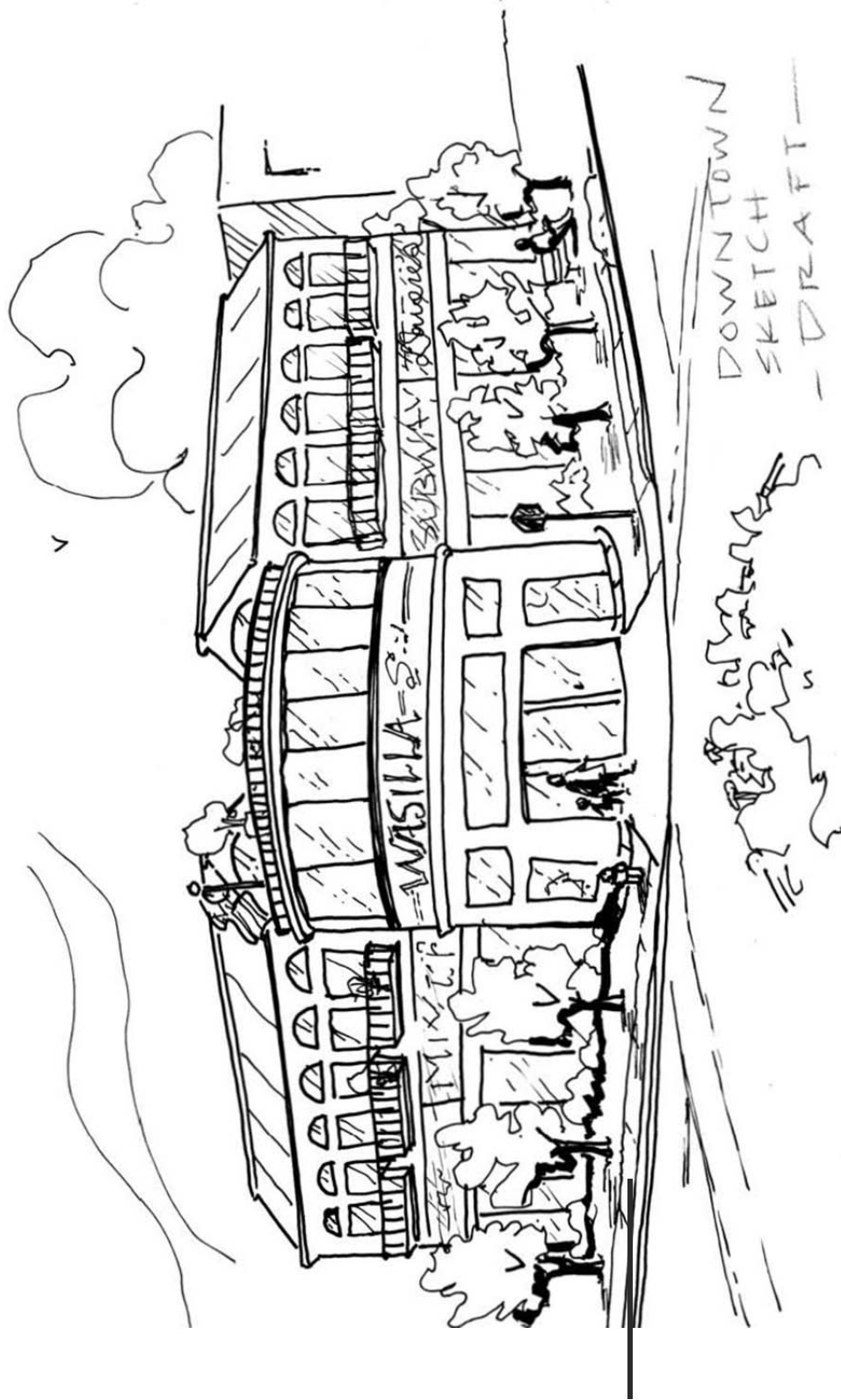
Platting configures parcels of land, either dividing or consolidating them.

- Downtown has several small vacant parcels that are difficult to develop because of the lot size. The City should coordinate with the Mat-Su Borough to identify ways to streamline the platting process for combination of these lots as an incentive to stimulate development.
- This would reduce the burden on the Mat-Su Borough and provide Wasilla with increased autonomy and increased efficiency with re-platting and development.

LAND BANK

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

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



ECONOMIC DEVELOPMENT

OVERVIEW

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

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

PLANNING CONSIDERATIONS

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

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

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

Residential

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

Retail & Hospitality

Retail development will include new infill development, as well as redevelopment and expansion of existing businesses. The Downtown area will be distinguished by small businesses that support the government service, education, and tourism sectors. Hospitality services will include

small cafes and restaurants. Beautification incentives will be offered to make the area more aesthetically appealing and to entice customers to spend time in the Downtown area.

Office

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

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

DOWNTOWN ECONOMIC DEVELOPMENT GOALS

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

RECOMMENDATIONS

To capitalize on the favorable economic outlook, and to achieve the Downtown vision, several economic development tools have been identified. The City is currently using some of these tools; others are new to the community. Following are descriptions of economic development tools that the City can use by making small adjustments to current approaches, as well as some innovative new mechanisms that can also be used.

ECONOMIC DEVELOPMENT INCENTIVES

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

- Tax Abatements or deferrals can be offered for a fixed time, typically during development and/or at the initiation of services. Wasilla's tax base is predominantly supported by a sales tax, which does not support tax abatement or deferral. The City should work with the Mat-Su Borough to explore potential tax abatements or deferrals.
- Offer variances from requirements as trade-offs to achieve high priority goals. For example a greater density development may be permitted in exchange for reservation of public spaces.
- Expedite permit processing as a trade-off to achieve high priority goals.

- A Business Improvement District is a geographically defined area in which a majority of businesses or property owners agree to impose a specific tax or fee to provide certain public services. The concept may be used for a completely undeveloped area or for a revitalization project.
- A Tax Increment Finance District is a district that includes an area where redevelopment or public improvements are desired. The property values in the area are projected to increase due to project implementation. The funding mechanism is generated through the difference between existing tax abatements and projected increases in these taxes. This increment or difference between tax levies would be used to fund the proposed development. (Note: This tool assumes a property tax is levied.)
- Public-private partnerships engage the public and private sectors in specified roles through the planning, financing, designing, construction, operation, and/or maintenance of a project. For example, the government entity may contribute the initial investment for the project, with other tasks accomplished under contract by private parties.
- Develop partnerships with federal, state, and Mat-Su Borough governments. Take advantage of grant sources and matching funds. Identify and complete projects or plans that make the community eligible for new funding sources.
- Municipal funds may be identified for project implementation, such as development of a centralized parking facility. Municipal funds may also be leveraged as credit assurance or loans to facilitate private development of projects.

ECONOMIC DEVELOPMENT PROJECTS OR PROGRAMS

- ○ A Gateway Committee would have a primary responsibility for planning, designing, and implementing improvements for way finding stations and gateway entrances. The committee would seek to make each area readily identifiable and work to incorporate design themes in the gateways.
- Implement marketing programs to promote the Downtown. Feature community events, special attractions, and local businesses. Target audiences include local residents, regional residents, and tourists. Develop partnerships with local businesses and business organizations for marketing efforts.
- Support Downtown revitalization efforts, such as façade improvements, beautification projects, pedestrian-oriented facilities, and parking improvements.

PUBLIC COMMUNICATION & SUPPORT

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

- Planning documents and permit/application reviews should be readily available to the public on the City website.
- Improve communication efforts with the community to increase understanding and support for economic development efforts.
- Highlight community plans and the Capital Improvement Project (CIP) program and

make related documents more readily accessible to the public. For example, there have been requests to have electronic copies of all current community plans available on the City website.

- Utilize public service announcements, newspaper notices and advertisements, and mailings to draw attention to economic development efforts.

Transportation and Circulation

Overview

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

Planning Considerations

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

CIRCULATION

- Residents expressed a desire for traffic flow to be improved throughout Downtown, including new and redesigned corridors.
- Residents want accommodations for multi-modal transport, such as bike paths.
- The Parks Highway presents the biggest traffic problem in the core area. According to the Alaska Department of Transportation and Public Facilities (ADOT&PF) Main Street Traffic Study, traffic volumes on the Parks Highway will increase from 33,000 (2005 average daily traffic [ADT]) to 50,000 ADT in the next 20 years. ADOT&PF is also in the beginning stages of a study for the Parks Highway Alternative project, although final design and construction are not expected to be completed for several years. Even with the Parks Highway Alternative, the volumes through the core area are expected to be near current volume levels in 20 years due to increased population.
- The preferred alternative chosen by ADOT&PF for the Main Street project is a one-way couplet similar to 5th and 6th Avenues in Anchorage. Main Street and Knik-Goose Bay Road will become a one-way southbound street, Talkeetna and Yenlo Streets will become a one-way northbound street. Talkeetna Street will ‘Y’ off Knik-Goose Bay Road in the just north of the intersection with the Palmer-Wasilla Highway Extension. Intersections at the Parks Highway will be at-grade. This option is currently completing the Environmental Assessment phase, with construction probably taking place between 2014 and 2016.

Connectivity & Accessibility

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

Parking

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

DOWNTOWN TRANSPORTATION & CIRCULATION GOALS

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

Recommendations

PLANNING

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

- Consider what traffic measures will work best in Wasilla. A combination of traffic calming measures, strategically

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

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

CLIMATE SENSITIVE DESIGN

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

designed to be easily maintained in winter; creative winter options such as skating

PEDESTRIAN ACCESS

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

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

PUBLIC TRANSPORTATION

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

PARKING

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

- Consideration should be given to **climate** when designing multi-modal transportation linkages. For instance, bike routes can be designed to be seasonal; pedestrian malls and connections between sidewalks can be corridors, outdoor fires, and dogsled 'taxis' are all possible.
- Pedestrian access has proven to be a key consideration in other cities attempting to foster vibrant Downtown areas. While careful attention must be given to traffic flow to and from Downtown, as well as through and into
- Periodically evaluate expanding public transportation options. Feasibility studies should be coordinated with MASCOT.
- Make small increases in service between popular destinations such as hospitals, Downtown, the MUSC; or a continuous shuttle running a Downtown circuit during busy times.
- Consider a public-private partnership to fund municipal parking lots and multi-level parking facilities.
- Consider including integrated parking garages into designs standards.

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

COMMUNITY CHARACTER

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

- Parking is an aesthetic and quality-of-experience issue as well, given that poorly designed parking (whether in a garage or parking lot) can be both ugly and stressful to navigate. Large parking lots without trees and other vegetation become hot and uncomfortable in summer and are visually unappealing year round. Shade ordinances can be employed to mandate trees and shade provisions as new parking lots are constructed, and large existing lots can be redesigned to incorporate shade landscaping.

Public Facilities and Utilities

Overview

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

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

Planning Considerations

Public Facilities

Accessibility

- Accessibility of public facilities includes, at minimum, ADA compliance. The Wasilla public library.

meets ADA standards, but inconveniently City Hall fails to meet ADA standards, most notably due to lack of elevator access. Both these facilities, as well as the Post Office, have accessibility constraints due to inadequate parking. There are a couple of terms that bear definition here. The ADA sets clear legal accessibility standards that public facilities in the US are required to meet. *Barrier-free access* is a term used in other countries to describe legal requirements, and used here to describe any access consideration oriented to removing or preventing obstacles for patrons of any capability level. *Universal design* is the concept of designing products and environments (from the start) to be usable by all people. The principles of universal design are gaining in use, and deserve careful consideration:

Universal Design Definition:

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

1: Principle One: Equitable Use

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

2: Principle Two: Flexibility in Use

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

3: Principle Three: Simple and Intuitive

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

4. Principle Four: Perceptible Information

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

5: Principle Five: Tolerance for Error

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

6: Principle Six: Low Physical Effort

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

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

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

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DOWNTOWN PUBLIC FACILITY & UTILITIES GOALS

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

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

Capacity ○ Are the current facilities meeting the needs of the public? City Hall will not hold all the offices and functions that the City would ideally house there, and the building is in need of repairs. The library, too, is felt to be too small for current use, let alone increasing use in a growing community. The Post Office continues to be overcrowded, and contributes to Downtown traffic congestion.

Utilities

Connectivity ○ Downtown utilities service the entire Downtown area.

Capacity ○ Downtown utilities are currently adequate to meet needs. There are plans for expanding the sewage system, however, this would apply to areas not currently

serviced; Downtown would remain on the STEP system. Concerns have been identified with the City’s water supplies in relation to back-up and emergency provisions, rather than capacity (City of Wasilla 2001.) These are discussed in Appendix A.

Recommendations

UNIVERSAL DESIGN/BARRIER-FREE ACCESS

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

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

UTILITIES INVENTORY/PLANNING

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

- Complete a utilities inventory and update current and future level of service needs for each.
- Prioritize actions for meeting future level of service needs.
- Implement action items in utility plans such

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

FACILITIES INVENTORY/PLANNING

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

- Complete a public facilities inventory and evaluate ADA compliance.
- Prioritize actions for addressing ADA compliance deficiencies and upgrading facilities to meet the demands of the growing population.

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

PARTNERSHIPS

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

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

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5 IMPLEMENTATION

FOLLOW-THROUGH WITH IMPLEMENTATION action items determines the success of a plan. To achieve the goals and objectives articulated in Section 3, there must be a comprehensive understanding of the implementation tools and mechanisms. In addition, the City and its partners must identify:

1. Actions and projects to accomplish
2. Lead and supporting partners and individuals
3. Timeframe for completion of actions and projects
4. Annual review process to assess progress in implementing the plan

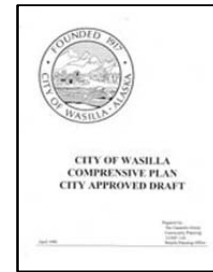
The Wasilla Downtown Area Plan represents a snapshot in time developed as a combination of perspectives from the participating community. Public and private entities, citizen groups, and individuals share responsibility with the City of Wasilla to put the elements of this plan into action. With a cohesive effort, we can achieve our goals and build a stronger community with a vibrant economy.

IMPLEMENTATION TOOLS AND MECHANISMS

Implementing the Wasilla Downtown Area Plan can be accomplished through changes to existing regulations and practices, and through development of new management tools and procedures. The recommendations listed below are initial suggestions that will require more detailed consideration by the City and its implementation partners.

Existing Tools and Mechanisms – City of Wasilla

City of Wasilla Comprehensive Plan The first step in implementing the Wasilla Area Plans is to adopt this document as an amendment to the 2011 comprehensive plan. Adoption will allow the Wasilla Planning Commission, Wasilla City Council, and City staff to use and cite the document as a basis for making decisions, such as identifying capital project priorities and considering applications for rezoning.

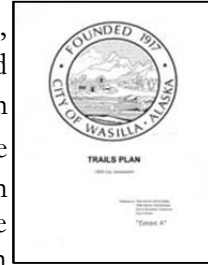


City of Wasilla Official Streets & Highways Plan The Official Streets and Highways Plan serves as a planning guide for the Planning Commission, City Council, and other agencies to use as the basis for decisions on street development and improvement in Wasilla. The Wasilla Area Plans document should be consulted when updating the Official Streets and Highways Plan and setting transportation capital project priorities. The City should update the Streets and Highways Plan to reflect the tremendous changes in the area since its adoption in 2005.



Wasilla Parks & Recreation Commission

Wasilla has a Trails Plan, and adopted a Parks and Recreation Master Plan in 2011. City staff and the Parks and Recreation



Commission should consult the Wasilla Downtown Area Plan during future updates to ensure that the plans are complementary and adequate direction is incorporated in parks and recreation decision-making.

Economic Development

The City of Wasilla does not have an economic development department that actively markets Wasilla as a business location and works to grow locally-owned businesses. However,

administrative staff can use this document to promote economic development and help implement the Wasilla Area Plans.

City of Wasilla Land Development Code

Application of the Wasilla Downtown Area Plan to the existing City Land Development Code and processes include the following:

Overlay Districts – The City could consider creating overlay districts within the downtown area. A special purpose overlay district can be applied to a specific geographic area in order to provide additional specific guidance or requirements to the underlying zoning district. In creating an overlay district, it will be important to define the purpose of the overlay district and specific rules of the district. As an example, an overlay district in Green Bay, Wisconsin allows structures to share parking areas and receive credits for available parking stalls within a certain distance of the structure.

Rezoning – Actions related to rezoning include both municipal review of requests for rezoning, and rezoning that could be initiated by the City of Wasilla. City staff, the Planning Commission, and City Council should refer to this document when considering approval of requests for rezoning. If the proposed rezoning does not appear to be compatible with the direction set forth in this planning document, the request could be modified or denied for approval.

For property that is currently owned by the City, or property that may be required to encourage consolidation of small lots and infill development, the City could institute a request for rezoning to encourage specific uses compatible with the direction of this planning document. The size of potential rezoning and compatibility with surrounding uses should be considered to avoid conflicts and the appearance of “spot zoning”.

Changes to Approved and Conditional Uses – Approved and conditional uses are currently defined in City Code for each zoning district; the City has some leeway in approving conditional uses. City staff and the Planning Commission should refer to this document when considering approval of requests for conditional uses. Approval of a conditional use may promote the goals and objectives of this planning document. If the proposed request does not appear to be compatible with the direction set forth in this planning document, the request could be modified or denied for approval.

When revising the City Land Development Code, the City could institute changes in approved and conditional uses to encourage specific uses compatible with the direction of this planning document. This could also be addressed if designing overlay districts.

Variations – A variance is a relaxation of density, setback, height, or other standards set forth in the Wasilla Land Development Code, and requires both a pre-application conference with City staff and a hearing before the Planning Commission. City staff and the Planning Commission should refer to this document when considering approval of requests for variances. If the proposed request does not appear to be compatible with the direction set forth in this planning document, the request could be modified or denied for approval.

Planned Unit Developments – PUDs are intended to allow flexibility in regulation, design, and placement of buildings and uses of open space, and allow modification of specific zoning district requirements. It typically can accommodate a higher population density, or increased intensity or mix of uses than is permitted in a specific zoning district. City staff, the Planning Commission, and City Council should refer to this document when considering approval of requests for PUDs. Approval of a PUD may promote the goals and objectives of this planning document. If the proposed request does not appear to be compatible with the direction set forth in this planning document, the request could be modified or denied.

Landscaping Standards - The purpose of the City of Wasilla Landscaping Standards Ordinance includes “enhancing the community environment and visual character, providing attractive and functional separation and screening between uses, and to attract visitors and tourists to the City for the economic benefit of everyone in the community. City staff, the Planning Commission, and City Council should refer to this Wasilla Area Plans document when implementing the Landscaping Standards Ordinance.

Taxes, Fees, & Other Economic Incentives

The City of Wasilla currently offers quick permit processing times and reduced permit fees as potential incentives for economic development. Without a tax abatement, the ability to offer tax relief is limited. However, the City could look at reductions in other fees, such as utility hookups, on a case by case basis, to encourage the types of development recommended by the plan.

Existing Tools and Mechanisms – Mat-Su Borough

Platting Actions

The Mat-Su Borough is responsible for subdivision of land within the City of Wasilla. Subdivision dimensional requirements and other aspects of approval are influenced by existing plans and ordinances such as the Wasilla Land Development Code. The Mat-Su Borough should refer to this document when considering approval of requests for subdivision of the three planning areas. If the proposed request does not appear to be compatible with the direction set forth in this planning document, the request could be modified or denied.

Mat-Su School District	The School District is responsible for locating, planning, and constructing new school facilities, and for programming improvements to existing facilities. There are a number of recommendations in Section 3 of this plan that should be considered by the School District.
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Taxes, Fees, & Other Economic Incentives	The Mat-Su Borough can provide a number of economic development incentives, including tax deferrals and abatements, issuing revenue bonds and providing fast track permitting.
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The City of Wasilla and the Mat-Su Borough should discuss potential uses of these tools to promote plan implementation.

Existing Tools and Mechanisms – State of Alaska

Transportation Capital Project Programming	State funding for major transportation projects is programmed through the State Transportation Improvement Program (STIP), and is usually guided by recommendations from the City on their transportation priorities. The City should work with state transportation planners to incorporate plan recommendations into transportation priorities.
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Property & Facility Investments & Decision	The State of Alaska makes decisions on the location and leasing of state office buildings, disposition and use of state properties. The City should work with state facility planners to incorporate plan recommendations into facility decision-making.
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New Tools and Mechanisms – City of Wasilla

Downtown Business Improvement District/Redevelopment Authority	Establishment of a Downtown business improvement district and/or Redevelopment Authority can provide a means of encouraging infill development and sharing the cost of infrastructure improvements. It can also help the City promote catalytic development projects such as public office buildings and mixed use development complexes, and organize special events that bring people Downtown.
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A Business Development District can be run as a voluntary association of a formal organization with bylaws. Typically, a formal business improvement district is funded by a special tax assessment, with revenues dedicated to supporting activities within the district. There are a number of models and guidelines that can be investigated should this be of interest to the City and Downtown property and business owners.

Municipal Land Bank & Revenue Bonds

Municipal Land Bank programs are used to acquire lands for a variety of public purposes, including lot acquisition and consolidation for public facilities or

resale to private parties for development. Resale could be used to encourage mixed use and higher density residential development. Options for initial funding of land acquisition include an investment of general revenue funds, use of revenue bonds similar to those used by utilities, and state and federal grants. Ultimately, sale of lands under the program would cover the majority of program costs.

Gateway Committee

Some communities form citizen committees to help develop community branding and tools for “way finding” – directing residents and visitors to

community events, attractions, and facilities. This could be accomplished as a subcommittee to the Wasilla Chamber of Commerce, or as a special committee of the Parks and Recreation Commission or Planning Commission.

Actions and Responsibilities

Actions

Actions are projects undertaken to achieve the objectives. They can be monitored and evaluated for success. Specific implementation actions that have been recommended to address issues, goals, and objectives are presented in Section 3 of this document, and are listed as ongoing actions or short-term, mid-term, and long-term priorities.

Responsibilities

Responsibility for implementing actions is what makes a planning effort successful, and cannot fall to the City alone. Implementation will require a partnership between government (City, Mat-Su Borough, and state), businesses, community organizations, and landowners to attain the goals and objectives of this plan. Specific recommendations for implementation responsibility to address issues, goals, and objectives are presented in Section 3 of this document. It will take leadership among the recommended partners to convene a group to address the recommended policy actions.

Annual Review

Monitoring progress of the Wasilla Downtown Area Plan is an important element of implementation. Each year, the plans need to be reviewed to recognize our progress on meeting our goals and objectives. The Planning Department will coordinate this annual review with all City departments, and as appropriate, with other entities that have been identified as a partner to accomplish the goals and objectives.

Annual Review Goals

- Identify successes
- Identify problems and obstacles
- Review the level of activity and the availability of resources
- Reassess relative priorities
- Maintain and verify departmental accountability
- Generate recommendations to improve the quality and effectiveness of the area plans

The annual review will consist of a questionnaire or work session with input from each department director or organization head. Topics will include the goal, objective, and actions related to the department or organization. The progress report should include the following.

Progress Report

- Current status of the project
- Any changes made to the project
- Major milestones accomplished
- Schedule for future action
- Problems encountered and strategies to overcome them
- Recommendations for changes to the plan
- Whether or not the project has helped achieve the goals/objectives in the plan

PERMIT INFORMATION 2013

APPLICATION APPROVAL RCVD DATE	APPROVAL PERMIT #	TYPE	SQ FTG	TAX ID	SUBDIVISION	APPLICANT	SITE ADDRESS	ZONE	AS-BUILT SURVEY
ADMINISTRATIVE APPROVAL									
01/09/13	A13-01	SHED & RESI GARAGE	768	1055000L037-1	SNIDER ADD#1	COTTLE, BERT	455 PIONEER DR	R-1	
01/14/13	A13-02	TENANT SPACE	1,800	2959000T00B1	WASILLA MALL RSB	AK DIVERSIFIED PROP	701 E PARKS HWY	C	
01/23/13	A13-03	TENANT SPACE	1,273	2705000B014A-1	SNIDER #4	FOXGLOVE, MELISSA	711 W PARKS HWY	C	
02/01/13	A13-04	TENANT SPACE	2,100	2186B02L005	GVC II DIV I	PHOMMASOUK, NORASITH	1051 E BOGARD RD	C	
02/04/13	A13-05	TENANT SPACE	360	1010B01L006	CARTER SUB	THE SHIRT LADY	220 E PARK AVE	C	
02/04/13	A13-06	SUBD		17N01W03C002 & C003		BURLINGAME, RUSSELL & PAM	401 & 490 E BOGARD RD	C	
02/05/13	A13-07	TENANT SPACE	1,200	1066B06L008 & L007	WASILLA TWNST	MATTHEWS, CURTIS	231 E HERNING AVE	C	
02/11/13	A13-08	TENANT SPACE		4359000L004A	LAKE LUCILLE LDG	SECURED GOLD BUYERS	1300 W LAKE LUCILLE DR	C	
02/19/13	A13-09	TENANT SPACE	832	1066B01L009-11	WASILLA TWNST	IMLACH, THOMAS	281 N MAIN ST	C	
02/21/13	A13-10	COMM<10,000 SQ FT	4,800	4758000L003	SHORT ACRES #2	JOHNSTON, DAVID	540 W HJELLEN	RR	
02/21/13	A13-11	TENANT SPACE	1,500	1261B01L004	CENTURY PARK	ROGERS, JAMES	990 S CHECK ST	RR	
01/25/13	A13-12	TENANT SPACE	500	2072000L013B	SNIDER #4	AREHART, TRACY	285 E PARKS HWY	C	
03/04/13	A13-13	TUP		17N01W13A006		LITHIA CSO OF ANCHORAGE	1350 SEWARD MERIDIAN	C	
03/05/13	A13-14	TENANT SPACE	508	9010000UB002	LAKEVIEW PROF BLD	AK MEDICAL CODING SVS LLC	851 E WESTPOINT DR	C	
03/08/13	A13-15	COMM<10,000 SQ FT	1,600	1066B03L002	WASILLA TWNST	BOWERS, BEN	285 E PARKS HWY	C	
03/08/13	A13-16	TENANT SPACE	1,400	4653000L003	CREEKSIDE PLAZA	JOHNSON, MONICA	1830 E PARKS HWY	C	
03/08/13	A13-17	SUBD		17N01W08B004		LUNDGREN, GARY		RR & C	
03/11/13	A13-18	TENANT SPACE		17N01W08B005		SECURED GOLD BUYERS	1300 LAKE LUCILLE DR	C	
03/12/13	A13-19	DOCK	150	1035000L003	LAKE LUCILLE	BREDBERG, WAYNE	1436 LAKE LUCILLE	R-1	
03/13/13	A13-20	TENANT SPACE	1,800	3224B03L001B	MOUNTAIN VLG PLZ	FEE, ANNETTE	991 N HERMON RD	C	
03/14/13	A13-21	TUP - AUCTION		3395000T00B1	CARTER/CENTURY	WEBB, ROBERT	301 E LAKE VIEW	C	
03/20/13	A13-22	SFD	3,000	1342B02L002	HAPPY MTN EST	NORTHERN QUALITY HOMES	3032 TAMARAK DR	R-1	
04/01/13	A13-23	HORSE		1113B05L020	WASILLA ACRES	MASON, JANA	1930 W MELANIE AVE	RR	
USE PERMITS									
02/19/13	UP13-01	IN HOME DAYCARE		2767B08L004	MISSION HILLS PH II	KOONCE, CARMIL	1040 SAM SNEAD LP	R-1	
CONDITIONAL USE PERMITS									
PLANNED UNIT DEVELOPMENT (PUD)									
REZONE									
LEGAL NON-CONFORMING USE									
SHORELINE SETBACK									
AMNESTY									
VARIANCE									



Code Compliance Log December 2012



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



Code Compliance Log December 2012



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