



## CITY OF WASILLA

290 E. HERNING AVE.

WASILLA, ALASKA 99654-7091

PHONE: (907) 373-9050

FAX: (907) 373-0788

### COUNCIL MEMORANDUM NO. 92-63

From: Mayor Stein

Date: June 15, 1992

Re: Resolution No. WR 92-34  
Acceptance of Public Hearing Draft 1992 Wasilla Comprehensive Plan Update

At a special meeting Tuesday, June 16, 1992, the Wasilla Planning and Utilities Commission approved Resolution No. 92-03 accepting the public hearing draft with recommended amendments of the 1992 Wasilla Comprehensive Plan.

We respectfully request that the Council review and approve the draft so that it may be finalized and presented to the Borough for formal adoption.

George Canelos of B & B Environmental will be present to answer questions and review the recommended amendments.

Letters detailing the substantive amendments are attached. The final draft will include these amendments as well as numerous revisions to grammatical composition and organization.

Following City Council approval by resolution, the amendments will be incorporated in a final revised document for presentation to the Mat-Su Borough Planning Commission and then to the Assembly for adoption by ordinance.

John C. Stein, Mayor



## CITY OF WASILLA

290 E. HERNING AVE.

WASILLA, ALASKA 99654-7091

PHONE: (907) 373-9050

FAX: (907) 373-0788

### RESOLUTION NO. 92-03 (Revised 6-15-92)

A RESOLUTION OF THE WASILLA PLANNING AND UTILITIES COMMISSION ACCEPTING AND RECOMMENDING APPROVAL OF COMPREHENSIVE PLAN HEARING DRAFT WITH APPENDED REVISIONS.

WHEREAS, the Matanuska-Susitna Borough Planning Department has contracted with B & B Environmental, Inc. to produce the 1992 revision of the Wasilla comprehensive plan; and

WHEREAS, planning team of George Canelos and Gordon Lewis have developed the public hearing draft document; and

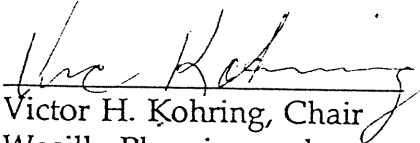
WHEREAS, public input has been solicited and received from government agencies, individuals, businesses, students and groups through personal contact and public meetings; and

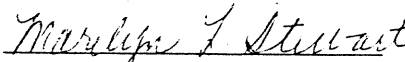
WHEREAS, the Planning and Utilities Commission has participated in work sessions and at a May 6, 1992 joint City Council/Commission public hearing of the draft; and

WHEREAS, copies of the draft have been distributed and made available to the public at the Wasilla Library, City Hall and work sessions and public hearings, and requests for revisions and corrections of the document have been advertized and those revisions reviewed by the planning team and appended to the draft.

NOW THEREFORE BE IT RESOLVED that after review of the plan and its revisions the Wasilla Planning and Utilities Commission hereby accepts and recommends approval of the 1992 Wasilla Comprehensive Plan draft with revisions.

I certify that a resolution in substantially the above form was passed by a majority of those voting at a duly called and conducted meeting of the Wasilla Planning and Utilities Commission this 16<sup>th</sup> day of JUNE, 1992.

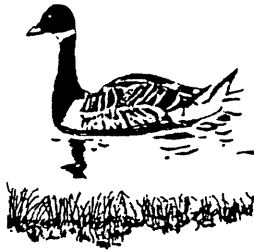
  
Victor H. Kohring, Chair  
Wasilla Planning and  
Utilities Commission

  
Marilyn Stewart  
Planning Clerk

WASILLA PLANNING & UTILITIES COMMISSION  
RESOLUTION NO. 92-03 (Revised 6-15-92)

PLANNING COMMISSION REVISIONS TO COMPREHENSIVE DRAFT - 6-16-92

1. CAREFULLY WORD PROPOSAL TO RELOCATE RAILROAD SO AS NOT TO CREATE TENSION WITH RAILROAD OFFICIALS.
2. RECOMMEND CITY APPOINT COMMITTEE TO DEVELOP MASTER PLAN FOR OLD AIRPORT AS FOLLOW ON TO COMPREHENSIVE PLAN.
3. CORRECT KNIK HISTORY - NOT RUSSIAN.
4. COMMENT ON THE ORIGINAL LAND DONATIONS FOR WASSILLA AIRPORT FROM SNIDER FAMILY.
5. MENTION COUPLET AND OVERPASS AS ALTERNATIVES FOR MAIN STREET 5-LANE...BEING CONSIDERED BY DOT/PF.
6. INCLUDE STRONGER STATEMENT ON PARKS AND RECREATION. PURSUE BOROUGH TO MEET ITS AREAWIDE RESPONSIBILITIES FOR PROPER PARK OPERATION. CONSIDER DELEGATION OF PARKS POWERS TO CITY FOR IMPORTANT PARK PROGRAMS.
7. INCLUDE SUMMARY OF WASILLA STORM DRAIN PLANS AND STATUS: LAND AQUIRED EXCEPT FOR PUMP STATION SITE. CITY SEEKING \$1.0M TO INSTALL SYSTEM.
8. INCLUDE LANGUAGE OF PLANNING COMMISSION RESOLUTION 92-01 REGARDING SEWER PLANT UPGRADE.
9. IDENTIFY LUCILLE STREET TRAIL AN FY93 PROECT USING \$25,000 STATE LEGISLATIVE GRANT.
10. RE-WORD COMMENT ON EXTENSION OF PALMER-WASILLA HIGHWAY TO INCLUDE ALTERNATE ROUTE THROUGH RICHMOND VIEW SUBDIVISION AND BAYVIEW GARDENS SUBDIVISION FOR CONSIDERATION.



## **B & B ENVIRONMENTAL, INC.**

941 EAST DOWLING  
SUITE 303  
ANCHORAGE, ALASKA 99518

PHONE NO. (907) 562-7184  
FAX NO. (907) 562-5838

June 16, 1992

Mr. Vic Kohring, Chairman  
Wasilla Planning & Utilities Commission  
City of Wasilla  
290 East Herning Street  
Wasilla, Alaska 99687

Dear Mr. Kohring:

We have received and reviewed comments on the Public Hearing Draft of the Comprehensive Plan from the City of Wasilla, Matanuska-Susitna Borough, Mat-Su Convention & Visitor's Bureau and the Department of Transportation & Public Facilities. This letter summarizes the major comments from these reviewers and identifies the changes we propose to make as we revise the draft plan.

The adoption process should proceed as follows:

- ◆ The Commission adds any comments it wishes to make into a resolution recommending adoption of the plan to City Council.
- ◆ City Council hopefully adopts the plan (with any changes it wishes to make) on June 22nd.
- ◆ B&B Environmental then revises the document for presentation to the Borough Planning Commission.
- ◆ The Borough Planning Commission then forwards a resolution for adoption to the Borough Assembly.
- ◆ The Assembly, at its convenience, adopts the plan.

**Maps and graphics:** Maps, charts and tables will be corrected, as needed, and be made easier to read. Specifically:

- ◆ Many of the maps will be printed on a colored base, so that planning information will be easy to read.

- ◆ Maps to be numbered consecutively; title block information to include dates and be consistent.
- ◆ Wave patterns are hard to read and will be removed from lakes.
- ◆ Graphs will be enlarged for easier reading.
- ◆ Several corrections were pointed out on the Existing Land Use map.
- ◆ Recommended Land Use: residential areas will be divided into medium and low density, depending on the likely expansion of the water and sewer system.
- ◆ "Light industrial" will be called "industrial"
- ◆ Public facilities map --Townsite Park should be called Nunley Park; include Smith Ballfields; add sewage treatment plant.
- ◆ Water/sewer map -- add city boundaries.
- ◆ Street Classification map -- make sure classifications coincide with DOT&PF and FHWA regulations. Include Matanuska Road and correct spelling of Lucus Road.
- ◆ Transportation Plan map -- rethink symbols; difficult to read; add all proposed traffic lights on Parks Highway; relocate proposed extension of P-W Hwy. to north of Glenwood at KGB Road.
- ◆ Trails Map -- relocate proposed over/underpasses to Cottonwood Creek area and Wasilla Lake Park area. Include public access points to Lake Lucille and both Carter donations. Correct Lake Lucille Park boundary.
- ◆ Wasilla Airport map - indicate this is a future plan; include the Museum of Alaska Transportation & Industry.

## **Chapter 1 -- Summary of Findings & Recommendations**

- ◆ amend discussion of delegation of planning powers to reflect current situation.
- ◆ water/sewer: discuss areas of future expansion of the system, once its fixed.
- ◆ discuss location of future police station (recommend portion of City Hall building).
- ◆ general: ensure this chapter covers all recommendations made in the plan (e.g. recommendations for the new Wasilla airport were omitted here).
- ◆ include discussion of donating 1% of city budget for youth (about \$15,000/year) if the city is in favor of it.

## **Chapter 2 -- Physical Characteristics**

- ◆ Rename this chapter "Background for Planning"
- ◆ History -- the Knik under discussion was never Russian.
- ◆ Geology & Soils -- discussion on oil & gas exploration should be moved to section on Wasilla's economy concerning mining.

## **Chapter 3 -- Economy and Population**

Factual errors will be corrected. Specifically:

- ◆ Composition of employment -- clarify discussion over relative changes to local economy between 1980-1990 (e.g. relative changes in size between trade & fire vs. govt cannot be shown conclusively using census sub-area data.

- ◆ Tourism -- refer to museum and structures as "historic block", not district.
- ◆ Natural resource development -- update timber discussion.
- ◆ Demographics -- use borough-provided information to develop a population pyramid using 5-year age intervals.

#### **Chapter 4 -- Land Use Plan**

- ◆ Borough regulatory powers and functions should be clarified.
- ◆ Water & Sewer -- discussion should address need to expand the system to provide for complete in-fill and expansion of commercial development.
- ◆ Expand discussion of probable location of new fire station to include areas along Crusey Street, not just corner of Crusey and Bogard.

#### **Chapter 5 -- Public Facilities and Services**

- ◆ Police -- recommend location for police station in portion of City Hall building.
- ◆ Water and sewer -- expand this discussion to include adequacy of existing systems re: operation and area coverage, and direction/nature of proposed improvements/ expansion.
- ◆ Sewer -- ditto.

#### **Chapter 6 -- Transportation Plan**

- ◆ Street classifications -- include diagrams of proposed road standards (we are getting these from DOT&PF).
- ◆ add latest thinking from DOT&PF concerning a proposed Main Street couplet.
- ◆ Parks Highway bypass -- add section to acknowledge that a future by-pass (a "South Wasilla Highway") will be needed in the long-run if it is not possible to relocate the railroad south of town.
- ◆ Local roads -- move this section (now in Implementation chapter) to Chapter 6. Update.
- ◆ New Airport -- ensure discussion includes all foreseen utility needs.

#### **Chapter 7 -- Implementation Plan**

- ◆ This chapter should focus on recommendations for: adopting the plan, adopting a capital improvements program, revising the Development Code, revising the Road Classification Ordinance and adding new revenues, such as a sales tax.

Please let me know if I've missed any substantive matters which should be included in our revision.

Sincerely,

George J. Canelos  
Vice President, Planning

cc: Mayor John Stein, John Duffy, Gordon Lewis

1/2 w/ memo  
Cancel



# Matanuska-Susitna Borough

350 EAST DAHLIA AVENUE, PALMER, ALASKA 99645  
PHONE: 745-4801 • FAX: 745-0886  
PLANNING DEPARTMENT

May 27, 1992

RECEIVED

JUN 2 - 1992

City of Wasilla, Alaska

Mr. George Canelos  
B & B Environmental, Inc.  
941 East Dowling Road, Suite 303  
Anchorage, Alaska 99518

Dear Mr. Canelos:

The Borough Planning Department has reviewed B & B's public hearing draft for the Wasilla Comprehensive Plan dated May 1992. I understand that Jill Smythe met with you on May 21 and gave you a marked up copy of the public hearing draft report.

Excluding numerous suggested corrections of grammar and style, the Planning Department has the following major comments which we feel need to be addressed in the final plan document:

## General

1. Maps. Maps and figures should be numbered consecutively rather than being assigned numbers according to different sections of the report. Titles should be of a similar size and should clearly indicate the subject, the area shown and, where appropriate, the date. They should also be consistent, e.g. refer to Figures 3-3 and 3-5 and to Figures 3-4 and 3-6 where similar data are shown but the titles are different.

Wave patterns which are sometimes used for Lake Lucille and Wasilla Lake should be removed.

Some of the graphs are too small and shading patterns used do not always reduce well. As a result, they are sometimes difficult to read.

The existing land use map (Figure 4-1) is very hard to read. Even assuming that land use is shown in a different color, screening of the base map will probably also be necessary. With regard to specific items on this map, the Smith Ball Fields are shown as public when in fact they are semi-public. In addition, the pattern used for commercial land use did not reduce very well. Finally, the use of a symbol to show multi-family residential use is acceptable, but the number of multi-family symbols used does not come close to the number of multi-family units listed in Table 4-2.

The recommended land use plan map (Figure 4-4) needs to be reworked. If you screened the base and used color or distinctive (and readable) zippatone patterns, the result might be clearer. In any case, areas recommended for residential use should be clearly differentiated into medium and low density, presumably related to existing and planned extensions of Wasilla's water and sewer systems. Also, areas referred to as "light industrial" should be termed "industrial" and it would probably be better to combine the recommended public and semi-public land use categories. An "open space" recommended use within a recommended "low density residential" area (near Lucille Creek) seems inappropriate since no mention of it is made in the text. In addition, the location for a proposed police station should be identified, as should the proposed re-routing of the Alaska Railroad corridor.

The existing public facilities map (Figure 5-1) is generally good. However, Townsite Park is officially named Nunley Park and you may want to include the Smith Ballfields as you have indicated them on the existing and proposed land use maps. Also, the sewage treatment plant is not shown.

The community facilities plan map (Figure 5-2) needs to include recommendations for a future police station, extension of water/sewer system and upgrading of the sewage treatment plant. Also, is there a need for a fire station at the airport?

Presumably, the final water and sewer systems map (Figure 5-3) will have Wasilla's corporate boundaries and the water and sewer lines in different colors as they appear similar on the black and white public hearing draft version. The map should also indicate that it shows only existing water and sewer lines.

The street classification system map (Figure 6-2) shows the "downtown area" as being a collector street. Would Bogard be a minor arterial? Also, Matanuska Road should be named and the citation for local streets should read "Local streets (most other roads) not shown." Finally, Lucus Road is misspelled on this and all other maps using this base.

The proposed transportation plan map (Figure 6-3) is too difficult to read and needs to be re-thought as it is almost impossible to read. Ideally, the map should indicate the proposed classification of particular routes rather than using different patterns for each particular recommended improvement. In addition, new traffic lights are planned at the intersection of Seward Meridian Parkway and the Parks Highway and the Palmer-Wasilla Highway; and the proposed extension of the Palmer-Wasilla Highway would join the Knik-Goose Bay Road north of, not at, Glenwood.



The proposed trail plan map (Figure 6-4) is certainly very long term. John Stein indicated that there are some problems with the suggested over/underpass routes.

The new Wasilla airport map (Figure 6-4) should indicate that this is in fact a plan for the facility. In addition, the Museum of Alaska Transportation and Industry should be marked.

2. Tables. Tables need to be clearly titled. Each table should include the subject, the location (e.g. City of Wasilla, Wasilla Census Sub-Area, Matanuska-Susitna Borough, etc.) and the date. In addition, tables should be numbered from 1 through 10 rather than being assigned numbers according to chapter. Sources of information should be indicated.

### Chapter 1 -- Summary of Findings and Recommendations

1. Proposed delegation of planning powers to the City of Wasilla. This proposal is currently before the Borough Planning Commission. We believe you should revise the existing language dealing with the importance of the delegation of planning powers to the planning process since the process will go on regardless of whether or not planning powers are actually delegated.
2. Proposed upgrading/extension of Wasilla's water and sewer system. Aside from "fixing" problems associated with the present systems, the plan makes few recommendations for expanding them. Given the large amount of new area recommended for commercial development, the planned expansion of major facilities such as the West Valley Medical Campus, and the normal demands of population growth, some expansion of the systems seems inevitable.
3. Utilities at new Wasilla airport. Recommended amenities at the new Wasilla airport include toilet facilities, wash racks, etc. However, no recommendations are made concerning the installation of water/sewage disposal facilities at the airport.
4. Location of police station. The plan recommends that Wasilla initiate police protection services but makes no recommendation as to where such services should be located.
5. Recommendations for new Wasilla airport. None are included in the Summary of Findings and Recommendations section.
6. Dedication of portion of City budget for youth. The \$7,000 per year cost cited does not equal 1 percent of the City's FY 1992 budget which, according to Mayor Stein, was \$2,805,972. It also does not relate to the general fund portion of Wasilla's FY 1992 budget which was about \$1.579 million. I do

not know if this is a program which would find favor with the City of Wasilla and suggest that you verify this.

## Chapter 2 -- Physical Characteristics

1. History. Over the years, there have been three different Kniks. The one referred to in your text was never a Russian settlement, nor was it the site of an Alaska Commercial Company trading post.
2. Geology and soils. Information on oil and gas exploration in the general Wasilla area should be moved to the section on Wasilla's economy dealing with mining (page 3-7).

Your reference to development problems associated with steep slopes probably should be referenced again in the residential land use plan.

3. Climate. It is not necessary to include weather in the title of this section. Also, Wasilla appears to be closer than 15 miles to Cook Inlet and Anchorage has a lower annual precipitation than Wasilla.
4. Fish and wildlife. The last paragraph of this section contains two statements relating to Borough setback requirements and the City sewage treatment system but does not indicate either their significance or their relationship to fish and wildlife considerations.

## Chapter 3 -- Economy and Population

1. Composition of employment. The statement regarding a decline in the relative size of government employment in the Wasilla Census Sub-Area between 1980 and 1990 cannot be documented by using Department of Labor Census Sub-Area statistics. These statistics exclude the approximately 195 School District employees presently employed in the Census Sub-Area.

Comments relating to disclosure regulations which limit the publication of some employment data are not strictly correct. The State cannot publish data which would reveal information about individual companies. This limitation is not necessarily related to company size.

2. Tourism and recreation. The museum and associated frontier village in Wasilla are not eligible to be designated as a historic district because the structures, other than the museum, have been moved from their original locations. You would be better to refer to the complex as the historic block.
3. Natural resource development. The total commercial timber harvest in the Borough has fallen since 1988. According to the Borough forester, the 1991 harvest (including commercial firewood operations) was only around 1 million board feet.

4. Demographics of Wasilla. Population figures cited for Wasilla in the mid to late 1930's and 1959 do not seem to be consistent in terms of their relationship to school enrollment.

The date of the Carr-Gottstein marketing survey should be inserted as the number of people utilizing Wasilla as a retail trading center seems too low in terms of current population figures.

The decreased numbers of young adults in Wasilla presumably has a lot to do with the fact that many young people are away attending college. The "double bump" in population referred to in the text was also true of the State and the Borough as a whole in 1990.

The graph showing the age composition of Wasilla's 1990 population is not shown in 5-year intervals as indicated in the text. Furthermore, the conventional way of showing this information is the population pyramid which breaks down population by sex for 5-year age intervals. This information was provided to you on May 21.

#### Chapter 4 -- Land Use Plan

1. Planning and regulation of development. The functions of the Borough in relation to land use regulation are not accurately described. An outline of the various Borough zoning chapters was provided to you on May 21.

2. Existing land use. Tables 4-1 and 4-2 need "Total" figures.

Bogard Road does not run north/south.

References to "light industrial" in terms of the Wasilla sewage treatment plant and the Alaska Railroad right-of-way are not appropriate. Industrial land use, a category which should also include the old and new airports, is preferable.

There are a number of public access points to Lake Lucille besides those provided by Carter Park and Lake Lucille Park.

3. Planning for the future - the old Wasilla airport. With regard to the Iditarod re-start, a curved path is not considered ideal by dog mushers because of potential problems associated with dog teams being more likely to veer off the course.

Reference in the text to the development of multi-purpose trails on the old airport property, including provision for ATV's, is not incorporated in the associated schematic drawing. Normally, ATV's are not considered compatible with walkers, joggers and cyclists.

Moving an historic structure to the old airport site seems inappropriate. An historic display would be acceptable and probably desirable.

4. Future land use plan. It is not necessary to repeat the statement of goals in this section. It is already included at the beginning of the report.

Discussions of residential land use should make recommendations concerning medium and low density residential areas.

Although you indicate that Wasilla does not need new commercial areas, you have in fact recommended that a very large area along both sides of the Parks Highway and in and adjacent to the old townsite area be reserved for commercial use. Development of this area would certainly require expansion of the capacity of Wasilla's sewage treatment plant and extensions to the present water and sewer systems.

References to "light industrial" should instead read "industrial."

Substitute sentences were provided to B & B on the recommendation for the new Wasilla fire station.

Finally, under suitability of vacant lands for development, setbacks from lakes and streams are already regulated and enforced by the Borough.

#### Chapter 5 -- Public Facilities and Services

1. Police. A section on the present situation is needed, as is a recommendation for the location of a local police station if the City of Wasilla is to assume responsibility for this service.
2. Water system. More information on the adequacy of the existing system in terms of its operation and area coverage is required, plus a discussion of the direction/nature of recommended improvements/extensions during the next twenty years.
3. Sewer system. Same information as listed for #2 above is required for Wasilla's sewer system.
4. Surface water drainage. Are there any recommendations to be made by this plan?
5. Library. The inadequate size of the library's collection should be noted.
6. Wasilla museum and historic block. All references to an historic district in this section should be deleted. Where

would parking space for tour buses and RV's be designated and how much space is required?

7. Fire protection. Fire protection would be a better heading title than the Wasilla Fire Service Area since you go on to explain that Wasilla is merely a portion of a much larger fire service area. Note the language change for the new Wasilla fire station which was provided to B & B on page 4-18.
8. Education. It should be noted that School District plans for new middle and elementary schools in the general area of Wasilla are unlikely to result in those facilities being built within Wasilla's corporate limits.
9. Parks and recreation. Problems associated with the chemical storage and pump room at the Wasilla pool were described and provided to B & B on May 21.

Does the City of Wasilla foresee the need for any improvements to the Bumpus Ballfields?

In an earlier chapter, mention was made of recreational uses associated with the old airport site. It may be appropriate to at least mention those uses in this section.

Are there any other recommendations for future parks/playgrounds beyond those which already exist or are already planned?

#### Chapter 6 -- Transportation Plan

1. Street classification system. Proposed road standards should be accompanied by width, etc. specifications.
2. Proposed new thoroughfares and collector streets. No mention is made of a possible Parks Highway bypass. Although not viable in the short term, it should be mentioned as a longer term project.
3. Local roads. The plan makes no recommendations for local roads although some specific recommendations are included on page 7-2. Those would be better located within the transportation plan portion of the report.
4. New Wasilla airport. What water/sewer and fire protection facilities should be provided?

Table 6-3 should be corrected.

#### Chapter 7 -- Implementation

1. Introduction. The items listed in the first section of this chapter should be included in Chapter 1 rather than in this chapter.

2. Additional considerations. Normally, the implementation chapters of comprehensive plans deal with mechanisms and means by which cities can carry out their plans. In Wasilla's case, those mechanisms should include adoption of the plan; adoption of a capital improvements program; revising the Wasilla Development Code, revising the Road Classification ordinance and adding new revenue sources such as a sales tax. Relationships between the City and Borough should also be touched upon.
3. Wasilla Development Code revisions. A suggested revised section dealing with revisions to the Wasilla Development Code has already been provided to B & B.
4. Reservation of funds for youth. The allocation of 1 percent of the City's budget for youth needs to be re-calculated.
5. Correction to Table 7-1. Table 7-1 should be checked as the last year shown and listed as 1991 is, in fact, FY 1992.

Most of the comments contained in this letter were included in the marked-up Public Hearing Draft report provided to you on May 21. However, this letter should serve as a re-statement of the Borough's major concerns.

Sincerely,



John Duffy  
Planning Director

cc: Honorable John Stein, Mayor of Wasilla

## 1992 WASILLA COMPREHENSIVE PLAN

### 6-16-92 - PLANNING COMMISSION REVISIONS TO PUBLIC HEARING DRAFT

- (1) CAREFULLY WORD PROPOSALS TO RELOCATE RAILROAD SO AS NOT TO CREATE TENSION WITH RAILROAD OFFICIALS.
- (2) RECOMMEND CITY APPOINT COMMITTEE TO DEVELOP PLAN FOR OLD AIRPORT.
- (3) CORRECT KNIK HISTORY....NOT RUSSIAN.
- (4) COMMENT ON THE ORIGINAL LAND DONATIONS FOR WASILLA AIRPORT FROM SNIDER FAMILY.
- (5) MENTION COUPLET AND OVERPASS AS ALTERNATIVES FOR MAIN STREET 5-LANE...BEING CONSIDERED BY DOT/PF.
- (6) INCLUDE STRONGER STATEMENT ON PARKS AND RECREATION. PRESSURE BOROUGH TO MEET ITS AREAWIDE RESPONSIBILITIES FOR PROPER PARK OPERATION. CONSIDER DELEGATION OF PARKS POWERS TO CITY FOR IMPORTANT PARK PROGRAMS.
- (7) INCLUDE WASILLA STORM DRAIN PLANS AND STATUS. LAND ACQUIRED EXCEPT FOR PUMP STATION SITE. CITY SEEKING \$1.0 MILLION TO INSTALL SYSTEM.
- (8) INCLUDE LANGUAGE OF PLANNING COMMISSION RESOLUTION 92-01 REGARDING SEWER PLANT UPGRADE.
- (9) IDENTIFY LUCILLE STREET TRAIL AS FY93 PROJECT USING \$25,000 STATE LEGISLATIVE GRANT.
- (10) REWORD COMMENT ON EXTENSION OF PALMER-WASILLA HIGHWAY TO INCLUDE ALTERNATE ROUTE THROUGH RICHMOND VIEW SUBDIVISION AND BAYVIEW GARDENS SUBDIVISION FOR CONSIDERATION.

Planning Commission revisions to Public Hearing Draft, Wasilla Comprehensive Plan:

1. Carefully word proposal to relocate railroad so as to not create tension with railroad officials.

The text contained in the plan accurately states the reasons why the railroad alignment should eventually be moved south, away from the city. Such a move would:

- ◆ provide a right-of-way large enough to permit a limited access highway with frontage roads on both sides to pass through the center of Wasilla;
- ◆ allow commercial development to occur on both sides of the Parks Highway, rather than just on the north side;
- ◆ remove traffic disruptions and safety hazards associated with daily trains passing through downtown Wasilla;
- ◆ provide an opportunity for the railroad to develop a limited access, high-speed railroad corridor;
- ◆ still allow spur lines, as needed, into Wasilla (e.g. to the new airport area)
- ◆ reduce the City's annual costs to support railroad crossing inspections and maintenance.

In our view, these reasons should not offend or otherwise upset railroad officials. Stated in the plan, they provide a foundation for discussion and negotiation with the railroad over the next several years.

2. Recommend City appoint committee to develop plan for old airport as follow-on to comprehensive plan.

Agree. Text (page 4-14) to be changed as follows:

The Comprehensive Plan recommends that the City of Wasilla form a working committee to oversee the preparation of a Master Development Plan for the old airport site. This process would enable to community to further debate, test and refine the concepts outlined in the Comprehensive Plan, and provide a greater degree of certainty that the site will be developed in accordance with the wishes of the community. The committee should include representatives of property owners, tenants and residents in the immediate vicinity of the old airport, as well as members from the Planning & Utility Commission, City Council, City administration, the Wasilla-Knik-Willow Creek Historical Society, Wasilla High School and other affected groups.

3. Correct Knik history; not Russian. Done.
4. Comment on original land donations for Wasilla airport from Snider family.

Text on page 4-8 to be amended:

The old Wasilla airport was originally part of a homestead owned by the Snider family. During the 1930's, the area which became the community's airport was cleared and used as a landing strip. The family donated the 28-acre site to the State of Alaska which later reconveyed the property to the City of Wasilla.



5. Mention couplet and overpass as alternatives for Main St. 5-lane.

During the spring of 1992, the Department of Transportation & Public Facilities prepared an additional concept for consideration by the City: a two-way couplet with an overpass over the Parks Highway. This could meet the needs of Main Street traffic without the necessity of a five-lane upgrade. The merits of the couplet idea should be closely considered by the City over the coming months.

6. Include stronger statements on parks and recreation.

Amend text on page 5-14:

The major challenge facing Wasilla and other communities throughout the Borough is the lack of funding to fully operate and maintain existing parks. Recent action by the Borough Assembly to reduce park and recreation funding directly affects park facilities in Wasilla. Parks and recreation is an extremely important public service which contributes to quality of life, community appearance, and the tourism and visitor industry.

The City should support efforts to enable the Borough to meet its areawide park and recreation responsibilities. If adequate support for these programs is not possible at the Borough level, the City should consider the delegation of park powers or the conveyance of certain parks to local governments. User fees and increased local financial support may be required.

7. Include summary of Wasilla storm drain plans and status.

Discussion on surface water drainage would be amended on page 5-7.

An engineering study prepared by Tryck Nyman & Hayes in 1984 proposed to address the drainage problem by developing an interconnected system of drains with lift stations to divert surface drainage to a water dispersal area south of the railroad. Currently, surface water is collected under the Parks Highway and emptied into both Lake Lucille and Wasilla Lake. This discharge violates environmental regulations and is a source of pollution for the lake systems. The drainage problem is most severe during spring break-up, but occasional flooding also accompanies heavy summer rains.

In response to the study's recommendations, the City purchased a 40-acre tract of land south of Lake Lucille to serve as a water dispersion area. During 1992, the City intends to purchase a site for the lift station, and initiate construction on Phase I of a new storm drainage system. Phase I would divert storm waters from the two lakes to the new city-owned dispersal area. Subsequent phases would connect this system to other sub-drainages within the core area of the city.

The Comprehensive Plan supports these efforts to improve the City's storm drainage system.

8. Include language of Planning Commission resolution 92-01 concerning the sewer plant upgrade.

Two engineering firms have recommended that a granular recirculating filter system with surface water discharge be constructed at the sewage treatment plant. This system is more conventional in character, and a similar plant has been operating in Anchorage for several years. It is critically important to undertake these improvements during the 1992 construction season to avoid the possibility of a moratorium on additional sewer connections being imposed on Wasilla. Such a moratorium would have a very negative effect on commercial and business growth in the community.

The projected cost of these improvements is about \$ 1.2 million (1990). While some federal grant money may be available, the majority of the cost may have to be borne by the City. The City should apply as much influence as possible to get federal funding to fix the situation created by EPA. New initiatives by the federal government to build infrastructure may provide an opening for the Alaska Congressional delegation to secure funding.

Only when these problems are resolved can the City consider extensions to the sewer system. The most likely area suited for extension is eastward to commercial areas along the Parks Highway.

9. Identify Lucille Street trail on trails map as an FY 93 project. We'll show this, provided it's not vetoed by the Governor.

10. Revise comments on Palmer-Wasilla Highway extension to include alternate route. Page 6-7:

Another alternative route which should be evaluated by DOT&PF as it prepares its Environmental Assessment is to extend the Palmer-Wasilla Highway southward along the Hanson Trail corridor through Richmond View and Bayview Gardens Subdivisions.