



CHICKALOON
COMPREHENSIVE PLAN

2008 REVISION

CODE ORDINANCE

By: Borough Manager
Introduced: 09/02/08
Public Hearing: 09/16/08
Adopted: 09/16/08

**MATANUSKA-SUSITNA BOROUGH
ORDINANCE SERIAL NO. 08-138**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030, COMPREHENSIVE PLAN AND PURPOSES, BY ADOPTING THE CHICKALOON COMPREHENSIVE PLAN, 2008 UPDATE.

BE IT ENACTED:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the Borough Code.

Section 2. Amendment of paragraph. MSB 15.24.030(B)(6) is hereby amended to read as follows:


(6) Chickaloon Comprehensive Plan (Ord. 91-080 dated August 1991, Ord. 95-163 dated December 19, 1995, Ord. 08-138 dated September 16, 2008);

Section 3. Effective date. This ordinance shall take effect upon adoption by the Matanuska-Susitna Borough Assembly.

ADOPTED by the Matanuska-Susitna Borough Assembly this 16 day of September, 2008.


LYNNE WOODS, Deputy Borough Mayor

ATTEST:


LONNIE R. MCKECHNIE, CMC, Borough Clerk

(SEAL)

PASSED UNANIMOUSLY: Woods, Houston, Church, Kvalheim, Bettine, and Kluberton



CHICKALOON COMPREHENSIVE PLAN 2008 REVISION

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I. INTRODUCTION & OVERALL GOALS OF PLAN UPDATE

The residents of Chickaloon are interested in guiding development in our community that complements the rural character of the place we call home; to safeguard the watershed and natural areas that allow wildlife and human inhabitants to co-exist peacefully; and to promote and develop economic sustainability.

II. BACKGROUND

A. Plan Area and Physical Setting

The Chickaloon planning area is located within the Matanuska-Susitna Borough, east of the community of Sutton. The Glenn Highway traverses the planning area with the western boundary of the planning area in the vicinity of the Kings River and the eastern boundary in the vicinity of Purinton Creek. Castle Mountain and the Talkeetna

Mountains roughly delineate the northern boundary and the southern boundary can be generally described as the Chugach Mountains adjacent to the Matanuska River. It is approximately 164 square miles in size.



The Chickaloon Community Council and Planning Area Map is attached as **Appendix A**

B. History

The history of the Chickaloon Area is rich and colorful. The early Athabaskan Indians inhabited the area, following the natural routes between the Matanuska Valley and the Copper River Basin. Traditionally, Chickaloon territory was a center of trade for copper, sheep, and goats from the north, and salmon, beluga, and fur seals from the south. The Ahtna, and formerly the Dena'ina, Athabaskan Indians of Chickaloon traveled extensively within the Copper River and Cook Inlet areas. The Chickaloon River was named after Chief Chiklu, the last Denai'ina chief in this area. What is now the community of Chickaloon was once a primary fishing camp of Chickaloon Village. Nay'dini'aa Na' is the Ahtna name for the original settlement of Chickaloon Village on the north bank above the mouth of the Chickaloon River. With the discovery of gold on the Klondike River in

1896, the area was soon being probed by white men. The early trappers, traders and miners traveled throughout the area, without the aid of maps, trails or roads. This led to the Army explorations into this unmapped, unexplored and unknown area.

Captain Edwin Forbes Glenn (for whom the Glenn Highway is named) assigned Lt. Joseph C. Castner the job of scouting a trail to Circle City from Cook Inlet. On June 8, 1898, Castner and his men left Tyonek for their six-month journey traversing the wilderness, and arrived at Circle City on January 5, 1899. For the first 50 or so miles they did have the services of a Mr. H. H. Hicks (for whom Hicks Creek is named) who, according to himself, was the only white man to have previously journeyed up the Matanuska River.



The Tanaina Indians in Tyonek and Knik and the Ahtna Indians of the Interior thought that Castner was crazy. The Indians knew the route, as they had traveled it following the herds and developing their own trading routes. But even the white men who had previously ventured inland – the traders and trappers, the early gold and coal miners – did not share their knowledge with the military expedition. The white men feared the influx of people into the area once a

government trail was established. They, along with the Indian traders, wanted no more competition. However, the new government trail did bring people, many of the coal miners who had read the reports of coal that was to be found in the Matanuska River Valley.

The Chickaloon-Knik-Nelchina Trail System was originally an Indian trail and was Lt. Castner's original route from 1898. From the time of its blazing at the turn of the century to the early 1940's, the trail was used extensively as a freighting trail for hauling supplies to the gold mining camps in the Nelchina area and in the Alfred and Albert Creek area. The trail extends over 60 miles in length and contains numerous forks and branches. The Hicks Creek trail is a major spur of the Chickaloon-Knik-Nelchina Trail network, and was originally the summer route of early U.S.G.S. survey groups and miners.

By 1906 there was a well-known track called Watson's Summer Trail running alongside the river up to Frank Watson's coal mine on the Chickaloon River near Castle Mountain. Watson's path along the Matanuska River became well-traveled in the early years of the

new century. When the railroad came, the first track was laid along Knik Arm and up Frank Watson's old trail on the Matanuska River to Chickaloon. Today there still remains evidence of the track, and most of the Glenn Highway from Sutton to Chickaloon is on the old railroad bed.

An 1898 Army exploration party located a vein of high quality coal that measured four feet across near the Chickaloon River. The deposits were difficult to reach and there was little interest in developing them unless a road or railroad was built through the area.

During the winter of 1913-1914, the Navy tested 800 tons of coal hauled by famous Alaskan freighter Jack Dalton. The route used by Dalton, from the Chickaloon River down the frozen Matanuska River and then on to Seward, later became the route of the Alaska Railroad. The tests showed that the coal had good burning properties and would be acceptable fuel for ships. In 1915 Congress created the Chickaloon coal field reserve.

The construction of a railroad to the coal fields first began in 1904, long before the coal



was tested by the Navy. The Alaska Central Railway, a private organization, started its construction from Seward. It constructed rail beds for 50 miles, but went bankrupt in 1907. It operated in receivership until 1910, when it was reorganized into Alaska Northern Railway Company. Construction was resumed but got no farther than Kern Creek. The road deteriorated until the federal government purchased it.

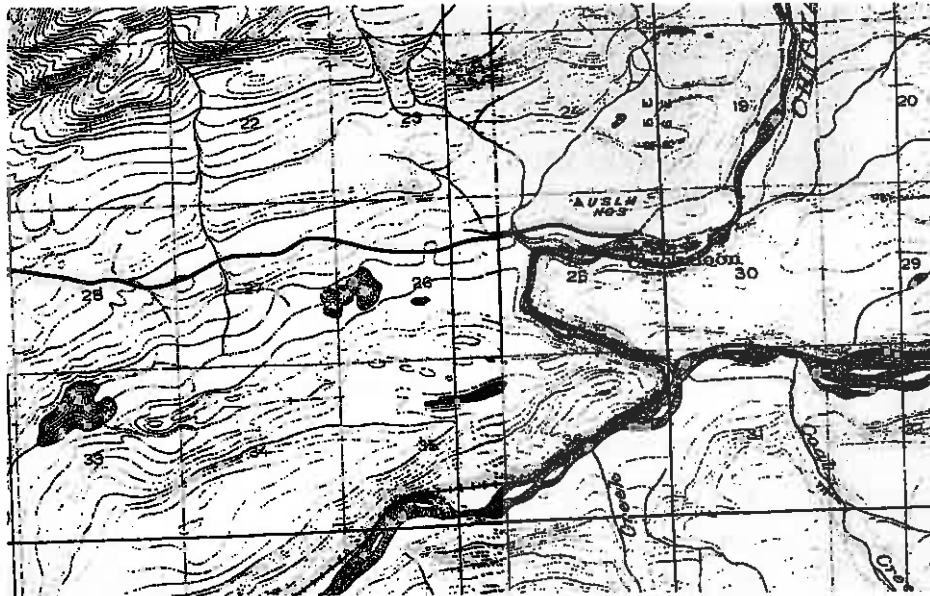
When construction of the Alaska Railroad was approved in 1914, the plan included a spur line to the Chickaloon coal field. The navy contracted with the Alaska Engineering Commission to develop and oversee coal mining at Chickaloon. On October 24, 1917, the first train reached the coal mines at Chickaloon, 74 miles from Anchorage. Six days later the first shipment of the coal arrived in

Anchorage. Now that the transportation system to Chickaloon was established, Chickaloon was on the way to full development. In 1919, 4,176 tons of coal was produced by Chickaloon's 35 employees. Chickaloon now consisted of a post office and a complex of 25 buildings. Two years later, the navy began building a million dollar coal washing plant at Sutton. The Chickaloon mines employed 158 men, with 43 more across the Matanuska River at Coal Creek. The little town now boasted a roadhouse, laundry, general store, a restaurant and a school.

The coal from the mines at Chickaloon was always for naval use only. Plans never included selling the coal to the people living in Alaska. Even the government railroad used coal from the mines at Moose Creek, Jonesville and Healy. All of the Chickaloon coal that was mined was shipped to the coast and used only by Navy ships.

The Navy mined the Chickaloon coal. All miners were civilian workers on the Navy's payroll. All buildings in the town were owned and built by the government. Chickaloon was a "government" town; just as many other communities were "company" towns.

Chickaloon died just as fast as it was born. The California oil fields were booming at the time and the Navy decided to save money by converting its ships from coal to oil. In 1922 the Navy stopped their coal



mining at Chickaloon and abandoned the partially completed coal washing plant. The post office closed and most of the families moved on, although a few residents stayed through the early 1930's.

As the territory of Alaska grew, a shortage of housing developed in Matanuska and Anchorage. In 1933 and 1934, many of the frame structures in Chickaloon were moved. The buildings were completely dismantled and carried to new locations. During the period that the Matanuska Valley was being settled by the colonists, many more buildings were moved from Chickaloon, and by the end of the 1930's there was very little left of the town.

The Navy made one last effort in later years to find some use for reserved land around Chickaloon. It drilled the first oil well in the Matanuska Valley in Chickaloon, but found nothing of commercial value. The well was later capped.

In 1958 the land reverted to public domain and opened up to homesteaders. Today it is privately owned.

C. Climate

The climate of the Chickaloon Comprehensive Area is greatly influenced by surrounding geographic features. The Talkeetna Mountains lie to the north, and the Chugach Mountains and Matanuska River lie to the south.

The planning area is located within a transitional zone between coastal and interior climates. The average summer temperatures are 40 to 69 degrees Fahrenheit, and the

average winter temperatures are -3 to 39 degrees Fahrenheit. The averages vary, with the more extreme temperatures being at the eastern portion of the area.

The average yearly precipitation for the area is 14 inches. This includes an average of 69 inches of snowfall. The mountains generally create conditions which produce precipitation on the windward slopes, with the heaviest periods of rainfall being late summer and early fall.

Strong seasonal winds are channeled out of the Matanuska River Valley canyons. These winds are most pronounced from November through March.

Daylight hours within the Chickaloon area reflect Alaska's northern latitudes. There are approximately 19 hours of daylight in mid-summer, and approximately 5 hours of daylight in mid-winter.

D. Vegetation and Wildlife

The forest resource potential of the Chickaloon Comprehensive area has not been completely analyzed. A portion of the area is included in the Matanuska Valley Moose Range. Within the Moose Range, habitat enhancement receives priority. Therefore, the timber resource is managed primarily to produce moose forage rather than commercial or personal use timber products.

The Chickaloon Comprehensive Plan area has a variety of fish and wildlife. The wildlife species known to inhabit the area include moose, black bear, brown bear, Dall sheep, wolves, wolverine, mountain goat, caribou, coyote, land otter, fox, marten, beaver, mink, weasel, lynx, hare, red squirrel, porcupine, three species of ptarmigan and spruce grouse. In addition, peregrine falcon, gyrfalcon, bald and golden eagle nest, hunt and/or migrate through the area.



Migrant and resident fish found within the planning area include Chinook, Coho, sockeye and chum salmon, rainbow trout, Dolly Varden, arctic char, arctic grayling, lake trout, round whitefish, burbot, three-spine stickleback, nine-spine stickleback, and the longnose sucker

D. Demographics

Chickaloon is a census-designated place (CDP) in Matanuska-Susitna Borough, Alaska, United States. The latest and most thorough census was done in 2000. However, in 2004 an update was completed. The following information cites both sources:

Population - As of 2004, according to the U.S. Census Bureau, there were 194 people, 81 households, and 49 families residing in the CDP. The population density was 1.0/km² (2.7/mi²). There were 208 housing units at an average density of 1.0/km² (2.6/mi²). The racial makeup of the CDP was 77.93% White, 1.41% Black or African American, 15.49% Native American, 0.94% Asian, 1.88% from other races, and 2.35% from two or more races. 1.41% of the population was Hispanic or Latino of any race.

Households – According to the 2004 census, there were 81 households out of which 35.0% had children under the age of 18 living with them, 60.3% were married couples living together, 5.7% had a female householder with no husband present, and 33.3% were non-families. 25.3% of all households were made up of individuals and 4.6% had someone living alone who was 65 years of age or older. The average household size was 2.40 and the average family size was 3.88.

Housing use - According to the 2000 census there were 208 housing units in the Chickaloon area, with 87 occupied and 121 vacant units used primarily for seasonal or recreational purposes. Of the 87 occupied housing units, 72 were owner-occupied, 15 were renter occupied.

Age - In the CDP the population was spread out with 25.4% under the age of 18, 3.3% from 18 to 24, 23.0% from 25 to 44, 41.8% from 45 to 64, and 6.6% who were 65 years of age or older. The median age was 44 years. For every 100 females there were 129.0 males. For every 100 females age 18 and over, there were 120.8 males.

Income - The median income for a household in the CDP was \$49,792, and the median income for a family was \$49,792. Males had a median income of \$41,827 versus \$36,607 for females. The per capita income for the CDP was \$14,755. None of the families were living below the poverty line, although 2.8% of the population was living below the poverty line.

The Chickaloon CDP Profile of General Demographic Characteristics: 2000 is attached as **Appendix B.**



F. Land Status/Ownership
The total acreage for the Chickaloon planning area is approximately 96,320 acres. Land status/ownership is divided as follows:

Private: approximately 10,355 acres or 11%
Matanuska Susitna Borough: approximately 2,240 acres or 2%
Mental Health Trust: approximately 14,118 acres or 15%
Chickaloon Native: approximately 11,238 acres or 12%
Federal: approximately 10,240 acres or 11%
State of Alaska: approximately 46,720 acres or 49%

G. Economy

There has been no significant growth in the economy of the Chickaloon planning area in the last ten years. Businesses dependent on the highway for clients appear to be stable. Local businesses involved in construction have seen a slight increase in the last five years, but that growth is now leveling out. Tourism and visitor based businesses have also seen a slight increase over the past five years.

H. Legislatively Designated & Management Areas

The Chickaloon planning area has within its area three management plans that effect land use, both private and public. They are the Matanuska Valley Moose Range Management Plan, Alaska Coastal Zone Management Plan and the Susitna Area Plan.

Matanuska Valley Moose Range

"The Moose Range was established to maintain, improve and enhance moose populations and habitat and other wildlife resources of the area, and to perpetuate public multiple use of the area, including fishing, grazing, forest management, hunting, trapping, mineral and coal entry and development, and other forms of public use of public land not incompatible with the purposes stated. (See Appendix I for the complete version of the legislation). The purpose of the plan is to determine how these various uses will coexist. The plan provides guidelines which lay-out how a given use will occur so that its impact on other resources is minimized. Where two or more uses cannot occur on the same parcel without detrimental effects, the plan separates the uses. Through these methods, the plan resolves resource-use conflicts, and provides for the orderly use and protection of the Moose Range's varied natural resources."

Matanuska Valley Moose Range Plan: Chapter 1 Introduction

Alaska Coastal Zone Management Program

"The original Matanuska-Susitna Borough (MSB) Coastal Management Program (CMP) was adopted in 1984, with subsequent amendments in 1988 and 2007. The CMP is used to manage the wide range of coastal uses and resources, including development along the lakes, rivers, streams, and roadways; important areas for community recreation; tourism; natural hazards; and coastal habitats. The CMP is a policy statement, directing issues of local concern and the development needs of MSB residents."

MSB Coastal Management Plan: Chapter 1 Introduction

Susitna Area Plan – Glenn Highway Sub region

"The overall management intent for this area is to protect and improve

recreation, fish and wildlife, and visual values while developing the area's coal and timber resources and selling moderate amounts of state land. This will be achieved by careful selection of the location of settlement areas, controls on the type and pace of settlement and careful planning of timber harvests, coal mining and other development. Details of planned land management policies are presented below by resource and type of land use."

Susitna Area Plan: Chapter 3 - Glenn Highway Sub-region, Management Summary

III. COMMUNITY GOALS AND RECOMMENDATIONS

A. Land Use

Community members wish to maintain the low density residential land use, and the small service and tourism oriented businesses land use that currently exists in the planning area. The current pattern of open space and natural areas on private and public land is preferable to large clearings and filled in wetlands. Low density residential areas, gravel roads, absence of street lamps, fresh air, clean water, quiet neighborhoods, and access to public lands and water are essential in supporting what the residents define as the rural character of the planning area.

Developed lands within the Chickaloon planning area comprise a small percentage of the total acreage and most is on private land. Private land, not including Native-owned land, makes up about 11% of the total. The private land that has been developed is used for homes or recreational cabins, and a small percentage is used commercially. No industrial land use exists within the planning area.

Commercial and industrial land uses often are the sources of noise, traffic, odors, excessive lighting. It is generally agreed that commercial development can co-exist with the residential and recreational land use as long as the commercial development does not disrupt the quiet neighborhoods, but industrial land uses adjacent to residential neighborhoods are not compatible.



The current commercial uses (bar and cafe, bed and breakfasts businesses, river rafting business, flight services and guiding businesses) are located adjacent to the highway and do not create disruptions to the residential areas. These tourism based businesses compliment the rural character of the area. The local service businesses (grocery stores, cafés, post office and gas station) are appreciated and the community members hope that other similar businesses will consider locating near these existing services.

While significant increased commercial development is not anticipated in the Chickaloon planning area, residents would like to reduce potential sprawl along the Glenn Highway. Centralizing businesses helps to define a community and creates efficiency for residents and visitors.

Other land owners, Federal, Mental Health Trust Authority, Chickaloon-Moose Creek Native Association, Inc., and the Matanuska Susitna Borough, manage their lands according to priorities set by their governing body. The state has two plans that affect the state-owned land that falls within the Chickaloon Planning area. They are summarized in the earlier section and are the Matanuska Valley Moose Range and the Susitna Area Plan.

Almost 50% of the land within the planning area is owned by the State of Alaska, with another 15% owned by the Alaska Mental Health Trust. Most of these lands are within the Matanuska Valley Moose Range. Generally these lands remain undeveloped, with a small percentage used as recreation sites

The actions of large land owners in the community have the potential to significantly change the character of the community and land use patterns. Recent proposals to open thousands of acres of Mental Health and State-owned lands to coal mining created many concerns among residents. Other projects on State and Mental Health lands, such as a gas line spur that bisects the planning area, and the proposal to realign the Glenn Highway, have area residents worried about the impacts to their way of life.

Among the most prominent concerns regarding large development of public land is the protection of private property and water. Residents want to be assured their water and air remain clean, and there is adequate screening between industrial activities and private land. They are also worried about the creation of new access for the proposed gas line construction, and adequate reclamation where mining is proposed. The effect of large scale mining, construction of a gas line and highway realignment are unknown, but they are likely to be significant and the community concerns should be addressed before land is leased or sold.

It is clear the residents want to have a say in how the public land within the community area is managed. They want proper public notice, screening, buffering, setbacks, and guarantees that their clean water and air will be protected, their neighborhoods will remain quiet and safe, and access to traditional hunting areas remain open.

**Land Use
Community Goals & Objectives:**

1. Maintain the existing low density residential land use, local service businesses and visitor based commercial land uses.
2. Safeguard the biological integrity of the planning area and stay within its' carrying capacity.
3. Protect the community's unique values and natural resources.



**Land Use
Community
Recommendations:**

1. Guide the development in a manner which enhances the area's natural appeal.
2. Encourage developing new service businesses and public facilities that support "one-

stop shopping" concept.

3. Ensure that State and Borough land disposal programs are consistent with this plan.
4. Ensure future land uses are consistent with existing uses.
5. Make certain adequate screening between dissimilar land uses is preserved or established.
6. Ensure adequate reclamation of land disturbed by industrial activities.
7. Incorporate community input for developing land use regulations on private and public land that will maintain the rural character valued by residents.
8. Promote the design of physical structures that complement the rural character.
9. Discourage the installation of street lights and other bright, undirected lighting in order to preserve our night skies.

10. Identify opportunities for funding for a community profile mapping project and carrying capacity study.
11. Establish policies on setbacks, buffers, noise, light and odors as a condition of commercial and industrial development.
12. Encourage re-platting of existing sub-standard lots in the planning area to comply with Borough and State platting regulations and DEC standards for wells and septic systems.

B. Transportation

The Glenn Highway, built as part of the Alcan Highway during WWII, provides the major access route through the Chickaloon Comprehensive Plan area. The highway, recognized for its archeological, cultural, historic, natural, recreational, and scenic qualities, was added in 2002 to the National Scenic By-Way system.

Subdivision roads, along with homestead, mining and railroad spur roads, provide additional access within the area.

Road maintenance in the area is provided by the State of Alaska, the Matanuska-Susitna Borough and local homeowners.



There are currently no public airports or airstrips located within the Chickaloon Planning Area. There are, however, seven non-maintained airstrips which belong to private landholders. And there are four 'landable' lakes, but most are surrounded by private land or have limited public access. In 2007, the Mat-Su Borough is finalizing on a 20-year aviation plan called the *Regional Aviation System Plan*.

A major concern voiced by residents of the Chickaloon planning area is the possible realignment of the Glenn Highway through the community. There is concern over the effects any realignment may have on private property. The residents recognize the need to upgrade the Glenn Highway, but believe it can be accomplished along the existing

alignment. This is the best choice and reinforces their wish for a town center near the existing commercial area near the highway.

However, if the realignment of the Glenn Highway does occur, elements and values of this plan should be implemented into the potential 'new Glenn Highway' and 'Old Glenn Highway' corridors, such as the town center concept, pedestrian uses, and access to community facilities.

Other transportation concerns voiced by residents are the need to identify public and private roads within the area and properly sign them to deter trespass on private land, the need a separated path along the Glenn Highway.

The rising cost of gasoline has community members worried about the cost of transportation to and from work and school. A system similar to Anchorage "Share Ride" might work well here and should be researched.

**Transportation
Community Goals & Objectives:**

1. Maintain an efficient and safe transportation system for vehicle traffic and pedestrian uses within the planning area.
2. Maintain a transportation system that helps to localize commercial services and provides efficiency.

**Transportation
Community Recommendations:**

1. Determine the status of public and private roads within the area.
2. Upgrade the Glenn Highway within its existing corridor.
3. Provide a public rest area near the King River Campground with visitor information.
4. Identify maintenance responsibilities for public roads.
5. Promote the beautification of the Glenn Highway.
6. Encourage the development of a system of scenic pull-offs for tourists and recreationalists.
7. Promote better signage of recreation facilities along the Glenn Highway.
8. Provide slow moving vehicle passing lanes on the Glenn Highway.

9. Develop a separated path along the Glenn Highway from Fish Lake Road (MP 73) to Chickaloon River Road (MP 78).
10. Provide rockslide protection where appropriate.
11. Properly sign hazardous areas.
12. Properly identify public and private roads with signs.
13. Properly sign and establish speed limit zones throughout the community.
14. Identify sources of funding to implement an efficient road system.
15. Support the Matanuska Susitna Borough's plan to adopt a borough-wide Aviation Plan.

C. Economic Development

The current businesses in Chickaloon are primarily service or tourism based. These businesses complement the rural character of the planning area and provide needed services to the community and traveling public. Some residents are not interested in encouraging more business



in the community because they don't want Chickaloon to be discovered, or to become a tourist attraction. They prefer the rural residential and low impact recreational nature of their neighborhoods. It is clear they did not move here for the job opportunities. But, other residents in the community would like to be able to make a living in the community or would like more businesses that provide local services.

This topic deserves further discussion and it may be worthwhile to create a separate economic development element for this comprehensive plan. It would provide a specific place to discuss the community's economic need and allow the community to share their vision and goals for economic development and ideas to expand employment opportunities.

Economic Development Community Goals & Objectives:

1. Have a healthy economy that complements the community's rural character and

balances the needs of the residents.

**Economic Development
Community Recommendations:**

1. Create a separate economic plan for the community to help determine the needs and wishes of the residents.

D. Recreation, Parks and Trails

Recreation and Parks

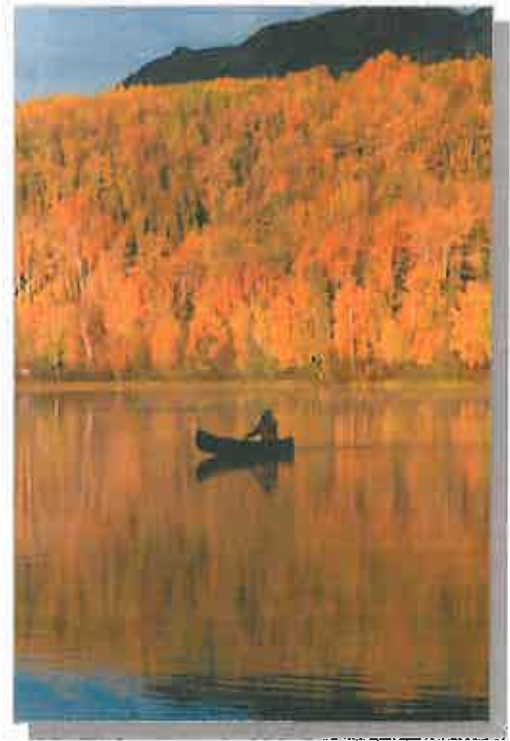
There are two state recreation areas located within the planning area and one state-owned boat launch.

King Mountain State Recreation Site is located at mile 76 of the Glenn Highway. Management of this facility was transferred from BLM to the State in 1960. It is currently managed by a private contractor. The site currently consists of 27 campsites, picnic sites and picnic shelter, potable water, toilet facilities, and access to the Matanuska River. The campsites have a 7-day limit with a \$15/night fee.

Long Lake State Recreation Site is located at mile 85.3 of the Glenn Highway. It was created in 1972. It is passively managed by the State which means they occasionally check on the site and pick up trash. There are no designated camp sites available although travelers do frequently camp overnight there.

Bonnie Lake Boat Launch and Day Use Area are located approximately 2 miles from the Glenn Highway at mile 83.3. Originally created in 1966 as a State Park, it is now managed by Alaska Department of Fish and Game as public access to Bonnie Lake. There is a boat launch, parking and public toilet facility. The access road is substandard, creating access problems for motor homes and trailers.

Other developed public lake access sites exist at Ida Lake and Ravine Lake. The state-owned recreation facilities do not meet the needs of the community. They are built and maintained for visitors, not for residents. Residents have indicated the need to build and designate community and neighborhood trails, parks and playground facilities, along with maintaining natural open spaces. They have also indicated a need for indoor recreation



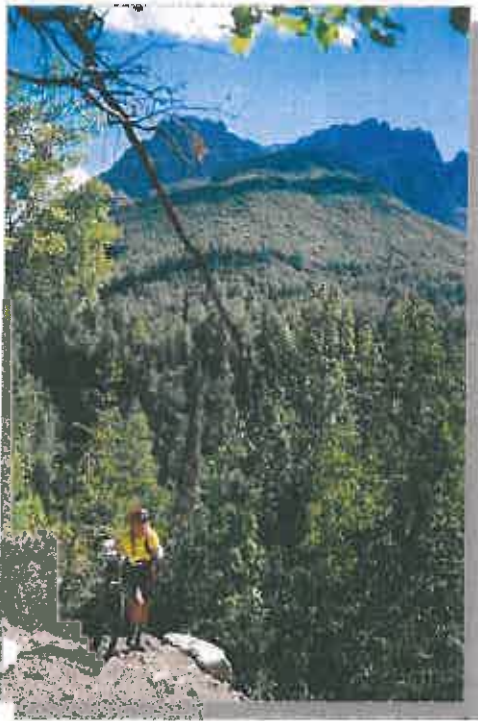
facility.

There are no established or developed public access sites to the Matanuska River, but several areas along the Glenn Highway provide natural “put-in” sites for rafts and kayakers.

Trails

Short trails exist within the residential areas around Chickaloon and Bonnie Lake that link public roads to private homes, cabins or public land. Most of these cross private land and have no legal standing for public right-of-way.

There are several documented trails within the Chickaloon Comprehensive Planning Area, and they have been identified in the Matanuska-Susitna Borough Trails Plan, and the Matanuska Valley Moose Range Plan. Most of these are historic routes and probably have public right-of-way, but require some research and surveying to accurately determine their location and status. On the other hand, the public right-of-way along



some of the lesser known trails in the planning area is unclear and are not well mapped.

Trespassing signs pop up along routes and are often ignored creating tensions and confusion.

The following documented trails are located in the planning area:

Chickaloon Trail – part of the Chickaloon-Knik-Nelchina Trail

King River Trail – part of the Chickaloon-Knik-Nelchina Trail

Permanente Trail – also known as the Castle Mountain Trail

Chickaloon River Trail

Boulder Creek Trail – part of the Chickaloon-Knik-Nelchina Trail

Coal Creek Trail

Castle Mountain Mine Trail

Purinton Creek Trail

Recreation, Parks and Trails Community Goals & Objectives:

1. Improve the community’s recreational opportunities.

Community Recommendations:

1. Integrate recreation facilities with community facilities.
2. Develop new parks and trails for residents that provide diverse recreational opportunities and maintain the community's rural character.
3. Improve and maintain King Mountain SRA, Long Lake SRA and Bonnie Lake Public Boat Launch.
4. Support the reservation and development of trails that connect open areas and parks to the residential and commercial areas within the community.
5. Further develop a community recreation, trails and parks plan.
6. Build and maintain a trailhead facility at King River to protect the river and provide safe access for everyone.
7. Relocate trails to avoid conflicts with private property.
8. Reserve the 160 acres of borough-owned land north of the community center for future community uses (park, trail system, library, school, and fire hall, or recreation center).
9. Build a community indoor recreation center.



E. Public Facilities and Services

Education

The planning area is currently served by four public schools within the Matanuska-Susitna Borough School District. They are: Sutton Elementary School; Glacier View School; Palmer Junior High School; and Palmer High School. The school a student attends is dependent on the location of the student's residence within the planning area. Transportation to and from the public schools is provided by the school district.

Chickaloon Native School, Ya Ne Dah Ah, located at Mile 55 Glenn Highway, teaches the Ahtna Athabascan language and traditional culture to Chickaloon tribal members and children.

Health

Mat Su Regional Medical Center, a full service hospital, is located 40 miles away, at the

intersection of Parks Highway and Trunk Road. The closest health care providers (Physicians, Dental and Vision) and clinics are located in Palmer, 30 + miles away.

Matanuska Susitna Borough Emergency Services provides EMT First Responders services based from Sutton Fire Station at Mile 61 Glenn Highway and Victory Ambulance at Mile 95 Glenn Highway. The State Public Health nurse serves people of the area, doing two health clinics twice a year in Sutton, including immunizations, blood pressure checks, and flu and pneumonia shots. Mat-Su Health Foundation hosts a health fair once a year in Sutton.

Fire Service

The planning area is located outside of any fire service area within the Borough. A subscription-based fire department was formed in 2004 with the goal of reducing homeowner insurance costs and providing fire protection to the residents of Chickaloon. The nonprofit corporation offers protection from structure fires and the spread of wildfires, if a homeowner chooses to subscribe.

If the possibility exists that people are inside a burning building an ambulance crew will respond as will the State Troopers.

There are provisions within the Matanuska-Susitna Borough Code for land owners within an area to petition the Borough Assembly to be included within a service area. It does not appear to be economically feasible at this point in time to establish a fire service area within the planning area, due to the relatively low level of development. As additional development takes place, however, the feasibility should be reevaluated.

There are three agencies responsible for wild land fires in Alaska:

1. Bureau of Land Management (BLM), Alaska Fire Services
2. State of Alaska, Division of Forestry (ADOFF)
3. U. S. Forest Service (USFS)

The BLM, DOF and USFS fight fires within their protected areas no matter who owns the land. Protection of human life is the first priority in all the wild land fire management activities. Property, natural cultural resources jointly become the second priority.

Road Service

Several roads within the planning area are only maintained by the land owners. Arterial roads and highways in the planning area are maintained by the State or Borough. Borough assesses a road service tax for roads they maintain. The state road to Bonnie Lake is not maintained in winter due to the steep grade; however the Borough does plow parking areas for landowners in that area.

Solid Waste Services

Public solid waste disposal sites are not located in the planning area, however transfer sites for drop off of trash are maintained by the Borough in Sutton and near Glacier

View. Local waste haulers, such as Alaska Waste provide pick up of household and business waste by subscription. Valley Community for Recycling Solutions maintains a drop-off for recycled materials near Palmer.

Animal Care and Protection

The Matanuska Susitna Borough provides animal care and protection services (MSB Title 24) to the planning area. Generally all domestic animals are required to have a license and a person is allowed to have 5 cats or dogs before having to obtain a special kennel registration. In regard to livestock, there are no restrictions on the number of animals one can have per acre.

Police Protection

Police protection for the planning area is provided by the Alaska State Troopers stationed in Palmer. The troopers stationed in Palmer currently respond to calls from approximately mile 30 of the Glenn Highway to mile 110 of the Glenn Highway, and to mile 63 of the Parks Highway. The trooper response time is, therefore, often unsatisfactory due to the travel distance required. It is not anticipated that this situation will change in the foreseeable future. However, the alternative method of providing self-supported police protection is cost-prohibitive.



Television Broadcast Service

A television repeater station located in Chickaloon is part of the Alaska Rural Communications Service (ARCS) and transmits a mixture of commercial and public service programs.

ARCS is the successor to RATNet (the Rural Alaska Television Network) which was established to bring commercial television to rural residents without access to commercial networks. ARCS provides a mixture of educational, public and entertainment programs, a mid-day rural newscast, and specials on life in rural Alaska, accessing programming from Anchorage commercial stations as well as from the Alaska Public Broadcasting Service.

As a result of conversion from analog to digital technology under the Satellite Interconnection Project (SIP), one satellite transponder now carries four public television channels plus 8 radio services and the statewide Emergency Alert System.

The Chickaloon Community Council pays the cost of maintaining this service, including the heating of the equipment shed.

Emergency Service

Ambulance service for the planning area is provided from the Sutton Public Safety Building. Calls to 911 dispatch the Sutton First Response Unit. An additional ambulance is garaged at Victory Bible Camp and maintained by the Borough. First Responders live randomly across the area from Palmer to Glacier View and attend accidents and illnesses. If more than an ambulance is needed at a scene, then Sutton Rescue is launched. Once again, with the limited development in the area at this time, it is not anticipated that a public safety building will be constructed within the planning area in the near future.

Public Facilities and Services

Community Goal & Objectives:

1. Develop public facilities and services that are adequate to support the area residents and traveling public.
2. Develop education and training for emergency preparedness and response.

Public Facilities and Services

Community Recommendations:

1. Reserve land for future public facilities (school, fire, emergency, library, museum, recreation and cultural center)
2. Develop public facility systems as local demand warrants; i.e.: fire station, ambulance services, emergency medical services, library, recreational center, public safety facility, etc.
3. Seek funding for improved emergency medical services, trooper and fire facilities.
4. Improve the community watch program to heighten home-safety.
5. Ensure that livestock yards do not pollute or create a nuisance in the community.

F. Utilities

Power

A small percentage of the planning area is serviced by electrical transmission lines built and maintained by Matanuska Electric Association. Those residents not served by MEA have self supplied power systems and many recreational cabin owners go without power. There is no indication that more power lines are needed or desired at this time.

Telephone

Matanuska Telephone Association develops and maintains phone service (including DSL, internet services) in the Planning area. Satellite systems are also available. Cell phone coverage is available throughout most of the planning area and new cell towers are currently proposed to complete the coverage.



Natural Gas

Natural gas is not currently available; however there is currently a large pipeline right-of-way permitted though the planning area. This will not be available for residential use.

Residents of the planning area are happy with the level of service provided by utility companies. However,

they are concerned about the impacts of large utility projects, such as large electrical transmission lines, natural gas line, oil pipelines, and power plants could have on the community if located within the planning area.

Utilities

Community Goal & Objectives:

1. Develop utilities that support and augment the needs of the residents and traveling public without negatively impacting the community.
2. Develop low cost alternative and sustainable energy systems for our community.

Utilities

Community Recommendations:

1. Ensure utilities are appropriately sited and managed with the lowest visual impact.
2. Require conditional use permit for public utility development.
3. Develop utility systems as local demand warrants.

G. Watersheds and Water Resources

Rivers

The Chickaloon planning area lies within the Matanuska River watershed. Larger tributaries of the Matanuska River include, from the Talkeetna Mountains: Kings River, Chickaloon River, and Boulder Creek. Coal Creek, Carpenter Creek are major tributaries flowing from the Chugach Mountains. The headwaters of these tributaries are glaciers, contributing to high sediment loads. Numerous small tributaries, fed from annual snowmelt, also contribute to the watershed.

Lakes

The largest lake in the area is Rush Lake, at over 200 acres. Eight other lakes range between 30 and 70 acres, with numerous other small lakes, ponds, and wetlands. Upper and Lower Bonnie Lakes flow into Sawmill Creek, which eventually drains into the Chickaloon River, and Weiner Lake drains into Purinton Creek. The other major lakes in the area are part of landlocked systems.



Groundwater

The Chickaloon planning area appears to have an adequate supply of groundwater to meet current residential demands; however a detailed study of the area would be necessary to quantify the total resource. Wells have variable depths, from 40 to 400 feet, and variable water quality, due to discontinuities in geologic formations underlying the land surface.

Water Quality

Presently there is little potential for contamination in the planning area because of low population density, and absence of industry. Small point source contamination could occur from buried fuel tanks and septic systems.

**Watersheds and Water Resources
Community Goals & Objectives:**

1. Preserve our healthy watershed.

**Watersheds and Water Resources
Community Recommendations:**

1. Acquire and develop a water resource element for the Chickaloon Comprehensive Plan.
2. Ensure protection of water bodies by providing appropriately sized vegetative buffers and preventing pollutants from entering water bodies.
3. Establish policies that ensure runoff from developed areas does not degrade water quality in streams and other water bodies.
4. Take appropriate measures to protect drinking water sources in the area.



H. Cultural Resources and Facilities

According to the Chickaloon Tribe and the Matanuska-Susitna Borough Cultural Resources office there are many undocumented archeological sites in the Chickaloon planning area.

Both the Tribe and the Borough feel the area needs to be surveyed for cultural resources and those resources assessed for their value. There are three documented graveyards within the first couple of miles from the mouth of Chickaloon River. All three are on private property.

The Chickaloon-Knik-Nelchina Trail, which traverses the planning area from west to east, is a native trading route and gold rush trail. The role of this trail in the history of the Matanuska watershed and the state of Alaska is considered significant by many historians. Its exact location should be documented and preserved.

**Cultural Resources and Facilities
Community Goals & Objectives:**

1. Protect important historical sites and trails.

Cultural Resources and Facilities

Community Recommendations:

1. Document our history and archaeological sites.
2. Build and install educational kiosks with historical information about the Chickaloon area at highway waysides and other prominent public places.
3. Pursue National Historic designation for the Chickaloon-Knik-Nelchina Trail.
4. Place a sign identifying the historic Howe Truss Bridge on the Chickaloon River Road.

I. Natural Hazards and Emergencies

Hazard mitigation is any action taken to reduce or eliminate the long term risk to human life and property from natural, technological and economic hazards.

We recognize that the community of Chickaloon is vulnerable to an array of natural and manmade hazards. A discussion of these hazards and measures for their mitigation should be researched and prepared for at the earliest possible time.

Natural Hazards and Emergencies Community Goals & Objectives:

1. Be prepared for natural disasters on a community level.
2. Minimize injuries and loss of life from natural and manmade hazards.
3. Facilitate post disaster restoration of public services.

Natural Hazards and Emergencies Community Recommendations:

1. Map flood, wildfire, earthquake, erosion and other hazards in the Chickaloon planning area.
2. Prepare an emergency plan for the Chickaloon planning area in conjunction with the Matanuska Susitna Borough.
3. Procure equipment and materials for a community emergency cache.
4. Identify opportunities for funding to implement hazard mitigation measures for potential natural hazards.

J. Open Space and Natural Areas

Open space, such as forest, agricultural lands, farms, wetlands, wildlife corridors, and parks conserves the community's natural resources and assets, and provides benefits to

the residents. By providing for open space in our community - clean air, water quality, and natural resources can be sustained for future generations and enhance the quality of life in Chickaloon. Developing interconnected open space systems benefits communities by providing areas for recreation, protecting water quality, and other public values.

As land is subdivided and developed, it is often fragmented into smaller and more isolated patches of open space, as can be seen in the Palmer-Wasilla area, which impacts how natural systems function. As these natural areas diminish, habitat diversity declines, and the degradation of water and natural resources occur. It is important to understand that open space does not require or imply public ownership of all of the land in the system and is an integral part of our rural lifestyle.



**Open Space and Natural Areas
Community Goals & Objectives:**

1. Have an interconnected system of natural areas and open space throughout the planning area.

**Open Space and Natural Areas
Community Recommendations:**

1. Map important waterways, wildlife habitat and open space.
2. Identify where natural areas and open spaces are desired.
3. Where possible, link waterways, wildlife habitat and corridors to create an interconnected system of natural areas in the planning area.
4. Promote community education and information on the benefits of open spaces.
5. Encourage private land owners to create conservation easements.
6. Encourage landowners to retain natural vegetation, intact wetlands and forests to protect water quality and watershed health.
7. Encourage community development that conserves natural functions such as

the protection of ground and surface water supplies, and wildlife habitat and corridors, while respecting the needs and desires of the landowner.

IV. COMPREHENSIVE PLAN REVISIONS

Revisions to the Comprehensive Plan will be necessary as new developments take place in the Chickaloon area and the needs of the community change.

Review of the Comprehensive Plan should take place at least once every five years, or more often, upon Planning Commission or Assembly initiative or at the request of the Chickaloon Community Council.

The Citizens Advisory Committee has proposed the following method for initiation of revisions by the Chickaloon Community Council:

A petition signed by a minimum of five property owners or registered voters of the Chickaloon Community Council area stating the proposed amendment or revisions to the Chickaloon Comprehensive Plan will be present to the Chickaloon Community Council. The Chickaloon Community will review the petition or request, and schedule a vote of the active membership of the Chickaloon Community Council attending the next regular scheduled meeting. The petitioner and Borough will post a notice of the proposed amendment or revision, at the Chickaloon Post Office for a minimum of 15 days prior to the meeting when a vote is scheduled to be taken.

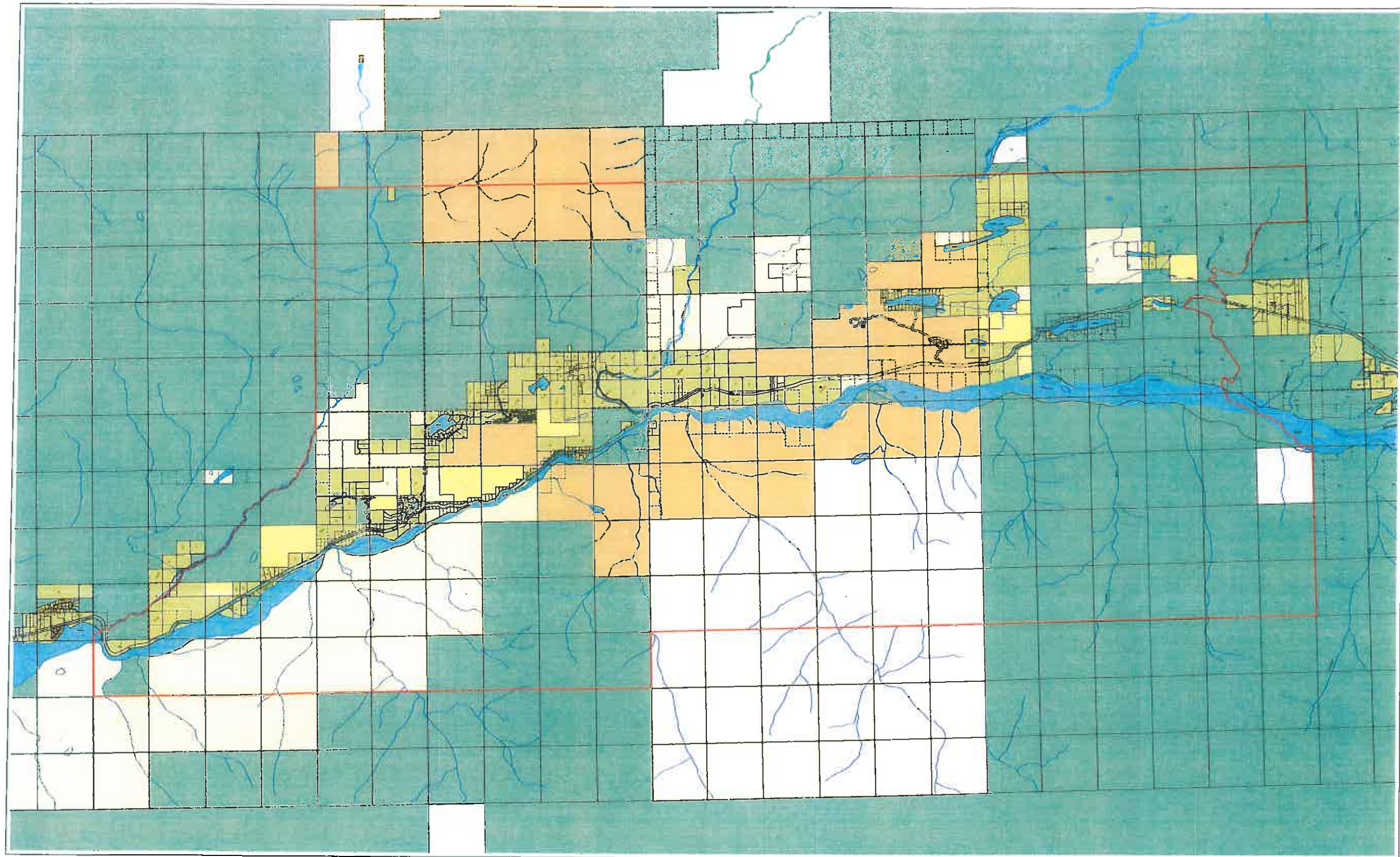
A vote in favor of the proposed amendment or revisions will be forwarded to the Planning Commission for appropriate public hearing and action prior to being forwarded to the Assembly for action.

V. IMPLEMENTATION

The Chickaloon Special Land Use District, adopted by the Matanuska-Susitna Borough Assembly January 5, 1993 and amended on December 19, 1995, establishes regulations specifically affecting lands within the Chickaloon Comprehensive Area and serves to implement the plan proposals.



Amendments or revisions to the Chickaloon Special Land Use District follow the process set forth by the Matanuska-Susitna Borough Code of Ordinances.



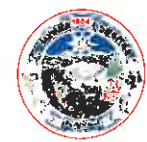
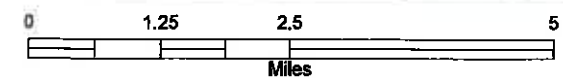
Legend

- OWNERSHIP**
- COMMUNITY COUNCIL
 - BOROUGH
 - CITY
 - COOPERATIVE
 - FEDERAL

- MENTAL HEALTH
- NATIVE CORP
- PRIVATE
- PUBLIC UNIVERSITY
- STATE

- LAND USE**
- RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - PUBLIC
 - AGRICULTURE
 - RECREATION

CHICKALOON COMMUNITY COUNCIL



Source: MSB Assessment Dept. & State of Alaska, Dept. of Natural Resources

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Office of Information Technology/GIS
June 6, 2007

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Chickaloon CDP, Alaska

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	213	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	213	100.0
Male.....	120	56.3	Hispanic or Latino (of any race).....	3	1.4
Female.....	93	43.7	Mexican.....	3	1.4
Under 5 years.....	6	2.8	Puerto Rican.....	-	-
5 to 9 years.....	9	4.2	Cuban.....	-	-
10 to 14 years.....	21	9.9	Other Hispanic or Latino.....	-	-
15 to 19 years.....	22	10.3	Not Hispanic or Latino.....	210	98.6
20 to 24 years.....	3	1.4	White alone.....	168	77.9
25 to 34 years.....	11	5.2	RELATIONSHIP		
35 to 44 years.....	38	17.8	Total population	213	100.0
45 to 54 years.....	70	32.9	In households.....	213	100.0
55 to 59 years.....	17	8.0	Householder.....	87	40.8
60 to 64 years.....	2	0.9	Spouse.....	51	23.9
65 to 74 years.....	9	4.2	Child.....	59	27.7
75 to 84 years.....	4	1.9	Own child under 18 years.....	51	23.9
85 years and over.....	1	0.5	Other relatives.....	6	2.8
Median age (years).....	43.8	(X)	Under 18 years.....	3	1.4
18 years and over.....	159	74.6	Nonrelatives.....	10	4.7
Male.....	87	40.8	Unmarried partner.....	6	2.8
Female.....	72	33.8	In group quarters.....	-	-
21 years and over.....	154	72.3	Institutionalized population.....	-	-
62 years and over.....	15	7.0	Noninstitutionalized population.....	-	-
65 years and over.....	14	6.6	HOUSEHOLD BY TYPE		
Male.....	7	3.3	Total households	87	100.0
Female.....	7	3.3	Family households (families).....	58	66.7
RACE			With own children under 18 years.....	27	31.0
One race.....	208	97.7	Married-couple family.....	51	58.6
White.....	166	77.9	With own children under 18 years.....	22	25.3
Black or African American.....	3	1.4	Female householder, no husband present.....	3	3.4
American Indian and Alaska Native.....	33	15.5	With own children under 18 years.....	2	2.3
Asian.....	2	0.9	Nonfamily households.....	29	33.3
Asian Indian.....	-	-	Householder living alone.....	22	25.3
Chinese.....	-	-	Householder 65 years and over.....	4	4.6
Filipino.....	-	-	Households with individuals under 18 years.....	29	33.3
Japanese.....	-	-	Households with individuals 65 years and over.....	11	12.6
Korean.....	2	0.9	Average household size.....	2.45	(X)
Vietnamese.....	-	-	Average family size.....	3.00	(X)
Other Asian ¹	-	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	-	-	Total housing units	208	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	87	41.8
Guamanian or Chamorro.....	-	-	Vacant housing units.....	121	58.2
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	113	54.3
Some other race.....	4	1.9	Homeowner vacancy rate (percent).....	2.7	(X)
Two or more races.....	5	2.3	Rental vacancy rate (percent).....	-	(X)
Race alone or in combination with one			HOUSING TENURE		
or more other races: ³			Occupied housing units	87	100.0
White.....	171	80.3	Owner-occupied housing units.....	72	82.8
Black or African American.....	3	1.4	Renter-occupied housing units.....	15	17.2
American Indian and Alaska Native.....	36	16.9	Average household size of owner-occupied units.....	2.43	(X)
Asian.....	3	1.4	Average household size of renter-occupied units.....	2.53	(X)
Native Hawaiian and Other Pacific Islander.....	-	-			
Some other race.....	5	2.3			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Chickaloon CDP, Alaska

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
SCHOOL ENROLLMENT			NATIVITY AND PLACE OF BIRTH		
Population 3 years and over enrolled in school.....	110	100.0	Total population.....	285	100.0
Nursery school, preschool.....	-	-	Native.....	285	100.0
Kindergarten.....	-	-	Born in United States.....	285	100.0
Elementary school (grades 1-8).....	48	43.6	State of residence.....	102	35.8
High school (grades 9-12).....	41	37.3	Different state.....	183	64.2
College or graduate school.....	21	19.1	Born outside United States.....	-	-
EDUCATIONAL ATTAINMENT			Foreign born.....	-	-
Population 25 years and over.....	184	100.0	Entered 1990 to March 2000.....	-	-
Less than 9th grade.....	7	3.8	Naturalized citizen.....	-	-
9th to 12th grade, no diploma.....	15	8.2	Not a citizen.....	-	-
High school graduate (includes equivalency).....	43	23.4	REGION OF BIRTH OF FOREIGN BORN		
Some college, no degree.....	74	40.2	Total (excluding born at sea).....	-	-
Associate degree.....	28	15.2	Europe.....	-	-
Bachelor's degree.....	10	5.4	Asia.....	-	-
Graduate or professional degree.....	7	3.8	Africa.....	-	-
Percent high school graduate or higher.....	88.0	(X)	Oceania.....	-	-
Percent bachelor's degree or higher.....	9.2	(X)	Latin America.....	-	-
MARITAL STATUS			Northern America.....	-	-
Population 15 years and over.....	239	100.0	LANGUAGE SPOKEN AT HOME		
Never married.....	86	36.0	Population 5 years and over.....	280	100.0
Now married, except separated.....	106	44.4	English only.....	273	97.5
Separated.....	-	-	Language other than English.....	7	2.5
Widowed.....	10	4.2	Speak English less than "very well".....	-	-
Female.....	10	4.2	Spanish.....	-	-
Divorced.....	37	15.6	Speak English less than "very well".....	-	-
Female.....	24	10.0	Other Indo-European languages.....	7	2.5
GRANDPARENTS AS CAREGIVERS			Speak English less than "very well".....	-	-
Grandparent living in household with one or more own grandchildren under 18 years.....	12	100.0	Asian and Pacific Island languages.....	-	-
Grandparent responsible for grandchildren.....	6	50.0	Speak English less than "very well".....	-	-
VETERAN STATUS			ANCESTRY (single or multiple)		
Civilian population 18 years and over.....	204	100.0	Total population.....	285	100.0
Civilian veterans.....	29	14.2	Total ancestries reported.....	411	144.2
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION			Arab.....	-	-
Population 5 to 20 years.....	89	100.0	Czech ¹	6	2.1
With a disability.....	7	7.9	Danish.....	-	-
Population 21 to 64 years.....	181	100.0	Dutch.....	6	2.1
With a disability.....	34	18.8	English.....	20	7.0
Percent employed.....	35.3	(X)	French (except Basque) ²	-	-
No disability.....	147	81.2	French Canadian ¹	-	-
Percent employed.....	66.0	(X)	German.....	44	15.4
Population 65 years and over.....	10	100.0	Greek.....	-	-
With a disability.....	10	100.0	Hungarian.....	-	-
RESIDENCE IN 1995			Irish.....	98	34.4
Population 5 years and over.....	280	100.0	Italian.....	49	17.2
Same house in 1995.....	137	48.9	Lithuanian.....	-	-
Different house in the U.S. in 1995.....	143	51.1	Norwegian.....	-	-
Same county.....	100	35.7	Polish.....	-	-
Different county.....	43	15.4	Portuguese.....	26	9.1
Same state.....	-	-	Russian.....	-	-
Different state.....	43	15.4	Scotch-Irish.....	-	-
Elsewhere in 1995.....	-	-	Scottish.....	14	4.9
			Slovak.....	-	-
			Subsaharan African.....	-	-
			Swedish.....	6	2.1
			Swiss.....	26	9.1
			Ukrainian.....	-	-
			United States or American.....	10	3.5
			Welsh.....	13	4.6
			West Indian (excluding Hispanic groups).....	-	-
			Other ancestries.....	93	32.6

-Represents zero or rounds to zero. (X) Not applicable.

¹The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Chickaloon CDP, Alaska

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
EMPLOYMENT STATUS			INCOME IN 1999		
Population 16 years and over	226	100.0	Households	95	100.0
In labor force	153	67.7	Less than \$10,000	-	-
Civilian labor force	153	67.7	\$10,000 to \$14,999	-	-
Employed	116	51.3	\$15,000 to \$24,999	25	26.3
Unemployed	37	16.4	\$25,000 to \$34,999	13	13.7
Percent of civilian labor force	24.2	(X)	\$35,000 to \$49,999	10	10.5
Armed Forces	-	-	\$50,000 to \$74,999	40	42.1
Not in labor force	73	32.3	\$75,000 to \$99,999	7	7.4
Females 16 years and over	127	100.0	\$100,000 to \$149,999	-	-
In labor force	90	70.9	\$150,000 to \$199,999	-	-
Civilian labor force	90	70.9	\$200,000 or more	-	-
Employed	67	52.8	Median household income (dollars)	49,792	(X)
Own children under 6 years	5	100.0	With earnings	95	100.0
All parents in family in labor force	-	-	Mean earnings (dollars) ¹	36,498	(X)
COMMUTING TO WORK			With Social Security income	14	14.7
Workers 16 years and over	116	100.0	Mean Social Security income (dollars) ¹	16,336	(X)
Car, truck, or van -- drove alone	91	78.4	With Supplemental Security income	-	-
Car, truck, or van -- carpooled	6	5.2	Mean Supplemental Security income (dollars) ¹	-	(X)
Public transportation (including taxicab)	-	-	With public assistance income	9	9.5
Walked	6	5.2	Mean public assistance income (dollars) ¹	500	(X)
Other means	6	5.2	With retirement income	22	23.2
Worked at home	7	6.0	Mean retirement income (dollars) ¹	9,909	(X)
Mean travel time to work (minutes) ¹	56.3	(X)	Families	71	100.0
Employed civilian population 16 years and over	116	100.0	Less than \$10,000	-	-
OCCUPATION			\$10,000 to \$14,999	-	-
Management, professional, and related occupations	27	23.3	\$15,000 to \$24,999	17	23.9
Service occupations	21	18.1	\$25,000 to \$34,999	7	9.9
Sales and office occupations	33	28.4	\$35,000 to \$49,999	12	16.9
Farming, fishing, and forestry occupations	-	-	\$50,000 to \$74,999	28	39.4
Construction, extraction, and maintenance occupations	22	19.0	\$75,000 to \$99,999	7	9.8
Production, transportation, and material moving occupations	13	11.2	\$100,000 to \$149,999	-	-
INDUSTRY			\$150,000 to \$199,999	-	-
Agriculture, forestry, fishing and hunting, and mining	-	-	\$200,000 or more	-	-
Construction	15	12.9	Median family income (dollars)	49,792	(X)
Manufacturing	-	-	Per capita income (dollars) ¹	14,755	(X)
Wholesale trade	-	-	Median earnings (dollars):		
Retail trade	6	5.2	Male full-time, year-round workers	41,827	(X)
Transportation and warehousing, and utilities	19	16.4	Female full-time, year-round workers	36,607	(X)
Information	4	3.4	Subject		
Finance, insurance, real estate, and rental and leasing	-	-	POVERTY STATUS IN 1999		
Professional, scientific, management, administrative, and waste management services	8	6.9	Families	-	-
Educational, health and social services	6	5.2	With related children under 18 years	-	-
Arts, entertainment, recreation, accommodation and food services	22	19.0	With related children under 5 years	-	-
Other services (except public administration)	7	6.0	Families with female householder, no husband present	-	-
Public administration	29	25.0	With related children under 18 years	-	-
CLASS OF WORKER			With related children under 5 years	-	-
Private wage and salary workers	45	38.8	Individuals	8	2.8
Government workers	42	35.2	18 years and over	8	3.9
Self-employed workers in own not incorporated business	29	25.0	65 years and over	-	-
Unpaid family workers	-	-	Related children under 18 years	-	-
			Related children 5 to 17 years	-	-
			Unrelated individuals 15 years and over	8	20.0

-Represents zero or rounds to zero. (X) Not applicable.

¹If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Chickaloon CDP, Alaska

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total housing units	212	100.0	OCCUPANTS PER ROOM		
UNITS IN STRUCTURE			Occupied housing units	92	100.0
1-unit, detached	169	79.7	1.00 or less	79	85.9
1-unit, attached	8	3.8	1.01 to 1.50	13	14.1
2 units	-	-	1.51 or more	-	-
3 or 4 units	-	-	Specified owner-occupied units	25	100.0
5 to 9 units	-	-	VALUE		
10 to 19 units	-	-	Less than \$50,000	-	-
20 or more units	-	-	\$50,000 to \$99,999	13	52.0
Mobile home	30	14.2	\$100,000 to \$149,999	12	48.0
Boat, RV, van, etc	5	2.4	\$150,000 to \$199,999	-	-
YEAR STRUCTURE BUILT			\$200,000 to \$299,999	-	-
1999 to March 2000	6	2.8	\$300,000 to \$499,999	-	-
1995 to 1998	45	21.2	\$500,000 to \$999,999	-	-
1990 to 1994	12	5.7	\$1,000,000 or more	-	-
1980 to 1989	93	43.9	Median (dollars)	99,200	(X)
1970 to 1979	13	6.1	MORTGAGE STATUS AND SELECTED		
1960 to 1969	24	11.3	MONTHLY OWNER COSTS		
1940 to 1959	19	9.0	With a mortgage	18	72.0
1939 or earlier	-	-	Less than \$300	-	-
ROOMS			\$300 to \$499	-	-
1 room	74	34.9	\$500 to \$699	-	-
2 rooms	12	5.7	\$700 to \$999	6	24.0
3 rooms	18	8.5	\$1,000 to \$1,499	12	48.0
4 rooms	26	12.3	\$1,500 to \$1,999	-	-
5 rooms	39	18.4	\$2,000 or more	-	-
6 rooms	13	6.1	Median (dollars)	1,125	(X)
7 rooms	17	8.0	Not mortgaged	7	28.0
8 rooms	-	-	Median (dollars)	275	(X)
9 or more rooms	13	6.1	SELECTED MONTHLY OWNER COSTS		
Median (rooms)	3.6	(X)	AS A PERCENTAGE OF HOUSEHOLD		
Occupied housing units	92	100.0	INCOME IN 1999		
YEAR HOUSEHOLDER MOVED INTO UNIT			Less than 15.0 percent	7	28.0
1999 to March 2000	17	18.5	15.0 to 19.9 percent	12	48.0
1995 to 1998	39	42.4	20.0 to 24.9 percent	-	-
1990 to 1994	-	-	25.0 to 29.9 percent	-	-
1980 to 1989	28	30.4	30.0 to 34.9 percent	6	24.0
1970 to 1979	8	8.7	35.0 percent or more	-	-
1969 or earlier	-	-	Not computed	-	-
VEHICLES AVAILABLE			Specified renter-occupied units		
None	-	-	GROSS RENT		
1	25	27.2	Less than \$200	-	-
2	45	48.9	\$200 to \$299	-	-
3 or more	22	23.8	\$300 to \$499	-	-
HOUSE HEATING FUEL			\$500 to \$749	-	-
Utility gas	-	-	\$750 to \$999	-	-
Bottled, tank, or LP gas	11	12.0	\$1,000 to \$1,499	-	-
Electricity	-	-	\$1,500 or more	-	-
Fuel oil, kerosene, etc	62	67.4	No cash rent	-	-
Coal or coke	-	-	Median (dollars)	-	(X)
Wood	19	20.7	GROSS RENT AS A PERCENTAGE OF		
Solar energy	-	-	HOUSEHOLD INCOME IN 1999		
Other fuel	-	-	Less than 15.0 percent	-	-
No fuel used	-	-	15.0 to 19.9 percent	-	-
SELECTED CHARACTERISTICS			20.0 to 24.9 percent	-	-
Lacking complete plumbing facilities	6	6.5	25.0 to 29.9 percent	-	-
Lacking complete kitchen facilities	6	6.5	30.0 to 34.9 percent	-	-
No telephone service	-	-	35.0 percent or more	-	-
			Not computed	-	-

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.