

# MATANUSKA-SUSITNA BOROUGH

350 East Dahlia Avenue, Palmer, Alaska 99645 - 907-861-8683

## **BOROUGH MAYOR**

Vern Halter

## **BOROUGH CLERK**

Lonnie R. McKechnie, CMC

## **BOROUGH MANAGER**

John Moosey

## **BOROUGH ATTORNEY**

Nicholas Spiropoulos



## **BOROUGH ASSEMBLY**

Jim Sykes, District 1  
Matthew Beck, District 2  
George McKee, District 3  
Steve Colligan, District 4  
Dan Mayfield, District 5  
Barbara J. Doty, District 6  
Randall Kowalke, District 7

## **ASSEMBLY AGENDA** **ASSEMBLY CHAMBERS** **350 EAST DAHLIA AVENUE, PALMER**

**REGULAR MEETING**

**6 P.M.**

**TUESDAY, FEBRUARY 21, 2017**

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. PLEDGE OF ALLEGIANCE
- V. MINUTES OF PRECEDING MEETINGS
- VI. REPORTS/CORRESPONDENCE
  - A. AGENCY REPORTS (MSB 2.12.082; Seven minutes per person.)
    1. Reports From Cities
    2. Matanuska-Susitna Borough School District
  - B. COMMITTEE REPORTS
    1. Joint Assembly/School Board Committee On School Issues
    2. Assembly Public Relations

A D O P T E D	A M E N D E D	P O S T P O N E D	D E F E A T E D

C. MANAGER COMMENTS

1. State/Federal Legislation
2. Strategic Planning Issues
3. DEC Air Quality Update

D. ATTORNEY COMMENTS

E. CLERK COMMENTS

pp. 8-49

F. CITIZEN AND OTHER CORRESPONDENCE

1. Emergency Medical Services Board: 12/07/16
2. Greater Butte RSA Board of Supervisors: 10/13/16
3. Planning Commission: 09/19/16, Resolution No. 17-02
4. Louise/Susitna/Tyone Community Association: 07/16/16, 09/24/16
5. Meadow Lakes Community Council: 11/09/16, 12/14/16
6. North Lakes Community Council: 11/17/16

G. INFORMATIONAL MEMORANDUMS

pp. 50  
Colligan

1. **IM No. 17-031:** Reporting Of Conclusion Of Contract For Bid No. 17-030B To Alaska Abatement Corporation For The Iditarod Elementary School Demolition Project For The Final Contract Amount Of \$651,452.97.

VII. SPECIAL ORDERS

A. PERSONS TO BE HEARD (MSB 2.12.081; Three Minutes Per Person.)  
*(Requires 11 Days Advance Notice And Must Otherwise Be In Compliance With The Necessary Code Requirements. If No Advance Notice Is Given, Persons Wishing To Speak May Do So Under The Audience Participation Section Of The Agenda.)*

B. PUBLIC HEARINGS (Three Minutes Per Person.)

pp. 51-70  
Mayfield

1. **Ordinance Serial No. 16-128:** An Ordinance Establishing A Tax On Certain Natural Resources Whenever The Natural Resource Is Severed And Removed From Property Within The Boundaries Of Road Service Areas Within The Borough And Providing For Penalties For Failure To Pay Taxes Due By Adopting MSB 3.55, Road Service Area Natural Resource Severance Tax. *(Sponsored By Assemblymember Mayfield)*
  - a. IM No. 16-191

pp. 71-75  
Sykes

2. **Ordinance Serial No. 17-014:** An Ordinance Approving A Reappropriation Of \$25,000 From The Alpine Road Service Area No. 31 Fiscal Year 2017 Operating Budget, Fund 285, To Fund



A D O P T E D	A M E N D E D	P O S T P O N E D	D E F E A T E D

410, Project No. 30051, For Alpine Road Service Area No. 31 Capital Projects.

a. IM No. 17-024

pp. 76-79  
Beck

3. **Ordinance Serial No. 17-015:** An Ordinance Amending MSB 3.04.131 Relating To The Fixed Asset Capitalization Policy.

a. IM No. 17-025

pp. 80-85  
Doty

4. **Ordinance Serial No. 17-016:** An Ordinance Amending MSB 5.25.145, To Annex Property In The Carney Road Area Into The West Lakes Fire Service Area No. 136.

a. **Resolution Serial No. 17-011:** A Resolution Finding The Annexation Of Properties In The Carney Road Area Into The West Lakes Fire Service Area No. 136 Serves The Public Interest Without The Placement Of The Question On The Ballot. *(Sponsored By Assemblymember Doty)*

(1) IM No. 17-026

pp. 86-87

5. **Ordinance Serial No. 17-018:** An Ordinance Authorizing The Borough To Issue Areawide General Obligation Bonds, In One Or More Series, To Finance The Construction, Acquisition, Improvement, And Equipping Of Parks And Recreational Capital Facilities, And Related Capital Improvements In The Borough; Fixing Certain Details Of Such Bonds; And Authorizing Their Sale.

a. IM No. 17-029

pp. 88-120  
Beck

6. **Ordinance Serial No. 17-019:** An Ordinance Amending MSB 15.24.030(B)(5), Updating The City Of Houston Comprehensive Plan.

a. IM No. 17-030

pp. 121-517  
Kowalke

7. **Ordinance Serial No. 17-020:** An Ordinance Authorizing The Borough Manager To Sign All Documents Necessary To Dispose Of The Borough-Owned Excess Land Acquired For The Port Mackenzie Rail Extension Project, Described As Tract 22A, Alaska State Land Survey No. 80-111, Recorded As Plat No. 82-80, Palmer Recording District, Third Judicial District, State Of Alaska, To Be Placed In An Upcoming Land Sale With A Minimum Bid Amount Of \$650,000.

a. IM No. 17-028

pp. 518-541  
Mayfield

C. AUDIENCE PARTICIPATION (Three Minutes Per Person.)

A D O P T E D	A M E N D E D	P O S T P O N E D	D E F E A T E D

D. CONSENT AGENDA

1. RESOLUTIONS

pp. 542-548  
Beck

- a. **Resolution Serial No. 17-015:** A Resolution Amending The Scope Of Work And Budget For Project Nos. 47038 And 47520, And Extending The Time Of Completion For Project Nos. 45198, 47006, 47007, 47021, 47038, And 47520; For The Purpose Of Utilizing Unexpended Project Funding As Originally Approved And For The Purchase Of A New Multifunction Scanner For Plats And For Regional Transportation Studies.  
(1) IM No. 17-035

pp. 549-554  
Beck

- b. **Resolution Serial No. 17-016:** A Resolution Amending The Budget For The Remote Assessment Survey, Project No. 45137, The Treasury Management Software, Project No. 45189, And The Debt Management/Bond Pricing Software, Project No. 45213, And Approve The Scope Of Work And Budget For Financial Tax Assessment And Collection Software And Training, Project No. 47506, Fund 480 (Non-Lapsing/Non-Capital Projects).  
(1) IM No. 17-036

2. ACTION MEMORANDUMS

pp. 555-556  
Mckee

- a. **AM 17-013:** Approve Utility Relocation Costs To GCI In The Amount Of \$186,265 For Summer 2015 Road Maintenance And Repair Capital Projects – Waldron Cove, Finger Cove And Finger Lake, Project No. 30045.

pp. 557-563  
Beck

- b. **AM 17-014:** Award of Bid No. 17-062B To Axys, LLC In The Contract Amount Of \$129,950 For Matanuska-Susitna Borough School District Warehouse Heating, Ventilation, And Air Conditioning Upgrades.

pp. 564-566  
Beck

- c. **AM 17-016:** Acceptance Of Late Filed And Retroactive Senior Citizen And Disabled Veteran Exemption Applications.

VIII. UNFINISHED BUSINESS

IX. VETO

A D O P T E D	A M E N D E D	P O S T P O N E D	D E F E A T E D

X. NEW BUSINESS

A. INTRODUCTIONS (For public hearing – 03/07/17, Assembly Chambers)

pp. 567-572  
Mayfield

pp. 573-574

pp. 575-613  
Beck

1. **Ordinance Serial No. 17-013:** An Ordinance Accepting And Appropriating \$169,009.50 From Fund 520, To Fund 450, Project No. 70012, To Fund Repairs To The Port Mackenzie Barge Dock.
  - a. **Resolution Serial No. 17-009:** A Resolution Approving The Appropriation Of \$450,000 From The Areawide Capital Reserve And \$400,000 From The Land Management Permanent Fund, For A Total Of \$850,000 To Fund 450, Project No. 70012, As A Loan To Fund 520, To Fund Repairs To The Port Mackenzie Barge Dock.
    - (1) IM No. 17-022
  
2. **Ordinance Serial No. 17-021:** An Ordinance Amending MSB 24.05.010, Definitions; Amending MSB 24.05.020(A), Jurisdiction; Adopting MSB 24.05.105, Trapping Prohibitions And Restrictions; Amending MSB 24.40.050, Fines For Infractions; Adopting MSB 24.05.055, Forfeiture Of Traps; Amending MSB 2.85.020(D) And Adopting MSB 2.85.020(E); Closures And Restrictions; Adopting MSB 2.85.030, Definitions; Amending Chapter Title 19.12 From Operation Of Motorized Vehicles To School Property; Adopting MSB 19.12.015, Trapping Prohibited; Adopting MSB 19.12.030, Definitions; Amending MSB 1.45.100(C), Fines For Infractions; And Adopting MSB 1.45.105, Forfeiture Of Traps In Order To Prohibit Trapping On Borough Owned Public School Property And To Restrict Trapping On The Borough Owned Portion Of Crevasse Moraine Trail System. *(Sponsored By Assemblymember Mayfield)*
  - a. IM No. 17-034

B. MAYORAL NOMINATIONS AND APPOINTMENTS

pp. 614-642

1. VACANCY REPORT

C. OTHER NEW BUSINESS

D. REFERRALS (For Referral To The Planning Commission For 90 Days Or Other Date Specified By The Assembly)

XI. RECONSIDERATION

pp. 643-651  
McKee

- A. **AM No. 17-010:** Award Of Bid No. 17-057B, To Wolverine Supply, Inc. In The Contract Amount Of \$1,353,000 To Remove And Replace

Windows At Palmer, Houston, And Wasilla Middle Schools And Wasilla High School. *(Reconsideration Filed by Assemblymember McKee On February 8, 2017)*

XII. MAYOR, ASSEMBLY, AND STAFF COMMENTS

XIII. EXECUTIVE SESSION

XIV. ADJOURNMENT

**Disabled Persons Needing Reasonable Accommodation In Order To Participate At An Assembly Meeting  
Should Contact The Borough ADA Coordinator At 861-8432 At Least One Week In Advance Of The Meeting.**

**THE MINUTES ARE  
LOCATED AT THE  
BACK OF THE  
PACKET.**

MATANUSKA-SUSITNA BOROUGH  
EMERGENCY MEDICAL SERVICES BOARD MINUTES

RECEIVED  
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December 7, 2016

Chair Van Nice called the regular meeting of the EMS Advisory Board to order at 6:00 p.m. in the Cottonwood Public Safety Building.

The following members were present and established a quorum:

Jalan Van Nice, Butte;	Scott Williamson, Central
Pam Cook, Valley Hospital;	Rachel Cote, Sutton Alt.
Nathan Durbin, Palmer;	Mia Mangione, Talkeetna
Suzanne Stehlik, Dive Rescue;	Dave Calvert, Fire Service Areas Alt.

Other persons present include: DES EMS Deputy Chief, Steven Heyano; EMS Training Coordinator, Glori Strickler; Lake Louise EMS Chief, Mike Fassler; Trapper Creek EMS Chief, Carol Starbuck; Talkeetna EMS Captain, Jennifer Hales; Paramedic, Aaron Clark; and EMT 2, Erin George

A quorum was established and due notice had been published.

#### APPROVAL OF AGENDA

GENERAL CONSENT: The agenda was approved without objections.

#### APPROVAL OF THE MINUTES

October 5, 2016

MOTION: Mr. Calvert moved and Ms. Stehlik seconded, to approve the minutes as presented.

GENERAL CONSENT: There was no objection to the approval of the minutes.

#### PERSONS TO BE HEARD

There were no persons to be heard.

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## ADMINISTRATIVE REPORTS

### EMS Deputy Director

Deputy Director Behrens was not present, but provided the following report:

#### Major accomplishments for October & November 2016:

- Ongoing collection of data from emsCharts and successful integration with Ambulance Billing Department software (Chief Heyano can give more detail)
- Initial development of QA/QI process for ePCR charts (Scott Williamson can elaborate)
- Individual meetings facilitated between Dr. Check and all MSB MICPs, for license renewals
- New online MICP license renewal process navigated and applications sent to Medical Board
- Two more refurbished ambulances placed in service (Chief Heyano will talk about details)
- All MSB ambulances now standardized (Thank you Kathy Brummer and Kendra Teeple)
- Six EMS Captain selections for Core area – relief just around the corner for Medic 1s!
- Rachel Cote promoted to Sutton EMS Captain – congratulations Rachel!
- FY18 Capital Budget requests submitted
  - Next four ambulance remounts
  - Additional Zoll X-series to complete ambulance fleet
  - Other ongoing needs such as Matthews Public Safety Building repair

#### Ongoing tasks & Goals for December 2016:

- MSB ALS Service Certification renewal in progress. This also changed to a brand-new online process... Oh Joy!
- Monitoring EMS budget closely. Overtime usage is making this a white-knuckle year, but we have to keep ambulances on the road. Will keep everyone posted on our situation.
- Belt-tightening in progress. Thank you everyone for your patience, and willingness to pitch in for potluck holiday meals.
- Official recognition event for Core & Sutton EMS Captains: All-hands meeting, December 28

#### Future priorities:

- Winter recruitment & retention efforts via EMT-1 classes in Talkeetna and Sutton (Glori and Stephanie can provide more detail)
- FY18 Budget process starting in January
  - Request for additional full-time EMS positions
  - Search for and funding request for EMS building in Talkeetna area
- Individual meetings between Dr. Check and MSB EMTs prior to EMT recertification due date

Ms. Vitt elaborated on the free Community EMT 1 classes being offered in Talkeetna and Sutton starting in January. Mailers were sent out. Each class will be limited to 20 and will be filled on a first come, first served basis with exception for giving priority to current on-call responders interested and approved to

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EMS Board

take the class. The intention is to give the class an opportunity to apply as EMT 1 upon successful receipt of their certification.

### EMS Chief of Operations

Chief Heyano said that EMS Charts is flowing. The Core Captains and Medic 1's had some training as Super Users for the quality assurance process. He has been working with Ambulance Billing since the process started to get the electronic billing going. They did the first billing this week. The billing process is backed up from June.

Heyano shared that the next two ambulance remounts will be going out later this month. They had to wait for brand new chassis to come from the factory. Four more ambulances are selected to get new chassis before the end of FY17. Four more are requested in FY18. The current remounted ambulances have a glitch with the heating system. He said they are working with the manufacturer on a solution.

### Quality Assurance

Laura Newton was not present, no notes provided. Ms. Strickler said that Ms. Newton has been very busy with fit testing, writing policies, and additional quality assurance issues.

### EMS Training Coordinator

Ms. Strickler said that the CPR cases do get flagged in the EMS Charts so there may be times that they get kicked back for corrections. She gets notified automatically now if a chart included CPR.

She stated that Resuscitation Quality Improvement (RQI) training through the American Heart Association (AHA) starts in January. They will use the simulation trailer to bring RQI to the rural areas.

PHTLS and AMLS classes will be available in 2017. We will need at least 6-8 students in order to put a class on. There are many other courses that will be offered coming up in 2017.

For the AHA training center, Ms. Strickler said we only need one more step to complete that process before we will be able to build AHA instructors.

The Standing Orders exam is on hold until all the changes are completed and can regroup.

### Medical Director

Dr. Swingle and Dr. Check were not present.

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## Health & Safety

Mr. Edmison was not present to report.

## REPRESENTATIVE REPORTS

### CISM –

Ms. Strickler shared that they have had at least three activations in the last quarter. They have been helping with Anchorage and other outside agencies. She does not have any information on additional training. The Mat-Su Borough team does have a good reputation and is highly sought after.

### Trapper Creek –

Ms. Starbuck said that with all the process and supply changes going on, she and her responders are not always communicated to when things have been swapped out or put into effect. She requested for better communication from the EMS staff. Ms. Hales agreed that they have had similar issues in Talkeetna.

She requested getting additional training on some of the new medical supplies.

### Talkeetna –

Ms. Hales stated that things are going well in Talkeetna. She is sitting on a sub-committee of an Opioid Task Force through Sunshine Community Health Center. It's a harm-reduction committee focused on a needle-exchange program. They have only met a few times. The task force is interested in how EMS can assist in the program. She invited anyone interested to attend the next meeting in November.

### Sutton -

Ms. Cote said they are completely moved into Station 1-2. She thanked Palmer Ambulance for responding in their area during their moving process. She also stated that Jason Myers, Paramedic, now lives in Sutton's community and has been responding to calls. This has been very helpful to have additional ALS close by.

### Water Rescue -

Ms. Stehlik said that Chief Klink had asked Lisa Behrens about getting a couple water rescue team members into the community EMT 1 classes so they will have better training as a first responder in remote areas. It is being considered.

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She said they recently did some co-training with AST on their sonar equipment.

The team is recruiting for new trainees now also. She said they are looking for those with strong swimming skills, as well as boating skills.

Central –

Mr. Williamson noted that it has been incredibly busy with Echo calls the last few weeks. He said the call volume often surpasses our resources.

MSRMC (Valley Hospital) –

Ms. Cook asked if anyone has suggestions for education outreach, they have some doctors that are interested in speaking. She would like to do at least 4-6 education outreach sessions per year.

Lake Louise –

Mr. Fassler reported that the lake ice is about 2 ½ feet thick.

Fire Service Areas –

Mr. Calvert reported that Chief McNutt said the rescue bags changed and he wasn't aware. It was just a learning curve. Everything is going well with Palmer Fire.

Palmer –

Mr. Durbin said the camaraderie between EMS, Fire, police, and AST in Palmer area is going well. They miss going over to dispatch. The annual permanent bid is coming up for full time paramedics, so there could be some different faces at the stations. Mr. Calvert requested that Palmer EMS personnel information gets updated with Chief McNutt so he can make introductions.

Chair Van Nice shared appreciation for the Palmer Police who is always first responding, are trained to use the AED's they carry in their vehicles, and are willing to help with anything.

Butte –

Chair Van Nice reported that they got some remodeling done at the station, but it is still in the works.

## COMMITTEE REPORTS

### Bylaws Revision Workgroup -

Ms. Vitt reported that the workgroup was not able to meet again. We hope to meet again in January and will have a draft prepared.

### Responder Recognition Program –

Ms. Vitt shared that a meeting was planned right before the board meeting today. The turnout was very low so not much was accomplished. Ms. Stehlik did prepare a draft nomination form. Copies were passed out to the board for review. Ms. Vitt opened it up for feedback.

### EMS Business Case –

Deputy Director Behrens is not present to share more information. Several on the board had volunteered to be part of the group after our October board meeting. Ms. Vitt still has those names listed. For clarification, she explained that this group's purpose would be to do research and provide facts to be used in presentations to the Assembly during the budget process. This will help show the Assembly members what resources, supplies, and man-power is needed to support the community's EMS needs.

## CONTINUING BUSINESS

### Board Membership Update -

Ms. Vitt went over the board member vacancies. She also went over the expiring membership positions coming up at the end of December.

### Radio Communications –

Mr. Goodman plans to return for the February meeting to report and answer questions.

### Narcotics Control Officer (NCO) Update –

Laura Newton will start giving this update, but she was not present at this meeting. Bryan Emmons did provide the following typed report for NCO and AED Registry:

#### AED Project

\* Recently a number of Zoll Cardiac Monitors have been taken from vehicles for maintenance / refurbishment and recertification. During this time, two vehicles have been issued AED Pro units, and one unit has been issued an AED Plus unit. These units may be returned to supply if the Zoll Cardiac

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Monitors are returned. There is some discussion as to if the units will be returned to us or not based on an agreement between Zoll and then EMS Operations Chief Glenn Stevens. Chief Heyano may be able to shed additional light on this arrangement.

\* At the request of Chief Heyano, I have provided a quote and a MSB Purchase Request for 10 additional AED Plus units. Chief Heyano should be able to provide the latest information with regard to this Purchase Request. A tentative standard will require that all DES vehicles that display a star of life be equipped with either a Zoll Heart Monitor or an AED. AED's will also be provided to all (four) DES Fleet Maintenance vehicles in response to their recent completion of a CPR / AED course and an observation that they are regularly traveling all over the MSB DES service area. If any are left over, there are currently two requests from the community and WPD needs two units to replace some in service life pack 500's.

\* At the request of Chief Williamson, an AED Pro was issued to him. He lives in a rather remote area, and with his transition from Operations Chief to Battalion Chief he no longer has access to his vehicle after shift hours. In the event he should choose to respond to a call from home he will have some basic resources and tools to evaluate the situation. In the past, a unit has been issued to Chief Loscar for the same reason.

#### Narcotics Control Officer

\* No PIN's have been issued this quarter.

\* One PIN is being removed due to a voluntary employee separation.

\* Two controlled substances (Morphine and Diazepam) have been removed from inventory by the Medical Director. These controlled substances have been removed from all units.

\* One internal investigation resulted in a determination that 2.5 mg of Midazolam was lost. The internal investigation revealed that this was an unintentional loss, and that neither local law enforcement, nor the Drug Enforcement Administration need be notified. If a member of the EMS Advisory Board would like to review the investigative report, please let me know and a time can be scheduled that is convenient to you for your review.

Ms. Strickler explained that Mr. Emmons is taking care of the hardware/software issues, but if there is a narcotic incident, Ms. Newton is the NCO and it needs to be reported to her.

#### AED Registry –

The report is provided under the NCO continuing business.

#### NEW BUSINESS

#### Introduce New EMS Captains

This item is postponed.

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INFORMATIONAL ITEMS

MSB EMS Advisory Board Representatives for Southern Region -

This item was postponed until Behrens returns.

NEXT MEETING


Chair Van Nice announced that the next meeting would be held on February 1, 2017 at 6:00 p.m. at Cottonwood PSB.

ADJOURNMENT

MOTION: Mr. Calvert motioned and Ms. Cote seconded to adjourn the meeting.

All in favor

The meeting ended at 6:48 p.m.

  
Jafan Van Nice, Chair

ATTEST:

  
Stephanie Vitt, Secretary



FEB 07 2017

CLERK'S OFFICE

**Greater Butte  
Road Service Area Board  
RSA #26  
Regular Meeting Minutes**

Approved Mike Shields  
Attested Lucy Kleebsadel  
Date 2/2/2017

**October 13, 2016, at the MSB O&M Building**

**Meeting Called to Order** at 6:03 pm

In Attendance:

Mike Shields, Supervisor  
Lucy Kleebsadel, Supervisor  
Will Barickman, MSB Superintendent  
Paula Caywood, MSB Project Inspector

Visitors

none

**Roll Call:** A quorum of 2 RSA 26 Supervisors present.

**Approval of Agenda:** Approved as presented.

**Approval of Minutes** from July 14, 2016, meeting approved as written.

**Borough Staff Reports**

Road Superintendent's Report on:

Maintenance contract performance: Excellent to date; brushing completed, will touch up as necessary.

Monthly Budget Performance and Fund Balance Reports: Current Fund Balance is \$50,000; estimated Balance for this FY could be \$600,000.

CIP Projects status: Utility relocates completed. Lazenby/Juanita done; Triple Crown under way, at-surface bedrock is causing problem for contractor, expect reseeding this fall and RAP application next spring. Paving of Cabbage Patch subdivision, which was eligible for 50:50 MSB match funding, done as far as possible without match; same is true for Mothershead, with thinner application so chip-seal may be required there in next 5 years. Bergman et.al. upgrade now set for 2018.

Optional Maintenance: Walling RAP treated and recompact; drainage sumps installed on Sisters, Colonist, and Kings; fill repair on River Drive.

**Unfinished Business**

Dock Road maintenance issue: Resolved; it is by past history a Borough road, so maintenance will continue as in the past.

Bodenburg Creek bridges project status: Unknown at this time.

**New Business**

Draft CIP List for next year: Presented, with adjustments for restoration of Borough matching funds, and approved by Resolution (#16-02); completion of Cabbage Patch paving now followed by unfunded Bergman, Lombardo, Cabbage Patch lights, and Julie Marie; brief discussion of placing Julie Marie ahead of Lombardo for FY 2018.

Acceptance of Smith and Maud from State DOT: Mike gave background to the idea that the Borough could now provide better service to residents than DOT on state-maintained roads; discussion followed. Board agreed that offering to take over winter maintenance may be feasible (increased maintenance cost will equate to reduced CIP funding), but will also open the door to

pressure to accept road ownership and year-round cost, and will probably not take off pressure from DOT to accept ownership and maintenance of Knik River Road and Bodenbug Loop, either of which would bankrupt the RSA. Board agreed there was no value in any Resolution at this time.

Dock Road streetlight request: Resident requesting information has driveway off Knik River Road rather than Dock Road, so it's not obvious where the light is wanted, and there are no children in the subdivision at this time. Board agreed to not place this on the CIP List at this time.

**Adjourned:** Meeting adjourned at 7:00 pm. Next regular scheduled meeting is on January 12, 2017.

The regular meeting of the Matanuska-Susitna Borough Planning Commission was held on September 19, 2016, at the Matanuska-Susitna Borough Assembly Chambers, 350 E. Dahlia Avenue, Palmer, Alaska. The meeting was called to order at 6:04 p.m. by Chair John Klapperich.

**I. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM**

Planning Commission members present and establishing a quorum:

- Ms. Mary Anderson, Assembly District #1
- Mr. John Klapperich, Assembly District #3 *Chair*
- Ms. Colleen Vague, Assembly District #4
- Mr. William Kendig, Assembly District #5
- Mr. Tomas Adams, Assembly District #6

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Planning Commission members absent and excused were:

- Mr. Thomas Healy, Assembly District #2
- Mr. Vern Rauchenstein, Assembly District #7

Staff in attendance:

- Ms. Eileen Probasco, Planning & Land Use Director
- Ms. Shannon Bodolay, Assistant Borough Attorney
- Ms. Trina Sears, Assistant Borough Attorney
- Ms. Sara Jansen, Planner II
- Mr. Mark Whisenhunt, Planner II
- Ms. Mary Brodigan, Planning Commission Clerk

**II. APPROVAL OF AGENDA**

Chair Klapperich inquired if there were any changes to the agenda.

GENERAL CONSENT: The agenda was approved without objection.

**III. PLEDGE OF ALLEGIANCE**

The pledge of allegiance was led by Mr. LaMarr Anderson.

**IV. CONSENT AGENDA**

A. Minutes

1. August 15, 2016, regular meeting minutes

*(The August 15, 2016, regular meeting minutes were not available.)*



**A. INTRODUCTION FOR PUBLIC HEARING: QUASI-JUDICIAL MATTERS**

1. **Resolution 16-29**, a request for a Conditional Use Permit in accordance with MSB 17.70, Regulation of Alcoholic Beverage Uses, for the expansion of the Knik Super Store Liquor package store, located at Lot 1, Settlers Bay Lodge Subdivision; 5721 S. Knik Goose Bay Road; within Township 17 North, Range 2 West, Section 34, Seward Meridian. Public Hearing: October 3, 2016. (*Staff: Susan Lee, Applicant: Mark Button RMB, LLC*)
2. **Resolution 16-34**, a request for a variance in accordance with MSB 17.65 – Variances, regarding a variance to MSB 17.55 – Setbacks and Screening Easements, allowing a proposed guest cabin to be built 10 feet from the South Rory Circle public right-of-way, located on Lot 6, Rocky Lake Subdivision, Palmer Recording District; within Township 17 North, Range 3 West, Section 21, Seward Meridian. Public Hearing: October 3, 2016. (*Applicant: Michael Solmonson, Staff: Mark Whisenhunt,*)
3. **Resolution 16-38**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 200 foot tall telecommunication tower (THP1), located at 29625 S. Talkeetna Spur; MSB Tax ID # 25N04W19A006; within Township 25 North, Range 4 West, Section 19, Seward Meridian. Public Hearing: October 17, 2016. (*Applicant: MTA, Staff: Mark Whisenhunt*)

**B. INTRODUCTION FOR PUBLIC HEARING: LEGISLATIVE MATTERS**

*There were no introductions for legislative matters.*

Chair Klapperich read the consent agenda into the record.

Chair Klapperich inquired if there were any changes to the consent agenda.

GENERAL CONSENT: The consent agenda was approved as amended without objection.

**V. COMMITTEE REPORTS**

*(There were no committee reports.)*

**VI. AGENCY/STAFF REPORTS**

*(There were no agency/staff reports.)*

**VII. LAND USE CLASSIFICATIONS**

*(There were no land use classifications.)*

**VIII. AUDIENCE PARTICIPATION (Three minutes per person.)**

The following person spoke regarding concerns with public process and proposed changes to the Aviation Advisory Board (AAB) and Transportation Advisory Board (TAB): Mr. Eugene Carl Haberman.

**IX. PUBLIC HEARING: QUASI-JUDICIAL MATTERS** (*Public Hearing not to begin before 6:15 P.M.*)

*Commission members may not receive or engage in ex-parte contact with the applicant, other parties interested in the application, or members of the public concerning the application or issues presented in the application.*

- A. **Resolution 16-30**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180-foot-tall telecommunication tower (NSL1), located at 23619 W. Parks Highway; MSB Tax ID # 18N04W11A001; within Township 18 North, Range 4 West, Section 11, Seward Meridian. (*Applicant: MTA, Staff: Mark Whisenhunt*)

Chair Klapperich read the resolution title into the record.

Chair Klapperich:

- read the memorandum regarding quasi-judicial actions into the record;
- queried commissioners to determine if any of them have a financial interest in the proposed Conditional Use Permit (CUP);
- have had any ex parte contact with the applicant, members of the public, or interested parties in the proposed CUP; and
- if all commissioners are able to be impartial in a decision.

Chair Klapperich:

- noted that in 2008, the borough contracted with CityScape Consultants, Inc. to develop a Tower Master Plan;
- stated that he was a member of the borough committee working with CityScape;
- he was part of a team that photographed every tower from Cantwell to Sheep Mountain;
- the purpose \_and intent of the Tower Master Plan was similar to goals and objectives of other long range plans;
- the project was concluded about a year before he was seated on the Planning Commission;
- stated that he also contracted to work with a company out of Denver, Colorado called AdGorilla to insert advertising into several cable markets in Oregon, California, and in Alaska with Matanuska Telephone Association (MTA);
- his connection was with cable TV only and not with cell phone providers, and opined that he does not have a conflict of interest; and
- he does not receive compensation from MTA.

There was no objection noted.

Mr. Whisenhunt provided a staff report:

- recommended approval of the resolution with conditions.

Commissioners questioned staff regarding clarification that the proposed tall structure is located 185 feet from the Parks Highway right-of-way.

*(The meeting recessed at 6:35 p.m., and reconvened at 6:42 p.m.)*

Chair Klapperich:

- invited the applicant to provide an overview of their application;
- noted that the overhead projection system was not working;
- questioned whether this would interfere with the applicants' ability to provide an overview of their application; and
- asked if the applicant wished to postpone the public hearing due to the problems with the overhead projection system.

Ms. Sherrie Greenshields of New Horizons Telecom:

- stated that the maps that she had intended to project on the screen were included in the packet;
- opined that this would not interfere with her ability to provide an overview of the application and stated that she did not wish to postpone the public hearing; and
- provided an overview of the application.

Commissioners questioned the applicant regarding information about existing towers in the area.

Mr. Rod Ewing of MTA provided information regarding the infrastructure of existing towers in the area.

Chair Klapperich opened the public hearing.

The following person spoke regarding concerns with public process: Mr. Eugene Carl Haberman.

Chair Klapperich invited the applicant to respond to questions from the audience.

The applicant stated that they have nothing to further to add.

There being no one else to be heard, Chair Klapperich closed the public hearing and discussion moved to the Planning Commission.

**MOTION:** Commissioner Kendig moved to approve Resolution 16-30. The motion was seconded.

**MOTION:** Commissioner Adams moved a primary amendment to replace "185" with "265" in the second to the last WHEREAS statement on page two of the resolution. The motion was seconded.

**VOTE:** The primary amendment passed without objection.

MOTION: Commissioner Vague moved a primary amendment to strike the word “the” following the word “detailed” in the sixth WHEREAS statement on page two of the resolution. The motion was seconded.

VOTE: The primary amendment passed without objection.

Discussion ensued regarding requiring lighting in accordance with the Federal Aviation Administration’s (FAA) voluntary guidelines in order to provide additional safety measures for aircraft.

MOTION: Commissioner Anderson moved a primary amendment to add a condition number six on page eight of the resolution to read: “The tower shall be lit in accordance with the Federal Aviation Administration’s voluntary lighting guidelines.” The motion was seconded.

Mr. Eric Anderson, Director of Engineering and Operations at MTA:

- stated that they do not have any objection to adding lights to the towers;
- noted that many times residents do not like having the towers lit;
- requested that the same language that is associated with the KSH1 site be used; and
- noted they had already agreed to that language.

Mr. Whisenhunt:

- opined that there could be unintended consequences for local residents;
- noted that Ms. Heidi Jenkins had submitted written comments noting concerns with the tower going up in this location;
- she runs a winter dog sled company and having the tower lit will potentially impact her night sky; and
- stated that the FAA already requires that pilots fly above 500 feet.

VOTE: The primary amendment passed without objection.

VOTE: The main motion passed as amended without objection.

B. **Resolution 16-31**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180-foot-tall telecommunication tower (DLY1), located at 41238 W. Parks Highway; MSB Tax ID # 20N04W06C003; within Township 20 North, Range 4 West, Section 6, Seward Meridian. (*Applicant: MTA, Staff: Mark Whisenhunt*)

Chair Klapperich read the resolution title into the record.

Chair Klapperich:

- read the memorandum regarding quasi-judicial actions into the record;
- queried commissioners to determine if any of them have a financial interest in the proposed Conditional Use Permit (CUP);



- have had any ex parte contact with the applicant, members of the public, or interested parties in the proposed CUP; and
- if all commissioners are able to be impartial in a decision.

Mr. Whisenhunt provided a staff report:

- recommended approval of the resolution with conditions.

Commissioners questioned staff regarding:

- clarification of the legal description of the property based on a comment from a member of the public on page 472 of the packet; and
- confirmation that written notices were sent out to all property owners including those that reside out of state.

Chair Klapperich invited the applicant to provide an overview of the application.

Ms. Sherry Greenshields of New Horizons Telecom stated that she had nothing further to add to Mr. Whisenhunt's staff report.

Chair Klapperich opened the public hearing.

The following person spoke regarding concerns with public process: Mr. Eugene Carl Haberman.

Chair Klapperich invited the applicant to respond to questions or concerns from the audience.

Ms. Sherry Greenshields stated that she had nothing further to add.

There being no one else to be heard, Chair Klapperich closed the public hearing and discussion moved to the Planning Commission.

MOTION: Commissioner Kendig moved to approve Resolution 16-31. The motion was seconded.

MOTION: Commissioner Vague moved a primary amendment to the first WHEREAS statement on page one of the resolution by adding "Government Lot 6" after "Seward Meridian." The motion was seconded.

VOTE: The primary amendment passed without objection

MOTION: Commissioner Anderson moved a primary amendment to add a condition number six on page eight of the resolution to read: "The tower shall be lit in accordance with the Federal Aviation Administration's voluntary lighting guidelines." The motion was seconded.

VOTE: The primary amendment passed without objection

MOTION: Commissioner Vague moved a primary amendment to strike the word “the” following the word “detailed” in the sixth WHEREAS statement on page two of the resolution. The motion was seconded.

VOTE: The primary amendment passed without objection.

VOTE: The main motion passed as amended without objection.

C. **Resolution 16-32**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180-foot-tall telecommunication tower (KSH1), located at 15960 E. Kashwitna Road; MSB Tax ID # 23N04W29C006; within Township 23 North, Range 4 West, Section 29, Seward Meridian. (*Applicant: MTA, Staff: Mark Whisenhunt*)

Chair Klapperich read the resolution title into the record.

Chair Klapperich:

- read the memorandum regarding quasi-judicial actions into the record;
- queried commissioners to determine if any of them have a financial interest in the proposed Conditional Use Permit (CUP);
- have had any ex parte contact with the applicant, members of the public, or interested parties in the proposed CUP; and
- if all commissioners are able to be impartial in a decision.

Mr. Whisenhunt provided a staff report:

- recommended approval of the resolution with conditions.

Chair Klapperich invited the applicant to provide an overview of their application.

Ms. Sherry Greenshields of New Horizons Telecom stated that she had nothing further to add to Mr. Whisenhunt’s staff report.

Commissioners questioned the applicant regarding:

- whether other companies will be able to collocate on the towers; and
- will MTA occupy the highest point.

Chair Klapperich opened the public hearing.

The following person spoke regarding concerns with public process: Mr. Eugene Carl Haberman.

Chair Klapperich invited the applicant to respond to questions and comments from members of the audience.

Mr. Eric Anderson, Director of Engineering and Operations for MTA, responded to questions and comments made by a member of the audience.

There being no one else to be heard, Chair Klapperich closed the public hearing and discussion moved to the Planning Commission.

MOTION: Commissioner Kendig moved to approve Resolution 16-32. The motion was seconded.

MOTION: Commissioner Anderson moved a primary amendment to add a condition number six on page eight of the resolution to read: "The tower shall be lit in accordance with the Federal Aviation Administration's voluntary lighting guidelines." The motion was seconded.

VOTE: The primary amendment passed without objection.

MOTION: Commissioner Vague moved a primary amendment to strike the word "the" following the word "detailed" in the sixth WHEREAS statement on page two of the resolution. The motion was seconded.

VOTE: The primary amendment passed without objection.

VOTE: The main motion passed as amended without objection.

*(The meeting recessed at 7:55 p.m., reconvened at 8:00 p.m.)*

**X. PUBLIC HEARING LEGISLATIVE MATTERS**

A. **Resolution 16-27**, recommending Assembly adoption of the FY 2018 – 2023 Capital Improvement Program. *(Staff: Sara Jansen)*

Chair Klapperich read the resolution title into the record.

Ms. Sara Jansen, Acting Planning Services Chief, provided a staff report:

- recommended approval of the resolution.

Commissioners questioned staff regarding whether the commission was expected to examine the merits of each project.

Chair Klapperich opened the public hearing.

The following person spoke regarding concerns with public process: Mr. Eugene Carl Haberman.

There being no one else to be heard, Chair Klapperich closed the public hearing and discussion moved to the Planning Commission.

MOTION: Commissioner Kendig moved to approve Resolution 16-27. The motion was seconded.

Commissioner Vague:

- opined that staff has done a great job on this plan noting that it is usually just a long list;
- stated that her community council reviews the list every year and members have an opportunity to speak;
- the public has plenty of opportunity to participate in the process through their community councils as well as various other boards and commissions; and
- stated that she supports this resolution.

Commissioner Kendig:

- stated that he has been a member of his community council for 17 years;
- acknowledged that it's typically pretty hard to get people to attend council meetings;
- noted that they do get a lot of public participation with the CIP process; and
- opined that there is a lot of opportunity for the public to participate in the process.

VOTE: The main motion passed without objection.

#### **XI. CORRESPONDENCE AND INFORMATION**

*(Correspondence and information was presented and no comments were noted.)*

#### **XII. UNFINISHED BUSINESS**

*(There was no unfinished business.)*

#### **XIII. NEW BUSINESS**

*(There was no new business.)*

#### **XIV. COMMISSION BUSINESS**

##### **A. Upcoming Planning Commission Agenda Items**

Ms. Probasco provided a brief update on projects that will be coming before the Planning Commission and an overview of legislation that will be going before the Assembly regarding boards and commissions.

#### **XV. DIRECTOR AND COMMISSIONER COMMENTS**

Ms. Shannon Bodolay, Assistant Borough Attorney:

- introduced Ms. Trina Sears as the newest Assistant Borough Attorney;
- stated that she replaced Ms. Laura Newton who has transitioned to Emergency Medical Services (EMS) to assist them with compliance issues;
- noted that she has a lot of prosecutorial and trial experience; and
- opined that Ms. Sears will provide a new and valuable dynamic to the boroughs law office.



Commissioner Anderson:

- thanked staff for doing such a great job in putting together information for the packet;
- noted that it was a big packet; and
- thanked her fellow commissioners for their thoughtful discussion.

Commissioner Kendig:

- stated that when he first looked at the packet he anticipated that the meeting would go until midnight; and
- noted his appreciation for the commission efficiently getting through the entire agenda.

Commissioner Adams:


- stated that he appreciated the overview that Ms. Probasco provided of the legislation going before the Assembly regarding boards and commissions;
- was concerned that TAB would be going away;
- opined that getting rid of TAB altogether would be a disservice to the public;
- noted that after hearing what the Planning Department is recommending, it makes perfect sense knowing that a Metropolitan Planning Organization (MPO) will be coming onboard;
- opined that it makes sense to bring TAB and AAB together into one board; and
- is happy with what Planning is actually proposing rather than getting rid of TAB altogether.

Chair Klapperich:

- noted that in the past tall tower applications have attracted a lot of public participation;
- opined that if people were concerned, they would have attended the public hearings;
- stated that it has been a very interesting six years on the Planning Commission for both Mr. Adams and himself;
- he has been PC Chair for the entire six years and appreciates the trust of his fellow commissioners;
- opined that there were seven commissioners present for 90 percent of the meetings;
- never once in six years was a meeting cancelled for lack of a quorum;
- it speaks to the dedication of every Planning Commissioner;
- trusts that the Mayor will start looking for replacements soon, and will make great recommendations;
- is certain that Mr. Kendig will continue with a second term;
- opined that there will be many interesting items coming before the commission in the future and encouraged commissioners to start thinking about who they will want as the next chair;
- stated his appreciation for how meticulously Ms. Anderson reviews her packets; and
- applauded her for providing extra safety for aircraft traffic around cell towers.

XVI. ADJOURNMENT

The regular meeting adjourned at 8:30 p.m.

  
\_\_\_\_\_  
JOHN KLAPPERICH, Planning Commission  
Chair



ATTEST:

  
\_\_\_\_\_  
MARY BRODIGAN, Planning Commission  
Clerk

Minutes approved: 2/7/2017

RECEIVED

FEB 09 2017

CLERKS OFFICE

By: Sara Jansen  
Introduced: December 19, 2016  
Public Hearing: January 16, 2017  
Action: Approved

**MATANUSKA-SUSITNA BOROUGH  
PLANNING COMMISSION RESOLUTION NO. 17-02**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING ADOPTION OF THE FISHHOOK COMPREHENSIVE PLAN.

---

WHEREAS, in January, 2012, the Fishhook Community Council requested assistance from the Matanuska-Susitna Borough to develop a comprehensive plan; and

WHEREAS, the Matanuska-Susitna Borough Assembly authorized the planning staff to engage in the comprehensive planning process in June, 2012; and

WHEREAS, Borough planning staff, in accordance with Planning Commission Resolution 09-14(AM), sent a mailing to all property owners based on the assessment records of the Borough which notified owners of the planning action and requested applications from people interested in serving on the Planning Team for the area; and

WHEREAS, thirty-three people applied to be on the planning team, and thirty-three people were appointed to the planning team in January, 2013; and

WHEREAS, the planning team began meeting in February, 2013; and

WHEREAS, the planning team heard from a number of guest speakers on a variety of topics from transportation to Hatcher Pass plans, to the theoretical build-out of the Fishhook area; and

WHEREAS, the planning team developed a survey which was sent to all property owners and put on the Borough's website in January, 2014; and

WHEREAS, a community workshop reviewing the results of the survey with the community was held in August, 2014; and

WHEREAS, over the period of the next 11 months, planning team members discussed, drafted and reviewed draft language, made adjustments, and used the survey as a guide to draft a plan with ten chapters; and

WHEREAS, the planning team developed in compliance with Alaska State Statute Sec.29.40.030. Comprehensive Plan, goals and strategies in seven broad categories including Land Use, Public Facilities, Transportation, Trails and Recreational Sites, Water Resources, Emergency Preparedness and Natural Community Assets; and

WHEREAS, the community was kept up to date at quarterly community council meetings, postings on the Borough website, and flyers in the community; and

WHEREAS, the draft plan was presented for review at the 2015 Annual Meeting of the Fishhook Community Council; and



WHEREAS, the public comment period ran from October 23, 2015 to January 8, 2016 and resulted in comments that led to modification of the plan by the planning team; and

WHEREAS, the draft plan was discussed and debated at community council meetings in February, August and October, 2016, including a page by page review in August; and

WHEREAS, the final vote to approve the plan was taken on October 27, 2016, and passed by a vote of 106 to 73 of community council members to recommend approval of the draft plan and request it be forwarded to the Planning Commission and the Borough Assembly.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommend assembly adoption of the Fishhook Comprehensive Plan.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this 6<sup>th</sup> day of February, 2017.

  
\_\_\_\_\_  
COLLEEN VAGUE, Acting-Chair

ATTEST

  
\_\_\_\_\_  
MARY BRODIGAN, Planning Clerk

(SEAL)

YES: *Vague, Anderson, Glasman, and Rauchenstein*

NO:

LOUISE / SUSITNA / TYONE COMMUNITY ASSOCIATION (LSTCA)

ANNUAL MEETING MINUTES

July 16, 2016, Lake Louise Lodge

RECEIVED  
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CLERKS OFFICE

The LSTCA Board Meeting was called to order by Sharon Clark, sitting in for Jeff Urbanus, at 11:04.

**BOARD MEMBERS PRESENT:**

Jeff Urbanus, President (via teleconference)

Kerin Fassler, Secretary

Yvette Delaquito – Treasurer

Wendy Simpson, Member

Robert Rolley, Member

Sharon Clark, Member

**BOARD MEMBERS NOT PRESENT:**

Aaron Bunker, Vice-President

**COMMUNITY MEMBERS PRESENT:**

Joe Stam

Kay Coatry

Margit Detrick

John Hicks

Jim Sykes – District 1 Assemblyman

Steve Shiell

Ann Otte

John Delaquito

Tom Corkran

Barry Simpson

John Mills

Jonathan Delaquito

Ted and Rayda Kinney

Dan and Patti Billman

Kaitlin Chisum

Dennis and Linda Fairbanks

Tom and Pinky Lohman

Sharon Clark led us in the Pledge of Allegiance. A quorum was established by the board and Ms Clark introduced the Board members to the assembly.

**GUESTS:**

Introduction of guests included:

- Sara Jensen, MatSu Borough
- John Hicks, Chief, LSTVFD
- Joe Stam
- Jim Sykes, District 1 – MatSu Assembly

**SECRETARY'S REPORT:**

Kerin Fassler read the minutes of the June 11, 2016 meeting and indicated there was an error in the report – the \$250 for ball caps for EMS personnel in the June Minutes read \$200 and that it needed to be corrected. Motion made and seconded to approve the change to \$250 and have the minutes reflect the correct amount. MOTION PASSED

Ms Fassler also reported that there were 45 memberships in June including family and individual members. Today we have a total of 88 voting members some of which are family memberships.

### UNFINISHED BUSINESS

- 2016 Lake Louise Road Repairs – repairs have been started but all of the severest problems were not fixed. Patti Billman reported that according to one of the workers, they have finished and don't plan on coming back to repair areas missed. Jim Sykes to check to see if they will return. Wendy Simpson said she heard on the radio that we have the worst road in Alaska. Discussion ensued and a suggestion was made we write a letter to DOT to request assistance on road repairs.
- Joe Stam reported that the buoys have been placed and that we need to continue to promote the north / south traffic rules we have established. The sign still needs updating and more buoys put out but the channel is better this year. Also, the water level is coming up.
- Jim Sykes reported that the causeway is in the FY17 budget. We might have a chance to get it done this summer but the causeway repair is on the list for a freeze on the budget. Joe Stam and Jim Sykes to talk to projects manager to see if we can get it done. We have an opportunity to avoid the frozen money because it is a health and safety issue. Mr. Sykes is cautiously optimistic it can pass and thinks it might not happen until spring of 2017.

### NEW BUSINESS

- Sara Jensen reported on our Comprehensive Plan – It is finished! A project that was first started four years ago. She was very pleased to have worked with us on completing the plan and thanked numerous community members for their participation. Patti Billman thanked Sara for her remarkable job. Mr. Sykes went to some of the meetings and said Sara did a wonderful job and the community provided substantial support for the plan. Even though there were differences on the planning team they came together to come up with a good plan which was unanimously approved. The plan will be put on the website. It will be sent to Jeff Urbanus to post.
- There were no updates to be read by the Secretary
- Treasurer Yvette Delaquito reported that due to family emergency an updated Treasurer's report is forthcoming. However she did indicate that there was very little change from the previous report with the exception of payment of a couple of utility bills. A copy of the June Treasurer's Report is attached.
- Bookkeeper update – the bookkeeper that was working at the snowmachine club is no longer working for them. Tom Corkran to follow up and contact her.
- Fire Department Update – no new news. All of the fire boxes have been checked. The adapters that were ordered never showed up so Mr. Hicks had to reorder from Amazon and they should show up soon. He needs a quote on the 2 new fire boxes prior to purchase. Also, he reiterated the boat sign up with the Department of Forestry. Go to Alaska.gov and look for the link for DOF. Mr. Hicks noted that when going to a fire, get a pump on your way out. The website has a map of the box sites so you will know where they are.
- Kerin Fassler gave the EMS update as to who and where the emergency services personnel are located. A suggestion to put the names on the website was made. This information will be put on the website.
- Nominations for Board Elections – Three seats need to be filled. Kerin Fassler is the only person currently on the ballot and nominations for board members was put to the floor. Ted Kinney and Kaitlyn Chisum were both nominated and agreed to accept if elected. As there were only three names on the ballot and three seats were being selected, a motion was made to accept by



acclimation the three people to the new board. Seconded and MOTION PASSED. Congratulations to new board members.

**PERSONS TO BE HEARD**

- Jim Sykes gave an update on the radio base station. It will be installed this Thursday in the Matthews Public Safety Building and the installers will be here all day. Also, the ambulance funding is together and potentially we could have a new ambulance in six months. He is checking into revenue sharing for potential cuts to funding to see if it will affect us. AND, we are still the only community with “free” trash. There are no plans to change that right now either. Mr. Sykes will be around for at least 2 ½ more months and appreciates all our support in the past. Hopefully, he will be with us for the next term.
- Ann Otte noted that the website is very much appreciated.
- John Delaquito reminded everyone to put trash into the dumpsters correctly and not leave it on the ground. We still have the issue of out of the area people putting their trash in our dumpsters.
- Patti Billman thanked Sharon Clark for all of her years of service to the community.
- A drawing for an Apollo membership was made and Yvette Delaquito won.

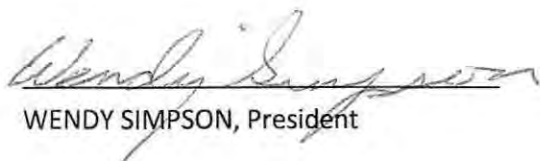
Several persons motioned to adjourn the meeting and it was seconded also by many. MOTION PASSED.

Meeting adjourned at 12:12 and members stayed around to enjoy the summer picnic.

Respectfully submitted,

  
KERIN FASSLER, Secretary

9/24/2016  
Date

  
WENDY SIMPSON, President

9/24/2016  
Date

Attachments:

- Agenda
- Attendee List
- Meeting Notice
- Ballot for Board Members
- June 11, 2016 Meeting Minutes
- Membership Report
- Treasurer’s Report (June report as noted in minutes above)
- Fire / Rescue Boat Transfer – 2016 (Handout)



September 22, 2016  
Treasurer Report

Account balances verified through Matanuska Valley Federal Credit Union on 08/31/16  
Share Draft Account – 77

Check #	Date	Payee	Purpose	Amount
422	01/11/16	James Mike Carson	MSB – Snow Removal	\$100.00
423	01/13/15	Copper Valley Telecom	Weather Station	\$120.41
424	01/18/16	Surveyors Exchange Co.	Satellite Phones x 3	\$3186.00
425	01/29/16	Jeff Urbanus	Board Meeting (food)	\$67.94
426	01/29/16	Jeff Urbanus	Web Page	\$756.00
427	02/22/16	Dept of Natural Resources	Land Use Permit	\$100.00
428	03/04/16	Lake Louise Lodge	Fire Dept Gas	\$108.59
429	03/22/16	James Mike Carson	MSB – Snow Removal	\$100.00
430	04/03/16	Sharon Clark	Windssocks (2)	\$99.90
431	04/03/16	Dept of Natural Resources	Licensing	\$100.00
432	04/05/16	Beaty and Draeger	2015 Tax Prep	\$275.00
433	04/06/16	Surveyors Exchange Co.	Satellite Phones Activation (2)	\$468.00
434		VOID		
435	05/06/16	Copper Valley Telecom	Weather Station	\$40.72
436	05/22/16	Rowdy Allain	Community Road Grading	\$225.00
437	05/26/16	John Hicks	Satellite Phone Act Fee (2)	\$234.00
438	05/26/16	Joe Stam	Channel – Buoy/Rope	\$75.00
439	06/09/16	Copper Valley Telecom	Weather Station	\$104.38
440	06/20/16	NCCI	D&O Insurance	\$1793.00
441	06/20/16	Hale Insurance	General Liability Insurance	\$706.00
442	07/19/16	Copper Valley Telecom	Weather Station	\$104.98
443	08/01/16	Lake Louise Lodge	Annual Meeting Picnic	\$555.00
444		Not Used Check		
445	08/12/16	Copper Valley Telecom	Weather Station	\$104.98
446	09/07/16	Copper Valley Telecom	Weather Station	\$106.57
447	09/16/16	Bill Fair	Go Daddy Domain Registration	\$23.16

Total Checks: \$9,554.63

Deposits as of 08/31/16

01/2016 \$379.38

02/2016	\$ .95
03/2016	\$356.30
04/2016	\$ .63
05/2016	\$19,436.01
06/2016	\$9.62
07/2016	\$405.36
08/2016	\$1.30

**Total Deposits: \$20,589.55**

**Current Ending Balance as of 08/31/2016: \$30,330.17**

Primary Share Account – 99      Current Balance as of 08/31/16      **\$38,589.38**

Share Certificate 30      \$6,332.71

Share Certificate 31      \$2,634.89

**Total on Share Certs: \$8,967.60**

Performance Bond – CD - \$1000.00

**Total on all accounts and certificates as of 08/31/16: \$78,887.15**

From: **Harry Holt** [hholt@mtaonline.net](mailto:hholt@mtaonline.net)  
Subject: **Fw: Letter from DNR Comm. Andy Mack SnowTRAC**  
Date: **September 22, 2016 at 6:25 PM**  
To: **Pete J./PeteM. Probasco** [peprob@mtaonline.net](mailto:peprob@mtaonline.net), **Mike Andersen** [mike@damaindustrial.com](mailto:mike@damaindustrial.com), **Barry Simpson** [pvtworld2@gmail.com](mailto:pvtworld2@gmail.com), **Randy & Esther Arndt** [mearndt@mtaonline.net](mailto:mearndt@mtaonline.net), **Tom + Susan Corkran** [tom.corkran@ak.net](mailto:tom.corkran@ak.net), **John + Yvette Delaquito** [jl@alaska.net](mailto:jl@alaska.net)

----- Original Message -----

From: **Kari Nore**  
To: [hholt@mtaonline.net](mailto:hholt@mtaonline.net)  
Sent: **Monday, September 19, 2016 1:23 PM**  
Subject: **FW: Letter from DNR Comm. Andy Mack SnowTRAC**

Hello,

Attached is a letter Senator Giessel received from DNR Commissioner Andy Mack in regard to the SnowTRAC program.

Please let me know if you have any questions or need any further assistance.

Best Regards,

**Kari Nore**

Staff for Senator Cathy Giessel

716 W 4<sup>th</sup> Ave, Rm 511

Senate District N

(907)269-0181

[kari.nore@akleg.gov](mailto:kari.nore@akleg.gov)



THE STATE  
of ALASKA

1907 NOVEMBER 3rd WASHINGTON

Department of Natural Resources

September 16, 2016

Senator Cathy Giessel  
716 W. 4<sup>th</sup> Ave.  
Anchorage, AK 99501-2133

Dear Senator Giessel:

Thank you for your letter to Governor Walker regarding funding for the SnowTRAC program, administered by my department's Division of Parks & Outdoor Recreation. I greatly appreciate your interest in and support of recreational trails in the State of Alaska.

As you know, Governor Walker vetoed the FY 2017 snowmobile trail grants to preserve state savings given the state's grave fiscal situation. Other vetoes included K-12 school funding, a portion of the Permanent Fund Dividend, and state agency positions. Additionally, several road projects have been

halted until Alaska has a stable and adequate fiscal plan.

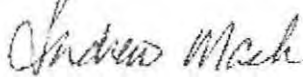
A limited amount of funding remains from the FY 2015 and FY 2016 appropriations for snowmobile trail grants. In consultation with the Governor's staff, including the Office of Management & Budget (OMB) Director Pat Pitney, DNR will continue the grant program using the remaining FY 2015-2016 appropriations.

OMB Director Pitney has directed that FY 2018 snowmobile grant appropriation will be evaluated in context of the Alaska's overall fiscal situation.

It is important to note that the snowmobile registration fee is regulated by AS 28.39.020. The fee is consistent with other vehicle registration fees and the statute does not define use of funds. The trail grant program is regulated by AS 41.21.864.

Please do not hesitate to contact me if you have further questions,

Sincerely,



Andy Mack  
Commissioner

cc: Pat Pitney, Director, Office of Management & Budget  
Ed Fogels, Deputy Commissioner, Natural Resources  
Ben Ellis, Director, Division of Parks & Outdoor Recreation

LOUISE / SUSITNA / TYONE COMMUNITY ASSOCIATION (LSTCA)

BOARD MEETING MINUTES

September 24, 2016, 1100 Hrs, Matthews Public Safety Building

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The LSTCA Board Meeting was called to order by Wendy Simpson, President, at 11:02 a.m.

**BOARD MEMBERS PRESENT:**

Wendy Simpson, President

Ted Kinney, Vice-President

Kerin Fassler, Secretary

Yvette Delaquito, Treasurer

Jeff Urbanus, Treasurer

Kaitlin Chisum, Member

**BOARD MEMBERS NOT PRESENT:**

Robert Rolley, Member

**COMMUNITY MEMBERS PRESENT:**

Mike Fassler, EMS

Barry Simpson

Tom Lohman

Wayne and Susanne Christiansen

Wendy Simpson led us in the Pledge of Allegiance.

**GUESTS:**

Robert Cyr, Copper Valley Telecom

**QUORUM:**

A quorum was established by Kerin Fassler.

**SECRETARY'S REPORT:**

The Minutes of the July 16, 2016, meeting were read. Ted Kinney motioned to approve and Yvette Delaquito seconded. MOTION PASSED.

## TREASURER'S REPORT

Yvette Delaquito presented the Treasurer's Report through Aug 31, 2016. There were deposits of \$20,589.55 and checks written of \$9,554.63. Ending balance is \$30,330.17. Primary Share Account has \$38,589.38 and there is a total on share certificates of \$8,967.70. A performance bond cd totaling \$1,000 brings the total on all accounts to \$78,887.15.

## OLD BUSINESS

- EMS –
  - Mike Fassler reported that the cost for the EMS hats came to \$209.
  - A new radio has been installed – a marine band for rescue only. This should improve communication here at the lake.
  - Health notes for the community will now be posted monthly on the website. Please be sure to check for upcoming events in the MatSu Borough of interest to us all.
  - A new rescue vehicle is expected sometime in the spring. It will replace our current Suburban vehicle. It is a F-250 chassis with a box in style.
  - CPR training at the fair was a great success. As it happens, one of the people that received training at the fair successfully rescued a stranger later in the day. As a reminder to everyone in the room, Mike Fassler performed a very short CPR demonstration showing the "Hands Only CPR" that was taught at the fair.

## NEW BUSINESS

- Copper Valley Telecom Survey - Bob Cyr relayed a request for data from everyone in the community. A survey has been initiated to compile information on what we want to provide better service. They need our input to get more data. It seems our current hurdle is power to homes. They will be working with the wireless company for solutions but need our help with input to needs. Reliable power and where to locate it is a major factor in providing us with the best possible services.
- Plowing Update – Are we still interested in having Mike Carson plow? There is a concern about the testing tubes. Mike Fassler will put a bicycle flag on them to post for safety.
- Go Daddy Changes – there are two components to the account. One to hold our name and the other for the actual webpage.
- Community Mailing List – It was motion, seconded and PASSED that a For Sale Forum should be established on the webpage for community use.

## MISCELLANEOUS

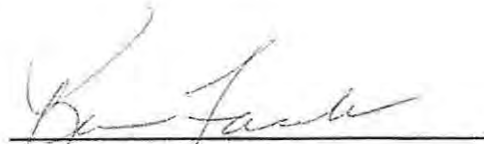
- Motion made seconded and APPROVED to increase the grading fee to \$150.
- Joe Stam will be pulling the buoys soon
- Jim Sykes relayed a message that we should send a memo to the MatSu Borough requesting funding for the boat launch. Kerin Fassler agreed to draft a letter.
- Snowmachine money has been taken away for next year. This is the last season for state funding although we do still get some money from Borough. We need to discuss with Harry Holt and Randy Arndt (Snowmachine Club) about monies needed for snowmachine trail grooming.

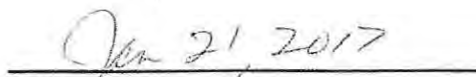


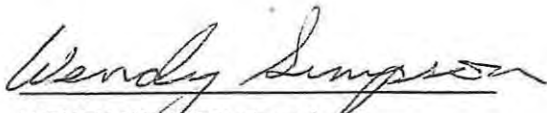
- As a FYI to the Community, Wendy Simpson presented information from the State asking the Borough to vacate an easement – from Dinty Lake to Susitna Lake.
- Jeff Urbanus indicated we need to update signature cards for the bank.
- Yvette Delaquito indicated the Lake Louise Lodge would close for the season on Oct 14 and reopen on Feb 10<sup>th</sup>, 2017. Gas and propane will be available on Wednesdays, however.
- Jeff Urbanus motioned to adjourn and Kerin Fassler seconded. MOTION PASSED.

Meeting adjourned at 12:00.

Respectfully submitted,

  
 \_\_\_\_\_  
 KERIN FASSLER, Secretary

  
 \_\_\_\_\_  
 Date

  
 \_\_\_\_\_  
 WENDY SIMPSON, President

  
 \_\_\_\_\_  
 Date

Attachments:

- Agenda
- Attendee List
- July 16, 2016 Meeting Minutes
- Treasurer's Report
- ~~E-Mail from Harry Hold re: SnowTRAC program~~

## Meadow Lakes Community Council, Inc.

Minutes – November 9, 2016 - Meeting – Birch Creek Villas (Senior Housing) 1210 N. Kim Drive

Board ~ Quorum= 3:  Pres: Terry Boyle ❖  Vice Pres: Rae Arno❖  Treasurer: Cindy Michaelson

Sec: Janet Henkel ❖  Cou. Coordinator: Tim Swezey (4 = Yes)

Committee Chairs ~ Quorum = 3:  Education: Sherri Rusher ❖  CIP: Maria Victoria Kalmbach

Bylaw: Linda Conover ❖  Mem: Patti Fisher ❖  Trail: Lori Benner-Hanson

Safety: Larry Michaelson ❖  Gaming: Ariel Cannon (7 = Yes)

10 Members of the Meadow Lakes Community:  (18 = Yes)

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1. **Call to Order:** The meeting was called to order at 7:00 pm by President Terry Boyle.
- 1a. **Determination of Quorum:** A quorum was determined to be present with both board members and general members.
2. **Pledge of Allegiance:** Recited.
3. **Approval of Agenda:** A motion was made by Rae Arno and seconded by Cindy Michaelson to approve the agenda.
4. **Approval of Meeting Minutes from November 9, 2016:** A motion to approve the meeting minutes was made by Linda Conover and seconded by Cindy Michaelson.
5. **Treasurers Report:** The treasurer's report for both September and October was presented by Cindy Michaelson. This was due to a lack of quorum in October. In September sports field funding came from revenue sharing, and in October, sports field winterization and the purchase of new wireless microphones. The 2016 revenue sharing came from state funds that were routed to the community council.
6. **Gaming Report:** Ariel Cannon presented the gaming report. The Tuesday night fights have generated \$340.00 so far this fall.
7. **Presentation:** Belinda Bohanan, the Neighborhood Watch coordinator for the valley, gave a presentation on Neighborhood Watch. Belinda is an executive board member for Neighborhood Watch, and works for the Alaska State Troopers on the clerical side. Belinda's goal is to help communities be more aware of what is going on around them by meeting and knowing their neighbors, and developing a neighborhood plan to protect the neighborhood and help keep everyone safe.

The main goal of Neighborhood Watch is to meet your neighbors, especially the elderly, and watch out for each other, as well as making your homes less attractive to criminals.

There are several very simple steps involved in forming a Neighborhood Watch group, and this begins with meeting and knowing your neighbors. Define your neighborhood, get organized, and assign a key person(s) who will be in charge of a phone trees, arranging neighborhood meetings, barbecues, block parties, etc. so that all neighbors know each other and stay in contact with each other. Meet regularly.

Develop a neighborhood action plan, take precautions to better secure your homes and property, and encourage reporting of suspicious activity. Identify empty properties in your neighborhood, and call in activity occurring at these locations.

If you see any suspicious activity, call it in! You will know there is definitely a problem if several neighbors are calling in a problem. Always remember that Neighborhood Watch supports vigilance, not vigilante groups, and they do not advocate the use of force or violence. Never put your family in danger, and if you do have weapons, please make sure that you know how to use them properly. If you are ever in a situation where you are forced to hold someone at gunpoint, make sure the person who calls this in identifies the holder of the gun, so that when troopers do respond they will know who he/she is.

If you drive up to your home and see someone in your driveway or home, do not enter the residence, or confront the person(s). Call troopers immediately, and write down any possible information available to you to help the troopers identify the person(s). Try to be as thorough as you can and answer all dispatcher questions to the best of your ability. Know your address and be able to give this to the dispatcher. Follow the dispatcher's directions, and above all, DO NOT HANG UP!

Belinda also offered some guidelines to help make our homes more secure, including making sure all windows are closed and locked. Be aware of how easy it is to get into your house through windows. Never leave ladders propped up on the side of the house, or close to the house – this is like leaving thieves a key! Use longer screws in deadbolts and door plates to help make your doors more secure. Glass doors and windows are very easily broken to gain access into your home. Get creative in storing your valuables; don't hide stuff under the mattress! Using a security system or game cameras allows you to "keep an eye on things" and in the event of a burglary, should get pictures or videos of the criminals. If you have a home security system, use it. It won't work if you don't turn it on!

Make it appear that someone is always home – use timers on your lights so that your house is not sitting dark. Have a neighbor pick up your mail and newspaper if you are unable to, or out of town. Trim trees and shrubs to enhance visibility, and keep your lawn mowed and watered. Keep your toys put away and out of sight – i.e. snow machines, 4-wheelers, boats, etc.

Lock your garage and all outbuildings. Don't leave your garage door opener in your vehicle. Thieves take these and then return to the house to rob it. They will also take your car registration to get your address. Don't hide keys outside, and if you feel that you must, hide it in a place where a thief would not think to look.

Finally, know what you have. It takes a while and is very hard to figure out what you are missing when you have been robbed. Make an inventory list of your property including photos and serial numbers. This allows the troopers to quickly begin looking for your property and also helps with insurance claims. Using an engraving pen to mark your items with a unique mark also helps to deter thieves. Use a measuring tape or ruler to lay out jewelry and other small items so that you can see the approximate size. It is hard to recover something when you don't know exactly what you are looking for. Prepaid VISA and MasterCard's are safer to use than debit cards, as thieves don't have access to your account.

Rae Arno also added that it will not help you to store your inventory and photos on your iPhone or laptop if either is stolen. If your house burns down, your list will be gone as well. Be clever about where you keep your list. Download it to a zip drive and put it in a safe deposit box.

Know what you can and cannot do to defend your property. [www.touchngo.com](http://www.touchngo.com) will give you legal statutes. Calling Matcom at 907-352-5401 and pressing 1 will put you through to the troopers. The number for Crime stoppers is 907-745-3333. The website for Neighborhood Watch is [www.neighborhoodwatch.org](http://www.neighborhoodwatch.org). Signs, stickers, decals and pretty much anything related to Neighborhood Watch can be ordered off of the website. Belinda does have some Neighborhood Watch signs with her.

In closing, Belinda left us with the following:

There are approximately five patrol troopers on duty at any one time in an area the size of West Virginia.

-Mat-Su has the fastest growing population in the state, with 1 trooper per every 2400 persons.

Crimes are prioritized based on threats to public safety.

Violent crime is slightly higher in Alaska, while property crimes are slightly lower.

Car theft is on the rise.

Burglaries were actually lower in 2014 than in 2013 and 2012; however these statistics are related to crimes that were actually investigated.

8. **Correspondence:** Correspondence links were listed on the agenda.

**8a. Platting**

i. Denaina Case #2016-140

ii. Freeman Anthony Subdivision



**8b. Standard Marijuana Cultivation Facilities**

- i. High Tide Farms has sent out one notice from the state.
- ii. Denali Dispensaries has not provided any notice yet.

**8c. Beverly Lakes Road** No through truck traffic effective November 1, 2106.

9. **Old Business:** None

10. **New Business:**

**10a.** Patti Fischer spoke about an idea to form a Federation of Community Councils. This would involve contacting all of the valley community councils and forming a separate group which would then meet periodically. This would hopefully give us a stronger voice as a community. Patti stated that there is an organization similar to this in Anchorage, and they are very active. Patti feels that we cover too large of an area not to form this federation. Cindy Michaelson questioned how individual community council members would be apprised of the discussion at the federation meeting. Patti responded by saying that each community council would send a representative who would then bring forth concerns and take information back. Sherri Rusher, Linda Conover and Larry Michaelson participated in discussion as to the formation of this federation. Larry Michaelson stated that if people regularly attended borough meeting they would be aware of the issues affecting the valley. Sherri Rusher made a motion to approve sending a letter out to all valley community councils asking for their interest in this venture, and was seconded by Dawn Huston. Otto Feather and Rae Arno agrees that this federation seems redundant, and that we have an elected borough official whose job it is to take up our concerns with the borough. Rae suggested that perhaps an annual all-council meeting would be sufficient. Hollie Gerlach-Grant asked about having all of this information accessible by computer. Otto Feather called for the question. President Terry Boyle called for a vote on the motion – 11 in favor, 13 opposed. Motion fails.

**10b.** Meadow Lakes Boundary Review – Please submit all of your feedback to the borough by correspondence.

11. **Agency Reports:** Assemblyman Randall Kowalke spoke about a potential grow operation at the old B & E gravel pit. He feels that this location will be contested by the planning commission, due to the issues of the past, and the fact that the property taxes on this parcel are not current.

Mr. Kowalke said that the proposed gravel tax was also a point of contention at the last assembly meeting. This was sent back to the drawing board and will be on the agenda again in February. Mr. Kowalke stated that he does not support this tax.

MSB Public Works Director Terry Dolan was interested to hear if there had been any truck traffic on Beverly Lakes Road since the new signage became effective on November 1, 2016.

Fire Chief John Fairchild warned everyone to stay off of the ice as it is not yet thick enough for walking or ice skating, let alone driving. He spoke about an individual ice skating on Big Lake who had fallen through, and luckily the fire department was able to get to him in time. If you do fall through the ice, freeze your hand to the ice to help support yourself until help reaches you. Chief Fairchild offered the following safety guidelines for ice depth:

- 3-4" to support an individual
- 4-6" for a group in single file
- 7" for a light passenger car
- 14" to support a plow truck
- 22" for fire fighters

In addition, the ice must be black or dark blue in color – slush is not acceptable.

12. **Persons to be heard:** Brad Bartlett and his son Brandon, of Denali Dispensaries are a father and son business hoping to open a grow operation on the old B & E gravel pit property. They chose this location because it fits the criteria issued by the state and the borough. They are hoping to start an organic grow operation. They realize that the community has concerns about this piece of property, and want to be up front and address all of the issues. They are concerned about water quality and security, and are hoping to become a part of the community. They do have a retail location in Anchorage, and this property will be used as a grow operation only.

They will be using the existing building on the lot, and are leasing the property from John Emmi, who is also an investor in the business and is listed on their business license.

Sherrri Rusher stated that she feels this is too close to neighbors, and due to the history of the property, she suggested finding another parcel.

Wayne LeTourneau stated that he is having a terrible time with people using heroin close to his property, and wants to know what type of security measures will be in place should the grow operation be approved.

Linda Conover publicly thanked Hollie Gerlach-Grant for always picking up trash on the sides of the roadways.

Jan Bass waived her time, as she will speak at the assembly meeting.

Dawn Huston mentioned that she will again be doing the Christmas baskets, and will be staying after the meeting to provide additional information to those interested.

**13. Approve Meeting Location:**

Meadow Lakes Elementary School  
Wednesday, December 14, 2016  
Sign In: 6PM to 7PM  
Christmas Party: 7PM to 9PM

**14. Adjournment:** Rae Arno moved to adjourn the meeting and Ariel Cannon seconded the motion. The meeting was adjourned at 8:38 pm.

 3-8-2017  
Terry Boyle, President

  
Jan Henkel, Secretary



## Meadow Lakes Community Council, Inc.

Minutes – December 14, 2016 - Meeting – Meadow Lakes Elementary School Gym

Board ~ Quorum = 3:  Pres: Terry Boyle ❖ X Vice Pres: Rae Arno ❖

Treasurer: Cindy Michaelson

Sec: Janet Henkel ❖  Cou. Coordinator: Tim Swezey (4 = Yes)

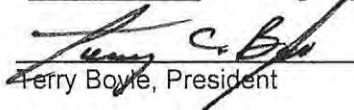
Committee Chairs ~ Quorum = 3:  Education: Sherri Rusher ❖  CIP: Maria Victoria Kalmbach

Bylaw: Linda Conover ❖  Mem: Patti Fisher ❖  Trail: Lori Benner-Hanson

Safety: Larry Michaelson ❖  Gaming: Ariel Cannon (7 = Yes)

10 Members of the Meadow Lakes Community:  (Yes)

1. **Call to Order:** The meeting was called to order at 7:00 pm by President Terry Boyle.
- 1a. **Determination of Quorum:** A quorum was determined to be present with both board members and general members.
1. **Pledge of Allegiance:** Recited.
2. **Approval of Agenda:** Jullie Starr moved to suspend any agenda items until the January 11, 2017 meeting in order to enjoy the Christmas Celebration. Sherri Rusher seconded. Motion passed.
3. **Adjournment:** Meeting Adjourned at 7:10 pm

  
Terry Boyle, President

2-8-2017

  
Jan Henkel, Secretary

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CLERKS OFFICE

APPROVED

  
President NLCC



North Lakes Community Council  
'Proud to Be Your Neighbors'

**NLCC Meeting Minutes 11-17-2016**

Board Members Present: Ron Farnsworth, Thomas Whitstine, Kirsten Koivunen, Ed Kovich, Louie Calandri, Michelle Latham

- I. **7:00 PM Call to Order:** we have a quorum. 23 members attended. 6 Board members and 17 members.
- II. **Pledge of Allegiance:**
- III. **Presentation of agenda:** One item added to New Business (3) and one item added to Unfinished Business (2). Agenda passed.
- IV. **Approval of minutes:** September minutes reviewed. Corrected the spelling of Mr Hessmer's name. Sept minutes approved. October minutes were reviewed. We added Todd Bagetis' comments about the ownership of the park property in Cottonwood Shores. October minutes were approved.
- V. **Correspondence: 2017 NLCC Meeting Dates.** Normal meetings will be held the last Thursday of every month from January through May then the last Thursday of the month for September and October. For November 2017 the meeting will be held on November 16. The 2017 NLCC meeting dates are as follows: Jan 26, Feb 23, Mar 30, April 27, May 25, Sept 28, Oct 26, Nov 16. Tom will forward the 2017 NLCC Meeting dates to the borough.
- VI. **Reports:**
  1. Treasurers Report. Ed presented the treasurers report. Ed reconciled all the accounts. Approximate balance as of Nov 17: Checking = \$12,108. Savings = \$35,050. Total= \$47,158. \$5060 check to All Points North for the Park Survey and \$42 to Ron Farnsworth for lamination and copies. Revenue Sharing balance: 2012 approx. \$15,379 and 2016 approx. \$28,600. Details can be seen on the report. Treasurer's report was accepted.
  2. Road Service Report. None this month.
  3. Fire Service Report. None this month.
  4. Borough Assembly Report. None this month.
- VII. **Unfinished Business:**
  1. Time to form a Park Committee to plan a path forward for the park property in Cottonwood Shores Subd.



President NLCC

- i. Committee will come up with ideas on how to use the money to upgrade the park and share those ideas with the NLCC.
- ii. Committee will help determine who owns the property what the boroughs interest in the property is.
- iii. Committee will develop a plan to communicate with the 12 property owners adjacent to the park property.

Motion to allow the Park Committee to select the Committee Chairman. Seconded. Motion passed 12 for and 3 against.

- iv. The following people volunteered to be on the Park Committee. Pat Purcell, Dave Purcell, Louie Calandri, Edwin Anderson, Jimmy Matlock, Christine O'Connor, Rita Jones, Ron Farnsworth.
- v. Louie Calandri will be the interim Parks Committee Chairman until the committee chooses a chairman in 2017.

Motion that Park Committee volunteers are members of the NLCC. Seconded. Passed unanimous.

Motion to accept the NLCC Park Committee with the 8 volunteers. Seconded. Passed unanimous.

2. March Meeting Minutes: March 2016 meeting violated the OMA. The idea of reporting or not reporting minutes was discussed.
  - i. In March 2016 due to the secretary's work schedule, the regular meeting was approved to be held on an irregular date. No one remembered this change from the preceding November and all showed up at the usual date and time which hadn't been advertised making it in violation of the State's Open Meetings Act.
  - ii. The Vice President had drafted the "unofficial" March minutes from the voice recorder back in April 2016.
  - iii. Tom has the drafted minutes and will send them to Ron by email for dissemination.

Motion that the March Meeting Minutes be put on the agenda for January 2017 NLCC meeting. Seconded. Passed unanimous

**Motion to Extend meeting 30 minutes. Seconded, Unanimous.**

#### **VIII. New Business:**

1. Time to form a committee to review and revise the NLCC bylaws.
  - i. It was mentioned that the Sutton Community Council has good bylaws and maybe the committee could review them and incorporate some of their good work into the NLC bylaws.
  - ii. Volunteers for the bylaw committee are: Pat Purcell, Kirsten Koivunen, Dave Purcell, Edwin Anderson, Rachel Greenberg, Butch Shapiro, Lee Peterson, Ron Farnsworth.





President NLCC

- iii. Kirsten Koivunen will be the interim Bylaws Committee Chairman until the committee chooses a chairman in 2017.
  - iv. Chair has an electronic copy of the bylaws in anyone needs a copy. Contact chair if you want them via email.
2. Traffic congestion at the Bogard/Seldon intersection.
- i. A resolution was put forth by David Eastman describing a big roundabout as the solution. Mr. Eastman volunteered to present this solution on behalf of the NLCC to the Road Service Board during the December 7<sup>th</sup> meeting.
  - ii. No one on the NLCC had a chance to read and comment on Mr. Eastman's proposal prior to the Nov meeting so no vote was taken.
  - iii. The big roundabout may not actually fit in the space given and there may not be any money for these types of upgrades.
  - iv. Curt Holler mentioned that one solution that might work is a traffic light. There was some discussion about whether progress on a traffic light was already moving forward.
  - v. Chair will go the Dec. 7<sup>th</sup> Road Service Advisory meeting and bring the options back to the NLCC meeting in January.
3. NLCC Facebook Page.
- i. Confusion exists as to who should be an administrator on the NLCC Facebook page.
  - ii. Karen Joynt and Ron Farnsworth have long been administrators and Kirsten Koivunen was added as an administrator in November 2016.
  - iii. Sherry Whitstine was removed as an administrator in November 2016.
  - iv. Mrs. Whitstine had been an administrator since November 2015
  - v. Indecorum prevailed; many opinions were loudly voiced out of order and a motion was shouted out and seconded without being recognized by the chair.

**Motion to Extend meeting 30 minutes. Seconded, 11 against. Motion failed**

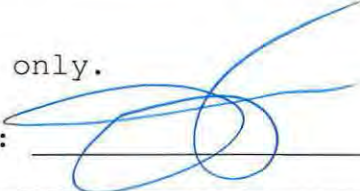
**IX. Meeting adjourned.**

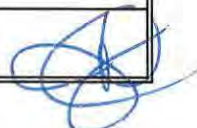
**SUBJECT:** Reporting of contract closure for Bid No. 17-030B to Alaska Abatement Corp., for the Iditarod Elementary School Demolition project.

**AGENDA OF:** February 21, 2017

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** For information only.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** 

Route To:	Department/Individual	Initials	Remarks
	Originator	<i>JW</i> 1/30	
	Capital Projects Director	<i>JAB</i> 1/30/17	
	Purchasing Officer	<i>[Signature]</i>	
	Finance Director	<i>[Signature]</i>	
	Borough Attorney	<i>[Signature]</i>	
	Borough Clerk		

**ATTACHMENT (S) :** None

**SUMMARY STATEMENT:** Pursuant to Matanuska-Susitna Borough (MSB) Code, 3.08-170(F), the following is a summary of Bid Solicitation 17-030B to Alaska Abatement Corp., for the Iditarod Elementary School Demolition project.

The MSB entered into a contract with Alaska Abatement Corp., on November 7, 2016, for Bid Solicitation 17-030B, Iditarod Elementary School Demolition, project no. 40023. The original contract amount of \$642,982.00 was approved through Assembly Action AM No. 16-096 presented on November 1, 2016.

One owner requested change order was issued to add demolition of the hockey rink and lighting for a total contract amount of \$651,452.97.



**SUBJECT:** AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ESTABLISHING A TAX ON CERTAIN NATURAL RESOURCES WHENEVER THE NATURAL RESOURCE IS SEVERED AND REMOVED FROM PROPERTY WITHIN THE BOUNDARIES OF ROAD SERVICE AREAS WITHIN THE MATANUSKA-SUSITNA BOROUGH AND PROVIDING FOR PENALTIES FOR FAILURE TO PAY TAXES DUE BY ADOPTING MSB 3.55, ROAD SERVICE AREA NATURAL RESOURCE SEVERANCE TAX.


**AGENDA OF:** October 18, 2016


**ASSEMBLY ACTION:**

*Ord # 16-128*

**MANAGER RECOMMENDATION:** Adoption of legislation.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:**

*for* 

Route To:	Department/Individual	Initials	Remarks
	Originator	NS	for D. Mayfield
	Finance Director	<i>[Signature]</i>	
	Borough Attorney	<i>[Signature]</i>	
	Borough Clerk	<i>[Signature]</i>	10/10/16 

**ATTACHMENT(S) :** Fiscal Note: YES  X  NO  
 Ordinance Serial No. 16-128 (16 pp)

**SUMMARY STATEMENT:** The attached legislation is brought forward at the request of Assemblymember Mayfield to adopt a severance tax on certain natural resources severed in the Matanuska-Susitna Borough. Additionally, the proposed ordinance provides for penalties for failure to pay those taxes.

The Borough Assembly acknowledges that taxes must have a public purpose, but also notes that the programs they fund need not specially benefit every taxpayer who is required to contribute his share. For example, childless couples pay taxes that fund schools, and incorporeal corporations pay taxes that fund hospitals. A tax bill is not a ledger to be balanced by the receipt of special benefits; it is a means of distributing the burden of the cost of government. With these principles in mind,

the exact benefit to each severer does not need to be shown. However, the Assembly has determined that natural resource severances do add an extra burden sought to be offset here.

A severance tax is a tax levied on the production or severance of natural resources taken from land or water bottoms. This tax is to be levied within Road Service Areas ("RSA") only and will be a source of supplementary revenue to those RSA funds. If a severance occurs outside an RSA, it is not subject to the tax. The severance of natural resources and resulting transport for use both inside and outside the Borough puts an extra strain on the infrastructure and roads of the Matanuska-Susitna Borough. Transport often involves heavy, frequent loads, and the larger operations create extra traffic. While some transport occurs via rail or ship, the RSAs nonetheless maintain roads to the site by which equipment and personnel are brought for the purpose of engaging in severance activities.

With this rationale in mind, the ordinance here only applies when a natural resource is both "severed" and "removed." "Sever" means to separate from its original or existing state, no matter how slight. "Remove" means to physically transport across any property line or across the limits of the Borough. The operation of this ordinance is intended to be such that the severance tax is a one-time taxable event. Once a material has been taxed under this ordinance, later movement across several lots or crossing several jurisdictional lines does not make the taxable event re-occur. To accomplish this, "remove" is further defined as the "first time" of physical transport across a boundary line.

Requiring "removal" across a property line will ensure that personal use material, materials on site which are used for that site's development, and materials severed and stockpiled for use at a later date are not subject to taxation. Only when (and if) material is transported off its original site will the severance tax take effect. This ordinance does not require a sale or transfer of ownership to trigger taxation.

In addition, the situs of the tax is the location of the resource in its natural state. This is specified in the ordinance so that there is no confusion as to where tax revenue is directed. For example, if a site is within one RSA but abuts another RSA which contains its access road, confusion could occur. The ordinance specifies that the situs for purposes of the taxable event is the location of the resource before it is severed.

The natural resources to be taxed under this ordinance include earth materials such as sand, gravel, lime, soil, peat, moss, sphagnum, stone, pumice, cinders, and clay. Other natural deposits such as coal, ore and precious metals as well as all forms of timber and forest products such as wood and turpentine are not taxed under this ordinance at this time. The Assembly believes that industries other than earth materials are not well developed in the Borough at this time, yet have potential for development. Omission from taxation at this time is a form of economic development incentive. Should the timber, coal or precious metal industries develop and mature in the Borough, the Assembly may enact a severance tax as to those activities when it deems it proper to do so.

In contrast, the material extraction industry is well developed. There are over 10 Interim Materials Districts and approximately 25 existing Conditional Use and Administrative Permits for earth materials extraction. There are also approximately 50 Pre-Existing legal Nonconforming status (or "grandfather rights") as to material extraction sites including some of the Borough's largest sites.

A very conservative estimate is that at least 3 million yards of material are currently severed from lands within the borough on an annual basis. Actual quantities could be in the 5-6 million yard range, or perhaps more.

This ordinance will generate revenues for the Road Service Areas responsible for operation and maintenance of roads. Many RSAs are in a constant budget struggle and this source of additional revenue will relieve some of the real property tax burden for property owners in the various RSAs.

It is anticipated that the Finance Department will need to hire one (1) full time employee to administer, collect and account for severance taxes into the various Road Service Areas. It is anticipated that the taxes generated will more than offset this added administrative expense.

**Recommendation of Administration:** Adoption of the legislation.



**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: October 18, 2016

SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ESTABLISHING A TAX ON CERTAIN NATURAL RESOURCES WHENEVER THE NATURAL RESOURCE IS SEVERED AND REMOVED FROM PROPERTY WITHIN THE BOUNDARIES OF ROAD SERVICE AREAS WITHIN THE MATANUSKA-SUSITNA BOROUGH AND PROVIDING FOR PENALTIES FOR FAILURE TO PAY TAXES DUE BY ADOPTING MSB 3.55, ROAD SERVICE AREA NATURAL RESOURCE SEVERANCE TAX

ORIGINATOR: NS for D. Mayfield

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <u>YES</u> NO
AMOUNT REQUESTED <del>XXX</del> <i>Revenue amounts for service charges must be determined at this time.</i>	FUNDING SOURCE
FROM ACCOUNT #	PROJECT #
TO ACCOUNT: <del>2XX XXX XXX 3XX .XX</del>	PROJECT #
VERIFIED BY: <i>Cheryl Pickett</i>	CERTIFIED BY:
DATE: <i>10/7/16</i>	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
Personnel Services		<i>25</i>	<i>99</i>	<del>XXX</del>		
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING		<i>25</i>	<i>99</i>			

CAPITAL						
---------	--	--	--	--	--	--

REVENUE		<del>XXX</del>				
---------	--	----------------	--	--	--	--

FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other <i>RSAs</i>		<del>XXX</del>				
TOTAL						

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary) ~~XXX~~ *Total Tax Revenues cannot be determined at this time since it is collected by RSAs. Additionally, one FTE for an severance tax position has been added to administer the taxation & collection.*

DEPARTMENT: \_\_\_\_\_ DATE: \_\_\_\_\_  
 APPROVED BY: *Cheryl Pickett*  DATE: *10/11/16*

CODE ORDINANCE

Sponsored by: Assemblymember Mayfield

Introduced:

Public Hearing:

Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 16-128**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ESTABLISHING A TAX ON CERTAIN NATURAL RESOURCES WHENEVER THE NATURAL RESOURCE IS SEVERED AND REMOVED FROM PROPERTY WITHIN THE BOUNDARIES OF ROAD SERVICE AREAS WITHIN THE MATANUSKA-SUSITNA BOROUGH AND PROVIDING FOR PENALTIES FOR FAILURE TO PAY TAXES DUE BY ADOPTING MSB 3.55, ROAD SERVICE AREA NATURAL RESOURCE SEVERANCE TAX.

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WHEREAS, the reasons and rationale for this ordinance are contained within the accompanying Informational Memorandum.

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 section. MSB 3.55 is hereby adopted as follows:

**CHAPTER 3.55: ROAD SERVICE AREA NATURAL RESOURCE SEVERANCE TAX**

Section

3.55.005 Applicability

3.55.010 Established; Intent

3.55.015 Exemptions

3.55.020 Payment of tax

3.55.030 Filing of statements

3.55.040 Statement of verification



- 3.55.050 Confidentiality
- 3.55.060 Civil penalties
- 3.55.080 Failure to file
- 3.55.085 Lien for tax, interest and penalty
- 3.55.090 Delinquent taxes
- 3.55.095 Appeal
- 3.55.100 Collection and use of revenue
- 3.55.110 Definitions

**3.55.005 APPLICABILITY.**

(A) This ordinance applies within the boundaries of the following service areas:

- (1) Service Area No. 9: Midway Road Service Area (MSB 5.25.016);
- (2) Service Area No. 14: Fairview Road Service Area (MSB 5.25.018);
- (3) Service Area No. 15: Caswell Lakes Road Service Area (MSB 5.25.020);
- (4) Service Area No. 16: South Colony Road Service Area (MSB 5.25.022);
- (5) Service Area No. 17: Knik Road Service Area (MSB 5.25.024);
- (6) Service Area No. 19: Lazy Mt. Road Service Area (MSB 5.25.028);
- (7) Service Area No. 20: Greater Willow Road Service Area (MSB 5.25.030);
- (8) Service Area No. 21: Big Lake Road Service Area (MSB

5.25.032);

(9) Service Area No. 23: North Colony Road Service Area (MSB

5.25.036);

(10) Service Area No. 25: Bogard Road Service Area (MSB

5.25.040);

(11) Service Area No. 26: Greater Butte Road Service Area (MSB

5.25.042);

(12) Service Area No. 27: Meadow Lakes Road Service Area (MSB

5.25.044);

(13) Service Area No. 28: Gold Trail Road Service Area (MSB

5.25.046);

(14) Service Area No. 29: Greater Talkeetna Road Service Area

(MSB 5.25.048);

(15) Service Area No. 30: Trapper Creek Road Service Area (MSB

5.25.050);

(16) Service Area No. 31: Alpine Road Service Area (MSB

5.25.052); and

(17) Service Area No. 69: Pt. MacKenzie Service Area (MSB

5.25.094).

(B) Revenues derived from taxation occurring within a specific service area is service area revenue.

**3.55.010 ESTABLISHED; INTENT.**

(A) There is hereby levied an excise tax denominated as a severance tax upon the severer of certain natural resources which are severed and removed from property within the service

areas to which this ordinance applies.

(B) The unit of measurement for material resources shall be by cubic yard.

(C) The rate of tax for natural resources severed and removed from the originating sites within the Matanuska-Susitna Borough shall be the following:

Material	\$0.25/yd
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(D) It is the intent of this tax to be broad in nature and exemptions to be construed narrowly. Presumptions shall be in favor of taxation unless clearly exempted.

(E) The tax situs is the location of the resource in its natural state regardless of where removal occurs.

**3.55.015 EXEMPTIONS.**

(A) Until such time as the Borough Assembly acts to set rates for other natural resources, this tax does not apply to coal, timber or precious metals.

**3.55.020 PAYMENT OF TAX.**

(A) The severance tax on a natural resource shall be paid quarterly. The tax is due on or before 30 days after the end of each quarter on natural resources severed or removed from the property during the preceding quarter. If the tax is not paid before the end of the month which it becomes due, the tax becomes delinquent. The severance tax on resources shall be paid by or on behalf of the severer initially severing the resource.

**3.55.030 FILING OF STATEMENTS.**

(A) The tax shall be paid to the finance department and the person paying the tax shall file with the finance department at the time the tax is paid a statement, under oath, on forms prescribed by the finance department, at a minimum, the following information:

(1) a description of the property from which the material was severed by name, legal description, or by account numbers assigned by the borough;

(2) the names, addresses, and contact numbers of the severers paying the tax;

(3) the severer business license number, if applicable;

(4) the cubic yards of materials severed from the property;

(5) the name of first purchaser (if any) and the amount of natural resources purchased in cubic yards; and

(6) the type of material severed.

(B) Reports by or on behalf of the severer are delinquent the first day following the day the tax is due. Each severer is subject to a penalty of \$25 per day for each business day in which the report is not filed. The penalty for failure to file a report is in addition to the penalty for delinquent taxes.

**3.55.040 STATEMENT VERIFICATION.**

(A) The finance director may:

(1) require a person engaged in resource extraction, production, or transportation, any agent or employee of the person, and the purchaser of resources taxed under this chapter to furnish additional information that is considered necessary by the finance director to compute the amount of the tax or to determine if a tax is due;

(2) examine the pertinent books, records, and files of such a person;

(3) conduct hearings and compel the attendance of witnesses and the production of pertinent books, records, and papers of any person; and

(4) make an investigation or hold an inquiry that is considered necessary by the manager for a disclosure of facts as to:

(a) the amount of extraction or production of a natural resource of an extractor, producer, or seller;

(b) the purchaser of the resource; and

(c) transporter of the resource from the removal site within the boundaries of the borough, if other than the purchaser.

**3.55.050 CONFIDENTIALITY.**

(A) Information and materials in the possession of the



borough which disclose the particulars of the business affairs of the payer of taxes under this chapter shall be kept confidential to the extent allowed by law, except in an official investigation by the borough or other governmental agency enforcing the laws of the Borough, the state, or the United States Government. However, the borough may use the information for contact purposes and publish statistics presented in a manner that prevents identification of particular business reports and items and may publish tax lists from time to time identifying the names of taxpayers who are delinquent, as well as relevant information that may assist in the collection of taxes.

**3.55.060 CIVIL PENALTIES.**

(A) A penalty of 5 percent of the tax due shall be added to all delinquent taxes on the day they become delinquent and every 30 calendar days thereafter. However, the total penalty shall not exceed 20 percent of the tax due. Interest of 2 percent above the prime rate as of July 1 for the fiscal year shall accrue upon all unpaid taxes, excluding any penalty, from the due date until taxes are paid in full. However, the total interest shall not exceed 15 percent per year.

(B) For failing to file a tax statement required under this chapter, the penalty in MSB 3.55.030(B) shall apply.

(C) For filing a tax statement containing a false statement

or omission required under this chapter relative to the amount, location, kind, or value of property subject to taxation with intent to evade taxation, a penalty not to exceed a fine of \$1,000 may be imposed.

(D) In addition to the remedies specified above, the borough may use any and all remedies provided by law, including civil action, to collect the severance tax.

**3.55.080 FAILURE TO FILE.**

(A) Whenever the finance director reasonably believes a report contains inaccurate reporting or whenever severer has become delinquent in the submission of the required reports or in remitting severance taxes, the finance director shall mail to the delinquent severer's last known address a written demand by certified mail, return receipt requested, for submission of the corrected or required severance tax report and remittance within ten days. In the event of non-compliance with such demand, the finance director may make a severance tax assessment against the delinquent severer, the assessment to be based on an estimate of the gross materials severed by the severer during the period in question. A copy of the assessment shall be sent to the severer at its last known address by certified mail, return receipt requested. The severer shall have a right to a hearing before the finance director, or designee, at which time the severer shall make available for examination the books, papers, records,

and other documents pertaining to the materials severed for the period involved in the assessment. The severer may exercise his right to a hearing by delivering a written request for a hearing to the finance director within 15 days after the date the notice was mailed. The finance director shall establish a date and time for a hearing to be held within 14 days of receipt of the request, unless a later time is mutually agreeable. The person conducting the hearing shall issue an amended assessment, if that person determines an amendment should be made. The amended assessment, or the original assessment if no amendment is made within five borough business days of the hearing, shall be the final assessment for the purpose of determining the severer's liability to the borough. If no timely request for a hearing is made, the original assessment shall be the final assessment 30 calendar days after the mailing of the notice of the original assessment unless the severer has submitted an accurate return within those 30 calendar days.

(B) A determination of the finance director may be appealed to the manager.

(C) The borough may file a civil action for collection of any taxes, penalty and interest due before or after making a demand or assessment under subsection (A) of this section.

(D) Whenever any severer fails to submit the required reports or remit taxes after notice is given as provided in

subsection (A) of this section, the finance director may require such severer to submit reports and remit taxes on a more frequent basis.

**3.55.085 LIEN FOR TAX, INTEREST AND PENALTY.**

(A) The tax, interest, penalties and administrative costs imposed under this chapter shall constitute a lien in favor of the Borough upon the assets, including all real and personal property, of all respective persons severing materials from property within the borough. The lien arises upon delinquency and continues until the liability for the amount is satisfied or the property of the delinquent person is sold at a foreclosure sale. When recorded, the lien has priority over all other liens except:

(1) liens for property taxes and special assessments;

(2) liens that were perfected before the recording of the severance tax lien for amounts actually advanced before the recording of the severance tax lien; and

(3) mechanic's and materialmen's liens for which claims of lien under AS 34.35.070 or notices of right to lien under AS 34.35.064 have been recorded before the recording of the sales tax lien.

(B) The borough may file a notice of lien in any manner including the manner provided for federal tax liens under AS 40.19, provided that, in addition to the rights afforded

thereunder, the borough's severance tax lien shall attach to all severer's personal property, whether tangible or intangible, located in the recording district in which the lien is filed, regardless of where the severer is actually located. The borough may record subsequent notices of lien for amounts due after the recording of a previous notice of lien. The borough may also record amended notices of lien to correct any errors or to provide notice of then current principal amount owing.

(C) The notice of lien for real property shall set out:

- (1) the name of the severer;
- (2) the principal amount owing at a stated date; and
- (3) A statement that penalty, interest, and administration costs are also owing.

(D) Within ten borough business days after filing the notice of lien or amended notice of lien, the Borough shall mail a copy of the notice by certified mail, return receipt requested, to the last known address of severer, provided failure to so shall not void the lien nor lessen its priority.

**3.55.090 DELINQUENT TAXES; PERSONAL ACTION; FORECLOSURE; TIME LIMIT.**

(A) The borough may file a personal action against a severer to recover the tax, interest and penalties due but not paid. The action may be commenced at any time within six years after tax, interest and penalty is due but not paid.



(B) The borough may file an action to foreclose the lien of the borough for the tax upon property and rights to property, real or personal, and sell the same, applying the proceeds thereof to the payment of the tax, interest, penalty and administrative costs and the costs of foreclosure. The action shall be commenced and pursued in the manner provided for the foreclosure of liens by AS 09.45.170 through 09.45.220; provided, however, upon commencement, the Borough shall provide written notice of the action to all persons having an interest of record in the property being foreclosed or persons in possession of the property. The action may be commenced at any time within six years after the lien arises.

**3.55.095 APPEAL.**

(A) A severer may appeal a decision of the finance director to the manager in accordance with the provisions of this section.

(B) The severer has the right to a hearing before the manager. The manager may designate a hearing officer.

(C) The severer's request for a hearing must be in writing, signed by the severer (or counsel therefor) and delivered to the manager within 30 days of receipt of written notice of the finance director's decision. Failure to request a hearing within the time and manner provided shall be deemed a waiver of the severer's appeal rights and to any appellate

review to which the severer might have otherwise been entitled; and, the finance director's decision shall become final.

(D) If the severer duly delivers a request for hearing, the manager shall hold a hearing within 15 days from the date of receipt of the request. The manager may extend in writing the hearing date, but no extension of more than 30 days shall be granted. The borough manager shall duly notify the severer of the date, time, and place of the hearing in writing.

(E) The severer may be represented by counsel at the severer's own expense.

(F) The hearing shall be open to the public.

(G) All testimony shall be under oath. The proceedings shall be audio recorded. Upon written request, the severer is entitled to a copy of the audio recording at no charge. The severer or representative may examine and cross-examine witnesses. The manager or representative may also question witnesses. Exhibits may be introduced. The rules of evidence need not be strictly followed. Irrelevant or unduly repetitious evidence may be excluded. The factual record is closed at the close of the hearing. The manager may continue the hearing for good cause.

(H) The order of presentation will be:

(1) brief opening statement by the finance director;

(2) brief opening statement by the severer, which is

optional;

- (3) presentation of evidence by finance director;
- (4) presentation of evidence by severer;
- (5) rebuttal as necessary;
- (6) argument by finance director;
- (7) argument by severer; and
- (8) rebuttal argument by finance director.

(I) The severer must prove by a preponderance of the evidence the factual basis upon which he or she is relying.

(J) Within ten days from the conclusion of the hearing, the borough manager shall render a written decision with specific findings which shall be effective immediately or according to its terms.

(K) A severer who is dissatisfied with the manager's decision may appeal it to the superior court within 30 days in accordance with part 600 of the Alaska Appellate Rules of Procedure. The severer's failure to appeal in accordance with the Alaska Appellate Rules of Procedure constitutes a waiver of appeal rights and the manager's decision becomes final.

### **3.55.100 COLLECTION AND USE OF REVENUE.**

A top priority for use of the revenue derived from this tax is life, health, and safety matters related to transportation projects. Revenues collected under this chapter may be only be used within the service area from which they are

collected. Revenues collected under this chapter shall be only be used to pay for service area functions. At the discretion of the Borough Assembly, the Assembly may appropriate revenues collected under this chapter for any lawful purpose.

### 3.55.110 DEFINITIONS.

(A) In this Chapter, unless the context otherwise requires:

- "Assembly" means the Matanuska-Susitna Borough Assembly.
- "Borough" means the Matanuska-Susitna Borough.
- "Coal" includes but is not limited to sub-bituminous, bituminous, anthracite, and lignite classifications.
- "Material" includes but is not limited to sand, gravel, lime, soil, peat, moss, sphagnum, stone, pumice, cinders, and clay.
- "Natural resource" means any raw or unfinished resources including, but not limited to, material, timber, and coal.
- "Original or existing site" means the property boundary within which a natural resource exists in its natural state.
- "Property" includes all private, borough, state, federal, or native lands within the Borough.
- "Remove" means the first time of physical transport: (a) across any property line; or (2) across the corporate limits of the Matanuska-Susitna Borough.
- "Sever" means to separate from its original or existing



state, no matter how slight.

- "Severer" means a person, company, corporation, or other entity engaged in severing or harvesting natural resources.

- "Timber" means felling, removing, or producing for sale, profit, or commercial use, timber or any product of the forest.

Section 3. Effective date. This ordinance shall take effect April 1, 2017.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2016.

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VERN HALTER, Borough Mayor

ATTEST:

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LONNIE R. McKECHNIE, CMC, Borough Clerk

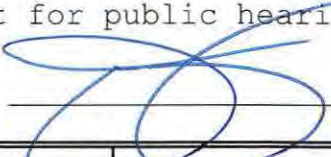
(SEAL)







**SUBJECT:** Reappropriation of \$25,000 from Alpine Road Service Area No. 31 Fiscal Year 2017 operating budget, Fund 285, to Fund 410, Project No. 30051, for Alpine Road Service Area No. 31 Capital Projects.

**AGENDA OF: February 7, 2017**

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Introduce and set for public hearing.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** 

Route To:	Department/Individual	Initials	Remarks
	Originator		
	Public Works Director		16 JAN 17 JH
	Finance Director		
	Borough Attorney		
	Borough Clerk		1/30/17 

**ATTACHMENT (S):** Ordinance Serial no. 17- 014  
 Fiscal Note: Yes   x   No         
 Road Maintenance & Repair Capital Projects List for RSA 31, approved with AM 16-102, (1pp)

**SUMMARY STATEMENT:** The Public Works Department would like to ensure that the capital projects scheduled for completion are fully funded and fund additional projects under the capital projects. The Public Works Department would like to transfer \$25,000 from the Alpine Road Service Area No. 31 Fiscal Year 2017 operating budget, Fund 285, to Project No. 30051, Fund 410 for Alpine Road Service Area No. 31 Capital Projects. There was not a quorum at the last Alpine Road Service Area No. 31 Board of Supervisors meeting to approve a board resolution.

**RECOMMENDATION OF ADMINISTRATION:** Approve a reappropriation of \$25,000 from Alpine Road Service Area No. 31 Fiscal Year 2017 operating budget, Fund 285, to Fund 410, Project No. 30051, for Alpine Road Service Area No. 31 Capital Projects.

**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: February 7, 2017

SUBJECT: Reappropriation of \$25,000 from Alpine Road Service Area No. 31 Fiscal Year 2017 operating budget, Fund 285, to Fund 410, Project No. 30051, for Alpine Road Service Area No. 31 Capital Projects.

ORIGINATOR: Public Works, Operations & Maintenance

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT YES NO
AMOUNT REQUESTED *25,000	FUNDING SOURCE RSA OPERATING
FROM ACCOUNT # 285.000.000.428.600	PROJECT #
TO ACCOUNT : 410.000.000.xxx.xxx	PROJECT # 30051
VERIFIED BY: <i>Burbaw Buerger</i>	CERTIFIED BY:
DATE: <i>1-18-17</i>	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY14	FY15	FY16	FY2017	FY2017	FY2018
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL				<i>25</i>		
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REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other				<i>25</i>		
TOTAL				<i>25</i>		

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: \*The estimated remaining amount in the FY17 operating budget is \$35,490 with this reappropriation, if adopted.

PREPARED BY: *[Signature]* PHONE: \_\_\_\_\_  
 DEPARTMENT: \_\_\_\_\_ DATE: *1/27/17*  
 APPROVED BY: *[Signature]* DATE: \_\_\_\_\_

IM No. 17-024  
Ordinance No. 17-014



MATANUSKA-SUSITNA BOROUGH  
 PUBLIC WORKS DEPARTMENT  
 ROAD MAINTENANCE & REPAIR CAPITAL PROJECTS  
 SUMMER 2017  
 PROJECT # 30051

ASSEMBLY PERSON: Dist 1 Jim Sykes  
 RSA SUPER: Will Barickman  
 RSA PRIMARY: George Rauscher  
 RSA ALT: Dean Lust  
 RSA ALT:

ROAD SERVICE AREA #31  
 ALPINE

APPROX AVAILABLE RSA FUNDING \$40,000  
 APPROX AVAILABLE GRANT FUNDING \$0

PRIORITY STATUS	PROJECT LOCATION	DESCRIPTION OF WORK	TOTAL EST COST	RSA	MSB	GRANTS	GRANT DETAILS	FUNDED: YES/NO
1	RSA ROADS	RECONDITION ROADS	\$30,000	\$30,000				YES
2	RSA ROADS	PAVEMENT MAINTENANCE	\$10,000	\$10,000				YES
<b>TOTAL FUNDED PROJECTS</b>			<b>\$40,000</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>		
3	Twin Hills Lane (.29) Seventeen Mile Blvd (.34) Wishbone Place (.15)	Upgrade / Crush	\$100,000	\$100,000	FUNDING NOT AVAILABLE			NO
4	McPherson Ave (.24) Riverview Way (.27) Danielson Ave (.22) Grand Ave (.41)	Design / Utility Relocate / Drainage / Reconstruct / Resurface	\$350,000	\$350,000	FUNDING NOT AVAILABLE			NO
5	Grand Ave (.40) Eska St. (.15) Granite St. (.22) Utah St. (.12)	Design / Utility Relocate / Drainage / Reconstruct / Resurface / Oil	\$250,000	\$250,000	FUNDING NOT AVAILABLE			NO
<b>TOTAL UNFUNDED PROJECTS</b>			<b>\$700,000</b>	<b>\$700,000</b>				

Jim 17-024  
 OR 17-014



NON-CODE ORDINANCE

By: Borough Manager  
Introduced:  
Public Hearing:  
Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-014**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVING A REAPPROPRIATION OF \$25,000 FROM THE ALPINE ROAD SERVICE AREA NO. 31 FISCAL YEAR 2017 OPERATING BUDGET, FUND 285, TO FUND 410, PROJECT NO. 30051, FOR ALPINE ROAD SERVICE AREA NO. 31 CAPITAL PROJECTS.

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WHEREAS, the Public Works Department would like to support as many Assembly approved capital upgrades as possible; and

WHEREAS, transferring funds to the capital projects will ensure all scheduled capital projects are fully funded; and

WHEREAS, transferring funds to the capital projects will allow additional projects to be added to the Capital Projects lists; and

WHEREAS, the Alpine Road Service Area No. 31 Board of Supervisors did not have a quorum at their recent meeting to approve a resolution; and

WHEREAS, the Public Works Department requests a reappropriation of \$25,000 from the Alpine Road Service Area No. 31 Fiscal Year 2017 operating budget, fund 285, to Fund 410, Project No. 30051, for the Alpine Road Service Area No. 31 Capital Projects.

BE IT ENACTED:

Section 1. Classification. This is a non-code ordinance.

Section 2. Reappropriation source. The Matanuska-Susitna Borough Assembly hereby approves the reappropriation of \$25,000 from the Alpine Road Service Area No. 31 Fiscal Year 2017 operating budget, fund 285, to Fund 410, Project No. 30051, Alpine Road Service Area No. 31 Capital Projects.

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 - day of -, 2017.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. MCKECHNIE, CMC, Borough Clerk


(SEAL)



**SUBJECT:** AMENDMENT OF MSB 3.04.131, FIXED ASSET CAPITALIZATION POLICY.

**AGENDA OF:** February 7, 2017

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Present to the assembly for consideration.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** 

Route To:	Department/Individual	Initials	Remarks
	Originator: Finance Dir.	of	
	Borough Attorney	NS	
	Borough Clerk		1/30/17 

**ATTACHMENT(S):** Fiscal Note: YES  NO  Ordinance Serial No. 17-015 (2 pp)

**SUMMARY STATEMENT:**

In accordance with MSB 3.04.131, all fixed assets having a useful life greater than two years and costing more than \$5,000 are capitalized. With this ordinance, administration recommends increasing the life to five years and the capitalization level to \$25,000.

The Government Finance Officers Association of the United States and Canada (GFOA) provides oversight for all local and state governmental entities. They have formally issued their recommendation to all governmental entities whereby in no case should capitalization thresholds be less than \$5,000. Additionally, capital-type items should be capitalized only if they have an estimated useful life of at least two years following the date of acquisition. While these are the minimums the GFOA recommends, they do not provide efficiency and effectiveness. This increased capital and useful life threshold would be in line with standard purchasing guidelines. It will also be in line with the Borough's purchasing bid requirement.

It is important to understand that while it is essential to maintain control over all the borough's fixed assets, there exists a much more efficient means, other than capitalization, for accomplishing this objective in the case of smaller fixed assets. Those assets with a cost of over \$5,000 but less than \$25,000 will still be tagged and inventoried. Accountability and adequate control over all assets will continue to be maintained, and will be verified through periodic inventories.

**RECOMMENDATION OF ADMINISTRATION:** Respectfully request the approval of the ordinance authorizing amendment of MSB 3.04.131 Fixed Asset Capitalization Policy.



CODE ORDINANCE

Sponsored by: John Moosey  
Introduced:  
Public Hearing:  
Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-015**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING  
MSB 3.04.131, RELATING TO THE FIXED ASSET CAPITALIZATION POLICY.

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 section. MSB 3.04.131 is hereby amended as follows:

All fixed assets that qualify as capital equipment shall be capitalized and recorded in the General Fixed Asset Account Group. Capital equipment is any item not consumed through use having a useful life of greater than [two] **five** years and costing more than [\$5,000] **\$25,000**.

Section 3. Effective date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2017.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

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LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 5.25.145, TO ANNEX PROPERTY IN THE CARNEY ROAD AREA INTO THE WEST LAKES FIRE SERVICE AREA NO. 136.

AGENDA OF: February 7, 2017

ASSEMBLY ACTION:

MANAGER RECOMMENDATION: Introduce and set for public hearing.

APPROVED BY JOHN MOOSEY, BOROUGH MANAGER: \_\_\_\_\_

Route To:	Department/Individual	Initials	Remarks
	Originator	LRM	JMM
	Emergency Services Director	AB	
	Finance Director	CX	
	Borough Attorney	AS	
	Borough Clerk	[Signature]	1/30/17 [Signature]

ATTACHMENT(S): Fiscal Note: NO \_\_\_\_\_ YES X  
 Ordinance Serial No. 17-016 (2 pp)  
 Resolution Serial No. 17-011 (2 pp)  
 Map of proposed area for annexation (1 pp)  
 West Lakes FSA Board of Supervisors  
 Recommendation - TO BE PRESENTED @ THE PUBLIC HEARING

SUMMARY STATEMENT:

The Borough received a petition to annex property into the West Lakes Fire Service Area. The petition met the requirements of MSB 5.10.010 and 5.20.005 by containing the signatures of 75 percent of the real property owners within the proposed area and was certified by the Borough Clerk (50 percent required by code).

The proposed area for annexation is in the Gold Trail Road Service Area.

**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: 02/07/2017

SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 5.25.145, TO ANNEX PROPERTY IN THE CARNEY ROAD AREA INTO THE WEST LAKES FIRE SERVICE AREA NO. 136.

ORIGINATOR: L. McKechnie

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <input checked="" type="radio"/> YES <input type="radio"/> NO
AMOUNT REQUESTED * \$ 2,448	FUNDING SOURCE Taxes levied - FSA Fund 249 West Lakes
FROM ACCOUNT # 249.000.000.4XX.XXX	PROJECT #
TO ACCOUNT: 249.000.000.311.XXX	PROJECT #
VERIFIED BY: Barbara Durgut	CERTIFIED BY:
DATE: 1-25-17	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous			2			
TOTAL OPERATING			2			

CAPITAL						
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REVENUE			2			
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FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other FSA		-	2			
TOTAL		-	2			

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary) \* This amount represents the increase of revenue and service expenses to Fund 249

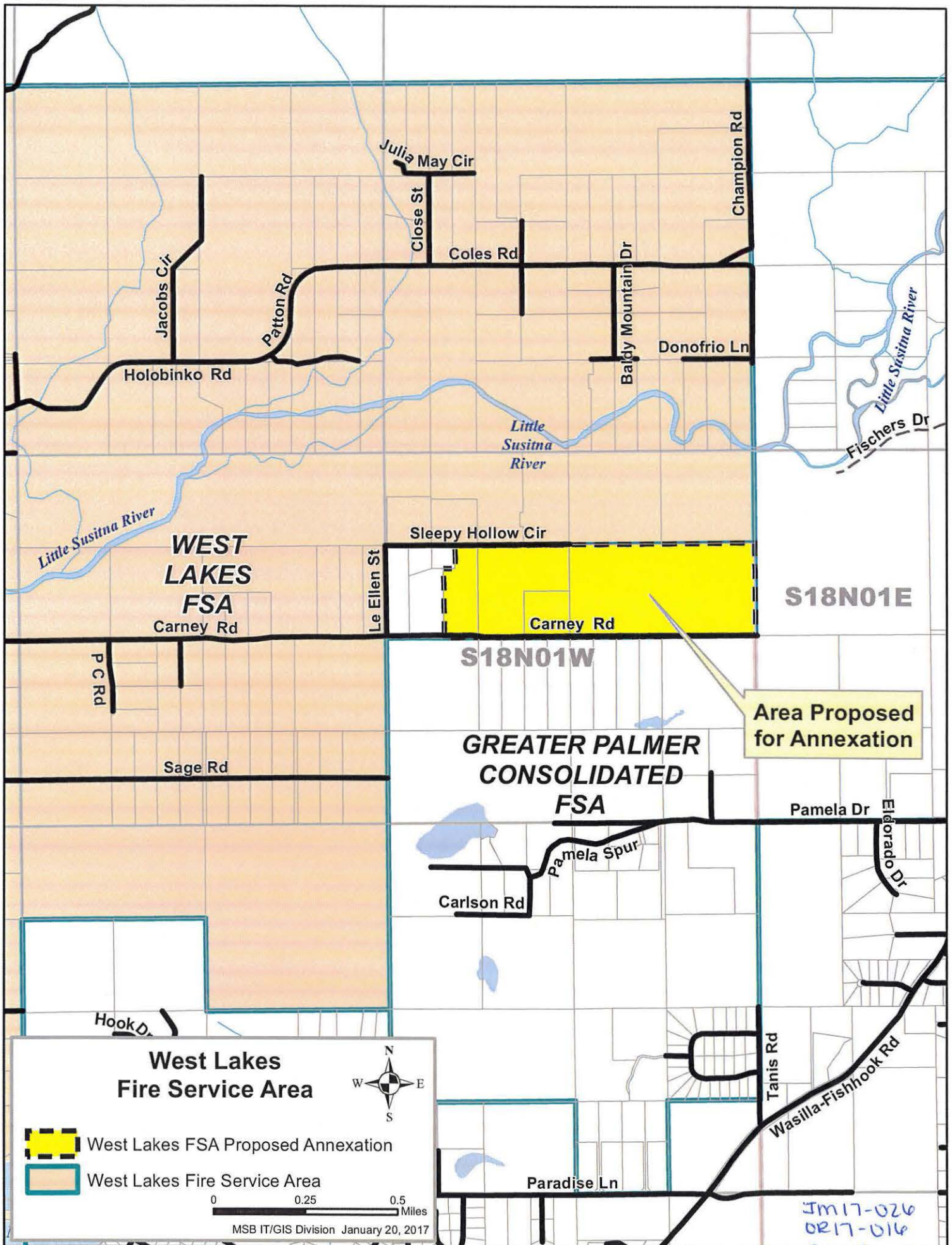
PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_

DEPARTMENT: \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED BY: Chapman DATE: \_\_\_\_\_

IM No. 17-026  
Ordinance Serial No. 17-016  
Resolution Serial No. 17-011





Area Proposed for Annexation

**West Lakes Fire Service Area**

West Lakes FSA Proposed Annexation  
 West Lakes Fire Service Area

0 0.25 0.5 Miles

MSB IT/GIS Division January 20, 2017

Jm17-026  
0R17-016  
RS17-011

**Jess Kilborn**

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**From:** John Fairchild  
**Sent:** Tuesday, February 14, 2017 11:06 AM  
**To:** Jess Kilborn  
**Cc:** William Browne  
**Subject:** RE: Gittlein Annexation Request

Jess  
The Gittlein annexation was approved by the WLFD Board last night at their regularly scheduled FSA board meeting. Chairman Browne will send you a letter from the board with the written approval.

Let me know if you need anything else.  
Jcf

*John Fairchild  
West Lakes District Fire Chief  
Office: 907-861-8084  
Cell: 907-414-9393  
Email: [john.fairchild@matsugov.us](mailto:john.fairchild@matsugov.us)*

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**From:** Jess Kilborn  
**Sent:** Tuesday, January 24, 2017 2:31 PM  
**To:** John Fairchild  
**Cc:** William Browne  
**Subject:** RE: Gittlein Annexation Request

Good afternoon Gentlemen,

Attached is the legislation that was drafted for the February 7, regular Assembly meeting, for introduction. Also, attached is the letter that is being sent to the applicant and the property owners for the area. If you could please forward the Board's recommendation on February 14, we should be set for the public hearing scheduled on February 21, 2017.

Please let me know if you have any questions or require additional information.

Thank you for your help!  
Jess

JESSICA KILBORN, CMC  
Deputy Clerk

Matanuska Susitna Borough  
350 E. Dahlia  
Palmer, AK 99645  
907.861.8675  
[jkilborn@matsugov.us](mailto:jkilborn@matsugov.us)



CODE ORDINANCE

Sponsored by: Assemblymember Doty  
Introduced:  
Public Hearing:  
Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-016**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 5.25.145, TO ANNEX PROPERTY IN THE CARNEY ROAD AREA INTO THE WEST LAKES FIRE SERVICE AREA NO. 136.

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WHEREAS, a petitioner has come forward requesting annexation of four parcels into the West Lakes Fire Service Area; and

WHEREAS, the petitioner has secured 75 percent of the signatures of the real property owners in the proposed area and the petition has been certified by the Clerk; and

WHEREAS, MSB 5.20.005(G) allows the annexation of property into a fire service area without placing the question of the annexation on the ballot if the result in increasing the number of parcels of land is not more than 6 percent and would add not more than 1,000 residents; and

WHEREAS, according to the best available assessment data, this annexation would be adding 4 parcels to the existing fire service area of 10,554 parcels, and would increase the total number of residents by "6"; and

WHEREAS, the Manager considers the proposed annexation to be feasible and serving the public interest, as the proposed annexation would provide fire coverage to the property, which is required by MSB 5.10.020; and

WHEREAS, the cost of services is 2.20 mills or \$220 per \$100,000 of assessed valuation as adopted by the Assembly in fiscal year 2017.

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 section. MSB 5.25.145, Service Area No. 136, West Lakes Fire Service Area, legal description is hereby amended to read as follows:

**Township 18 North, Range 1 West, Seward Meridian, Alaska**

Section 13 S  $\frac{1}{2}$  NE  $\frac{1}{4}$ ; Lot 2, Robin's Roost, Plat No. 99-94; and Lots 1 and 2, Lazy "G" Acres, Plat No. 2012-119

Section 3. Effective date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this \_\_\_ day of, \_\_\_\_\_ 2016.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)



Action:

**MATANUSKA-SUSITNA BOROUGH  
RESOLUTION SERIAL NO. 17-011**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY FINDING THE ANNEXATION OF PROPERTIES IN THE CARNEY ROAD AREA INTO THE WEST LAKES FIRE SERVICE AREA NO. 136 SERVES THE PUBLIC INTEREST WITHOUT THE PLACEMENT OF THE QUESTION ON THE BALLOT.

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WHEREAS, a petition has been certified by the Clerk requesting annexation of property into the West Lakes Fire Service Area; and

WHEREAS, MSB 5.20.005(G) allows the annexation of property into a fire service area without placing the question of the annexation on the ballot, if that annexation is not increasing the number of parcels more than six percent and would not add more than a 1,000 people; and

WHEREAS, the West Lakes Fire Service Area Board of Supervisors has reviewed the request and their recommendation is attached to the informational memorandum; and

WHEREAS, a letter to the residents in the proposed annexation has been sent advising them of when the legislation will be before the Assembly for introduction and public hearing and requesting their comment; and

WHEREAS, the Assembly, through the adoption of this resolution, finds that the public interest is being served through the annexation to the West Lakes Fire Service Area in that the residents in the area will receive fire protection and insurance benefits that they currently are not receiving, and does not

require the question for annexation to be placed on the ballot; and

WHEREAS, a map of the geographic boundaries of the proposed annexation is attached to the informational memorandum.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Assembly approves the annexation of the aforementioned property into the West Lakes Fire Service Area No. 136, without the question of annexation being placed on the ballot.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2017.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

**SUBJECT:** ISSUANCE OF AREAWIDE GENERAL OBLIGATION BONDS, IN ONE OR MORE SERIES, TO FINANCE THE CONSTRUCTION, ACQUISITION, IMPROVEMENT, AND EQUIPPING OF PARKS AND RECREATIONAL CAPITAL FACILITIES AND RELATED CAPITAL IMPROVEMENTS IN THE MATANUSKA-SUSITNA BOROUGH; FIXING CERTAIN DETAILS OF SUCH BONDS; AND AUTHORIZING THEIR SALE.

**AGENDA OF: February 7, 2017**

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Introduce and set for public hearing.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** \_\_\_\_\_

Route To:	Department/Individual	Initials	Remarks
	Originator: C. Heindel	<i>CH</i>	
	Community Development Director	<i>CH</i>	
	Finance Director	<i>CH</i>	
	Borough Attorney	<i>→</i>	Reviewed by Bond Counsel
	Borough Clerk	<i>[Signature]</i>	1/30/17 <i>[Signature]</i>

**ATTACHMENT (S):** Fiscal Note: YES X NO \_\_\_\_\_  
 Ordinance Serial No. 17-018 (30 pp)

**SUMMARY STATEMENT:**

Before you is an ordinance authorizing the issuance of general obligation bonds in one or more series for parks and recreation projects in the principal amount not to exceed \$22,160,000. This will provide funds to pay for the cost of construction acquisition, improvement, and equipping of parks and recreation capital facilities and related capital improvement within the Borough.

On October 4, 2016 the voters approved Bond Proposition No. B-4 in the amount of \$22,160,000 which includes the cost of issuance via premium of such bonds. The total outstanding principal amount of the general obligation bonds will not exceed seven



percent of the total assessed valuation of taxable property in the Borough. Projects approved by the voters are as follows:

<u>Project Description</u>	<u>Cost</u>	<u>Cost to Taxpayer</u>
Palmer and Wasilla Pool Improvements	\$12,830,900	\$12.22
Brett Memorial Ice Arena Improvements	3,744,700	3.57
Nine Trail Projects	2,128,500	2.03
Talkeetna and Willow Outdoor Ice Rinks	1,530,000	1.46
Willow Community Park Improvements	325,900	.31
Big Lake Area Trail Bridges	1,250,000	1.19
Fish Lake Parking (Talkeetna)	100,000	.10
Trapper Creek Park and Community Center Improvements	75,000	.07
Meadow Lakes Sports Complex Improvements including Parking Lot Paving	<u>175,000</u>	<u>.17</u>
Total	<u>\$22,160,000</u>	<u>\$21.12</u>

Total annual debt service is estimated to be no greater than \$2,000,000. This amount could change as market conditions change daily.

Design work for the following projects will begin once the bonds are issued. Construction and/or installation of certain projects will begin summer 2017.

Draft copies of the Continuing Disclosure Agreement, Draft Preliminary Official Statement, Bond Purchase Agreement, Lease Purchase Agreement and Trust Indenture will be provided at the Public Hearing for Ordinance 17-018.

In order to proceed, approval of the Assembly is necessary to authorize the issuance and sale of the general obligation parks and recreation and related capital improvement bonds.

**RECOMMENDATION OF ADMINISTRATION:** Respectfully request the approval of the ordinance authorizing the issuance and sale of the 2017 general obligation parks and recreation and related capital improvement bonds in the amount of \$22,160,000.



**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: February 7, 2017

SUBJECT: Issuance of General Obligation Bonds in the amount of \$22,160,000 to finance the Parks and Recreational Capital Facilities Improvements.

ORIGINATOR: Cheyenne Heindel, Director of Finance

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <u>YES</u> / NO
AMOUNT REQUESTED 22,160,000	FUNDING SOURCE Bond Proceeds
FROM ACCOUNT # 440-000-000-4xx	PROJECT # Various
TO ACCOUNT : 440-000-000-3xx	PROJECT #
VERIFIED BY: <i>Barbara Acampora</i>	CERTIFIED BY:
DATE: <i>1/27/17</i>	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL	22,160	————>	————>			
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REVENUE	22,160	————>	————>			
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FUNDING: (Thousands of Dollars)

General Fund		2,000	2,000	2,000	2,000	2,000
State/Federal Funds						
Other						
TOTAL		2,000	2,000	2,000	2,000	2,000

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: *Cheyenne Heindel* PHONE: \_\_\_\_\_  
 DEPARTMENT: \_\_\_\_\_ DATE: \_\_\_\_\_  
 APPROVED BY: *Cheyenne Heindel* DATE: *1/27/17*

IM No. 17-029  
Ordinance Serial No. 17-018

NON-CODE ORDINANCE

Sponsored By: John Moosey  
Introduced: \_\_\_\_\_  
Public Hearing: \_\_\_\_\_  
Adopted: \_\_\_\_\_

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-018**

AN ORDINANCE AUTHORIZING THE MATANUSKA-SUSITNA BOROUGH TO ISSUE AREAWIDE GENERAL OBLIGATION BONDS, IN ONE OR MORE SERIES, TO FINANCE THE CONSTRUCTION, ACQUISITION, IMPROVEMENT, AND EQUIPPING OF PARKS AND RECREATIONAL CAPITAL FACILITIES AND RELATED CAPITAL IMPROVEMENTS IN THE MATANUSKA-SUSITNA BOROUGH; FIXING CERTAIN DETAILS OF SUCH BONDS; AND AUTHORIZING THEIR SALE.

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WHEREAS, pursuant to Ordinance Serial No. 16-085 of the Matanuska-Susitna Borough (the "Borough"), adopted by the Assembly on June 21, 2016, a question whether the Borough should issue not to exceed \$22,160,000 in areawide general obligation bonds for the purpose of financing the construction, acquisition, improvement, and equipping of parks and recreation capital facilities and related capital improvements in the Borough, referred at the Borough regular election held on October 4, 2016 as Proposition No. B-4 ("Proposition B-4"), was passed and approved; and

WHEREAS, such election has been duly canvassed and the results thereof certified and confirmed in accordance with law; and

WHEREAS, the Assembly finds that it is in the best interest of the Borough to finance the construction, acquisition, improvement, and equipping of parks and recreation capital facilities and related capital improvements in the Borough, all

as described in Proposition B-4 (collectively, the "Projects"), and to issue in one or more series not to exceed \$22,160,000 in aggregate principal amount of the areawide general obligation bonds referred to in Proposition B-4, to pay costs of the Projects and costs of issuing such bonds; and

WHEREAS, the Assembly finds that, after the issuance of the Bonds (as defined in Section 2), the total outstanding principal amount of general obligation bonds of the Borough will not exceed seven percent of the total assessed valuation of taxable property in the Borough; and

WHEREAS, the Assembly finds that it is necessary and appropriate to delegate to each of the Borough Manager and Borough Finance Director authority to determine the principal amounts per maturity, interest rates and other details of the Bonds, to determine the manner of sale of the Bonds and to determine other matters that are not provided for in this Ordinance;

NOW THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH:

Section 1. Classification. This Ordinance is a non-code ordinance.

Section 2. Definitions. The following terms shall have the following meanings in this Ordinance:

(A) "Assembly" means the Assembly of the Matanuska-Susitna Borough, as the general legislative authority of the Matanuska-Susitna Borough, as the same shall be duly and regularly constituted from time to time.



(B) "Beneficial Owner" means the person in whose name a Bond is recorded as the beneficial owner of such Bond by the respective systems of The Depository Trust Company and The Depository Trust Company Participants.

(C) "Bond" or "Bonds" means any or all of the General Obligation Park and Recreation Bonds, 2017 Series A, of the Borough issued pursuant to and for the purposes provided in this Ordinance.

(D) "Bond Insurer" means any insurance company which issues a policy of insurance with respect to payment of the principal of and interest on the Bonds, as approved by the Borough Manager or Borough Finance Director under Section 20.

(E) "Bond Register" means the registration books maintained by the Paying Agent as Bond registrar, which include the names and addresses of the owners or nominee of the owners of the Bonds.

(F) "Borough" means the Matanuska-Susitna Borough, a municipal corporation of the State of Alaska, organized as a second class borough under Title 29 of the Alaska Statutes.

(G) "Code" means the Internal Revenue Code of 1986, as amended from time to time, together with all regulations applicable thereto.

(H) "Cost" or "Costs" means the costs of all necessary planning, acquisition of property for, site preparation, construction, installing, and equipping of the Projects, architectural, engineering, design, and other consulting services, inspection and testing, administrative expenses, and



other costs incurred in connection with the Projects, including interest on the Bonds during the period of planning, designing, acquiring property for, constructing, installing and equipping of the Projects, the cost whether incurred by the Borough or another of field surveys and advance planning undertaken in connection with the Projects properly allocable to the Projects, the cost of acquisition of any land or interest therein required as the site or sites of the Projects or for use in connection therewith, the cost of any indemnity and surety bonds and premiums on insurance incurred in connection with the Projects prior to or during construction thereof, all related direct administrative and inspection expenses whether incurred by the Borough or by another in connection with the Projects prior to or during construction thereof and allocable portions of direct costs of the Borough, legal fees, fees and expenses of the Paying Agent, costs of issuance of the Bonds by the Borough, including underwriting discount and fees and expenses of bond counsel, financial advisors and consultants in connection therewith, the cost of any bond insurance premium and bond ratings, the cost of audits, the cost of all machinery, apparatus, and equipment, cost of engineering, architectural services, designs, plans, specifications, and surveys, estimates of cost, the reimbursement of all money advanced from whatever source of the payment of any item or items of cost of the Projects, and all other expenses necessary or incidental to the acquisition and development of the Projects, the financing thereof and the putting of the same in use and operation.

(I) "DTC" means The Depository Trust Company, a limited purpose trust company organized under the laws of the State of New York, and its successors and assigns.

(J) "DTC Participant" means a trust company, bank, broker dealer, clearing corporation, and any other organization that is a participant of DTC.

(K) "Government Obligations" means obligations that are non-callable direct obligations of, or obligations the timely payment of principal of and interest on which are unconditionally guaranteed by, the United States of America.

(L) "Letter of Representations" means the blanket letter of representations from the Borough to DTC, dated as of November 20, 1998.

(M) "Ordinance" means this Ordinance Serial No. 17-018 of the Borough.

(N) "Paying Agent" means the entity appointed as Paying Agent pursuant to Section 12, and its successors. The Paying Agent shall also act as Bond registrar under Section 12.

(O) "Projects" means, collectively, the construction, acquisition, improvement, and equipping of parks and recreation capital facilities and related capital improvements in the Borough, all as more particularly described in Proposition B-4, including without limitation: Palmer and Wasilla Pool Improvements, Brett Memorial Ice Arena Improvements, Nine Trails Projects, Talkeetna and Willow Outdoor Ice Rinks, Willow Community Park Improvements, Big Lake Area Trail Bridges, Fish Lake Parking (Talkeetna), Trapper Creek Park and Community

Center Improvements, and Meadow Lakes Sports Complex Improvements including Parking Lot Paving.

(P) "Registered Owner" means the person named as the registered owner of a Bond in the Bond Register.

(Q) "Underwriter" means RBC Capital Markets, LLC, or the initial purchaser of the Bonds as determined by the Borough Finance Director in accordance with the provisions of this Ordinance.

Section 3. Authorization of Bonds and Purpose of Issuance. For the purpose of providing funds required to pay the Costs of the Projects, to provide for original issue premium or discount, if any, and to pay all costs incidental thereto and to the issuance of the Bonds, the Borough hereby authorizes and determines to issue and sell the Bonds in the aggregate principal amount of not to exceed Twenty-Two Million One Hundred Sixty Hundred Thousand Dollars (\$22,160,000).

Section 4. Obligation of Bonds. The Bonds shall be direct and general obligations of the Borough, and the full faith and credit of the Borough are hereby pledged to the payment of the principal of and interest on the Bonds. The Borough hereby irrevocably pledges and covenants that it will levy ad valorem taxes upon all taxable property within the Borough, without limitation of rate or amount, to pay the principal of and interest on the Bonds as the same become due and payable. In the event that any Bond Insurer makes any payment under a bond insurance policy with respect to the Bonds, such payment shall not be deemed a payment of the Borough and such payment amount

shall continue to be due and payable by the Borough under this Ordinance.

Section 5. Details of the Bonds. Each of the Bonds shall be in the denomination of \$5,000 or an integral multiple thereof within a single series, maturity and interest rate, shall be numbered separately in the manner and with such additional designation as the Paying Agent deems necessary for purposes of identification, and may have endorsed thereon such legends or text as may be necessary or appropriate to conform to the rules and regulations of any governmental authority or any usage or requirement of law with respect thereto.

The Bonds shall mature or have sinking fund installments due in one or more years commencing no earlier than Fiscal Year 2018 and ending no later than Fiscal Year 2038, with debt service on the Bonds in each year not exceeding \$2,000,000.

The Bonds shall bear interest from their date, payable commencing on a date after July 1, 2017 and before July 1, 2018, and semi-annually thereafter in each year. Interest will be computed on the basis of a 360-day year consisting of twelve 30-day months.

The dated date, the principal and interest payment dates, the principal amount of each maturity, the amount of each sinking fund installment and the interest rates on the Bonds shall be determined at the time of execution of the purchase contract for the Bonds under Section 20.

Section 6. Optional Redemption. The Bonds, if any, subject to optional redemption by the Borough, the time or times when



such Bonds are subject to optional redemption, the terms upon which such Bonds may be redeemed, and the redemption price or redemption prices for such Bonds, shall be determined at the time of execution of the purchase contract for the Bonds under Section 20.

Section 7. Mandatory Sinking Fund Redemption. The Bonds, if any, that are subject to mandatory redemption in part from sinking fund installments, and the amounts and due dates of such sinking fund installments, shall be determined at the time of execution of the purchase contract for the Bonds under Section 20. If Bonds subject to mandatory sinking fund redemption are (i) redeemed at the option of the Borough under Section 6, (ii) defeased under Section 19 or (iii) purchased by the Borough, there shall be credited to one or more future sinking fund installments (including the payment due at final maturity) with respect to such Bonds the amount of principal of the Bonds so redeemed, defeased or purchased that the Borough designates in written instructions delivered to the Paying Agent before the date of the optional redemption, defeasance or purchase; provided that if the Borough does not deliver such written instructions to the Paying Agent, there shall be credited to each such sinking fund installment (including the payment due at final maturity) a pro rata portion of the principal amount of the Bonds so redeemed, defeased or purchased.

Section 8. Selection of Bonds for Redemption; Notice of Redemption.

(A) Selection of Bonds for Redemption. Unless otherwise provided in the purchase contract for the Bonds under Section 20, as long as the Bonds are held in book-entry only form, the selection of Bonds to be redeemed, if any, shall be made as provided in the Letter of Representations, and if the Bonds are no longer held in book-entry form, the selection of Bonds to be redeemed shall be made as provided in this subsection (A). If the Borough redeems at any one time fewer than all of the Bonds of a series having the same maturity date and interest rate, the particular Bonds or portions of Bonds of such maturity and interest rate to be redeemed shall be selected by lot (or in such other manner determined by the Paying Agent) in increments of \$5,000. In the case of a Bond of a denomination greater than \$5,000, the Borough and Paying Agent shall treat such Bond as representing such number of separate Bonds each of the denomination of \$5,000 as is obtained by dividing the actual principal amount of such Bond by \$5,000. In the event that only a portion of the principal sum of a Bond is redeemed, upon surrender of such Bond at the corporate trust office of the Paying Agent there shall be issued to the Registered Owner, without charge therefor, for the then unredeemed balance of the principal sum thereof, at the option of the Registered Owner, a Bond or Bonds of like series, maturity and interest rate in any of the denominations authorized herein.

(B) Notice of Redemption. Notice of any intended redemption of Bonds shall be given not less than 20 nor more than 45 days prior to the date fixed for redemption by first class mail to Registered Owners of the Bonds to be redeemed at their addresses as they appear on the Bond Register on the day the notice is mailed; provided, however, that for so long as the Bonds are registered in the name of Cede & Co. or its registered assigns, all notices shall be given only as provided in the Letter of Representations. The requirements of this section shall be deemed to be met when notice is mailed as herein provided, whether or not it is actually received by the Registered Owners.

All official notices of redemption shall be dated and shall state:

- (1) the redemption date;
- (2) the redemption price;
- (3) if fewer than all outstanding Bonds are to be redeemed, the identification (and, in the case of partial redemption, the respective principal amounts) of the Bonds to be redeemed;
- (4) that on the redemption date the redemption price will become due and payable upon each such Bond or portion thereof called for redemption, and that interest thereon shall cease to accrue from and after such date; and
- (5) the place where such Bonds are to be surrendered for payment of the redemption price, which place of payment shall be the corporate trust office of the Paying Agent.

Official notice of redemption having been given as aforesaid, Bonds or portions of Bonds to be redeemed shall, on the redemption date, become due and payable at the redemption price therein specified, and from and after such date (unless the Borough shall fail to deposit the redemption price) such Bonds or portions of Bonds shall cease to bear interest. Upon surrender of such Bonds for redemption in accordance with such notice, such Bonds shall be paid by the Paying Agent at the redemption price. Each check or other transfer of funds issued to pay the redemption price of Bonds shall bear the CUSIP number identifying, by series, maturity and interest rate, the Bonds being redeemed with the proceeds of such check or other transfer. Installments of interest due on or prior to the redemption date shall be payable as herein provided for payment of interest. Upon surrender of any Bond for partial redemption, there shall be prepared for the Registered Owner a new Bond or Bonds of the same series, maturity and interest rate in the amount of the unpaid principal. All Bonds which have been redeemed shall be canceled and destroyed by the Paying Agent and shall not be reissued.

In addition to the foregoing notice, further notice shall be given by the Paying Agent as set forth below, but no defect in such further notice nor failure to give all or any portion of such further notice shall in any manner defeat the effectiveness of a call for redemption if notice thereof is given as above prescribed. Each further notice of redemption given hereunder shall contain the information required above for an official



notice of redemption plus: (i) the CUSIP numbers of all Bonds being redeemed; (ii) the date of issue of the Bonds as originally issued; (iii) the rate of interest borne by each Bond being redeemed; (iv) the maturity date of each Bond being redeemed; and (v) any other descriptive information needed to identify accurately the Bonds being redeemed. Each further notice of redemption shall be sent electronically at least 20 days before the redemption date to the Municipal Securities Rulemaking Board.

Notwithstanding the foregoing provisions of this subsection (B), in the case of an optional redemption, the notice may state that the Borough retains the right to rescind the redemption notice and the related optional redemption of Bonds by giving a notice of rescission to the affected Registered Owners at any time on or prior to the scheduled optional redemption date. Any notice of optional redemption that is so rescinded shall be of no effect, and the Bonds for which the notice of optional redemption has been rescinded shall remain outstanding.

Section 9. Form of Bond. Each Bond shall be in substantially the following form, with such variations, omissions, and insertions as may be required or permitted by this Ordinance:

NO. \_\_\_\_\_

\$ \_\_\_\_\_

UNITED STATES OF AMERICA

STATE OF ALASKA

MATANUSKA-SUSITNA BOROUGH

GENERAL OBLIGATION PARK AND RECREATION BOND, 2017 SERIES A

INTEREST RATE

MATURITY DATE

CUSIP NO.

Registered Owner: CEDE & CO.

Principal Amount \_\_\_\_\_ DOLLARS

The Matanuska-Susitna Borough (the "Borough"), a municipal corporation of the State of Alaska, hereby acknowledges itself to owe and for value received promises to pay to the Registered Owner set forth above, or registered assigns, on the maturity date set forth above, the principal amount set forth above, and to pay interest on such principal amount from the date hereof until its obligation with respect to the payment of such principal amount shall be discharged, at the interest rate per annum set forth above, payable on the first days of \_\_\_\_\_ and \_\_\_\_\_ in each year beginning \_\_\_\_\_ 20\_\_.

Interest will be computed on the basis of a 360-day year consisting of twelve 30-day months. The principal of and the interest on this Bond shall be payable in lawful money of the United States of America which at the time of payment is legal tender for the payment of public and private debts. Principal shall be paid to the Registered Owner or assigns upon presentation and surrender of this Bond at the corporate trust office of \_\_\_\_\_ (the "Paying Agent"), or its successors. Payment of interest shall be made by check or draft mailed to the Registered Owner as of the 15th day of the month preceding each interest payment date at the address appearing on the Bond Register of the Borough kept at the corporate trust office of the Paying Agent; provided, that interest to be paid to the Registered Owner of Bonds in the aggregate principal amount of \$1,000,000 or more may be made by wire transfer to any location in the United States of America as provided in the hereinafter defined Ordinance; and provided further, that if this Bond is held in

fully immobilized form, payment of interest shall be made by wire transfer.

This Bond is one of the General Obligation Park and Recreation Bonds, 2017 Series A of the Matanuska-Susitna Borough, Alaska, of like tenor and effect except as to interest rate, serial number and maturity, aggregating \$\_\_\_\_\_ in principal amount, and constituting Bonds authorized for the purpose of financing the construction, acquisition, improvement, and equipping of parks and recreation capital facilities and related capital improvements in the Borough, and is issued under Ordinance Serial No. 17-018 of the Borough entitled:

AN ORDINANCE AUTHORIZING THE MATANUSKA-SUSITNA BOROUGH TO ISSUE AREAWIDE GENERAL OBLIGATION BONDS, IN ONE OR MORE SERIES, TO FINANCE THE CONSTRUCTION, ACQUISITION, IMPROVEMENT, AND EQUIPPING OF PARKS AND RECREATIONAL CAPITAL FACILITIES AND RELATED CAPITAL IMPROVEMENTS IN THE MATANUSKA-SUSITNA BOROUGH; FIXING CERTAIN DETAILS OF SUCH BONDS; AND AUTHORIZING THEIR SALE

(the "Ordinance").

The Bonds are subject to redemption prior to their stated maturity dates as provided in the Ordinance.

This Bond is transferable as provided in the Ordinance (i) only upon the Bond Register of the Borough kept for that purpose at the corporate trust office of the Paying Agent and (ii) upon surrender of this Bond together with a written instrument of transfer duly executed by the Registered Owner or the duly authorized attorney of the Registered Owner, and thereupon a new fully registered Bond or Bonds in the same aggregate principal amount, series, maturity and interest rate shall be issued to the transferee in exchange therefor as provided in the Ordinance and upon the payment of charges, if any, as therein prescribed. The Borough and the Paying Agent may treat and consider the person in whose name this Bond is of receiving payment of, or on account of, the principal or redemption price, if any, hereof and interest due hereon and for all other purposes whatsoever.

This Bond is a general obligation of the Matanuska-Susitna Borough, and the full faith and credit of the Borough are pledged for the payment of the principal of and interest on this Bond as the same shall become due.

IT IS HEREBY CERTIFIED AND RECITED that all conditions, acts or things required by the constitution or statutes of the State of Alaska to exist or the ordinances of the Borough, to have happened or to have been performed precedent to or in the issuance of this Bond exist, have happened and have been performed, and that the series of Bonds of which this is one, together with all other indebtedness of the Borough, is within every debt and other limit prescribed by such constitution, statutes or ordinances.

IN WITNESS WHEREOF, THE MATANUSKA-SUSITNA BOROUGH, ALASKA, has caused this Bond to be signed in its name and on its behalf by the manual or facsimile signature of its Mayor and its corporate seal (or a facsimile thereof) to be impressed or otherwise reproduced hereon and attested by the manual or facsimile signature of its Clerk, all as of the \_\_\_\_ day of \_\_\_\_\_, 2017.

\_\_\_\_\_  
/specimen/  
Borough Mayor

ATTEST:

\_\_\_\_\_  
/specimen/  
Borough Clerk

(SEAL)

Section 10. Execution and Authentication.

(A) The Bonds shall be executed in the name of the Borough by the manual or facsimile signature of the Mayor, and its corporate seal (or a facsimile thereof) shall be impressed or otherwise reproduced thereon and attested by the manual or facsimile signature of the Borough Clerk. The execution of a Bond on behalf of the Borough by persons who at the time of the execution are duly authorized to hold the proper offices shall be valid and sufficient for all purposes, although any such person shall have ceased to hold office at the time of



authentication of the Bond or shall not have held office on the date of the Bond.

(B) The Bonds shall bear a certificate of authentication, executed manually by the Paying Agent, in the following form:

PAYING AGENT'S CERTIFICATE  
OF AUTHENTICATION

This Bond is one of the Matanuska-Susitna Borough, Alaska, General Obligation Park and Recreation Bonds, 2017 Series A, described in and issued pursuant to the within mentioned Ordinance.

\_\_\_\_\_ as Paying Agent

By: \_\_\_\_\_  
Authorized Officer

Only Bonds bearing such certificate of authentication, duly executed, shall be entitled to any right or benefit under this Ordinance. No Bond shall be valid or obligatory for any purpose until such certificate of authentication thereon shall have been duly executed by the Paying Agent. Such certificate of authentication upon any Bond executed on behalf of the Borough shall be conclusive evidence that the Bond so authenticated has been duly authenticated and delivered under this Ordinance and that the Registered Owner thereof is entitled to the benefit of this Ordinance.

Section 11. Payment of Principal and Interest. The Bonds shall be payable in lawful money of the United States of America which at the time of payment is legal tender for the payment of public and private debts. For so long as all outstanding Bonds

are held in book-entry form under Section 13, payment of principal thereof and interest thereon shall be made as provided in the Letter of Representations. In the event that the Bonds are no longer held in book-entry form under Section 13, payment of interest on the Bonds shall be made by check or draft mailed by first class mail to the Registered Owner of record as of the 15th day of the month preceding each interest payment date at the address appearing on the Bond Register of the Borough kept at the corporate trust office of the Paying Agent, provided that any owner of Bonds in an aggregate principal amount of \$1,000,000 or more may, at its option, receive interest payments by wire transfer at any location within the United States of America upon notice delivered to the Paying Agent not later than the 15th day of the month preceding any interest payment date; and principal of the Bonds will be payable at the corporate trust office of the Paying Agent upon presentation and surrender of the Bonds representing such principal.

Section 12. Registration. Each of the Borough Manager and the Borough Finance Director is hereby authorized to appoint the Paying Agent for the Bonds. The Paying Agent shall be a bank or trust company duly authorized to exercise corporate trust powers and subject to examination by federal or state authority, and shall have such additional qualifications, if any, as the Borough Manager or Borough Finance Director may consider appropriate. The term "Paying Agent" shall include any successor or successors thereto. The Paying Agent as Bond registrar shall maintain at its corporate trust office a Bond

Register which shall include the names and addresses of the Registered Owners or nominees of the Registered Owners of the Bonds.

Upon presentation for such purpose at such office, the Paying Agent shall, under such reasonable regulations as it may prescribe, register or transfer on the Bond Register any Bonds entitled to registration or transfer. The Borough and the Paying Agent may treat the person in whose name any Bond shall be registered as the absolute owner of such Bond for all purposes, whether or not the Bond shall be overdue, and all payments of principal of and interest on a Bond made to the Registered Owner thereof or upon its order shall be valid and effectual to satisfy and discharge the liability upon such Bond to the extent of the sum or sums so paid, and neither the Borough nor the Paying Agent shall be affected by any notice to the contrary.

Section 13. Securities Depository.

(A) The Bonds shall be registered initially in the name of "Cede & Co.," as nominee of DTC, and shall be issued initially in the form of a single Bond for each maturity and interest rate of each series of the Bonds in the amount of such maturity and interest rate. Registered ownership of the Bonds, or any portions thereof, may not thereafter be transferred except (i) to any successor of DTC or its nominee, provided that any such successor shall be qualified under any applicable laws to provide the service proposed to be provided by it; (ii) to any

substitute depository's successor; or (iii) to any person as provided in subsection (D) below.

(B) Upon the resignation of DTC or its successor (or any substitute depository or its successor) from its functions as depository or a determination by the Borough that it is no longer in the best interest of the Borough to continue the system of book-entry transfers through DTC or its successors (or any substitute depository or its successor), the Borough may appoint a substitute depository. Any such substitute depository shall be qualified under any applicable laws to provide the services proposed to be provided by it.

(C) In the case of any transfer pursuant to clause (i) or (ii) of subsection (A) above, the Paying Agent shall, upon receipt of all outstanding Bonds, together with a written request of the Borough and a supply of new Bonds, authenticate a single new Bond for each maturity and interest rate of each series of the Bonds then outstanding, registered in the name of such successor or such substitute depository, or their nominees, as the case may be, all as specified in such written request.

(D) In the event that DTC or its successor (or substitute depository or its successor) resigns from its functions as depository, and no substitute depository can be obtained, or the Borough determines that it is in the best interest of the Borough or of the Beneficial Owners that Beneficial Owners be able to obtain bond certificates, the ownership of Bonds may then be transferred to any person or entity as provided in this Ordinance and the Bonds shall no longer be held in book-entry



form. The Borough shall deliver a written request to the Paying Agent, together with a supply of definitive Bonds, to issue Bonds as provided in this Ordinance in any authorized denomination. Upon receipt of all then outstanding Bonds by the Paying Agent, together with a written request of the Borough to the Paying Agent, new Bonds shall be issued and authenticated in such denominations and registered in the names of such persons as are requested in such written request.

(E) For so long as the Bonds are held in book-entry form under this section, the Borough and the Paying Agent may treat DTC (or its nominee) as the sole and exclusive Registered Owner of the Bonds registered in its name for the purposes of payment of principal of and interest on the Bonds, giving any notice permitted or required to be given to Registered Owners under this Ordinance, registering the transfer of Bonds, and obtaining any consent or other action to be taken by Registered Owners and for all other purposes whatsoever; and neither the Borough nor the Paying Agent shall be affected by any notice to the contrary. Neither the Borough nor the Paying Agent shall have any responsibility or obligation to any DTC Participant, any person claiming a beneficial ownership interest in the Bonds under or through DTC or any DTC Participant, or any other person not shown on the Bond Register as being a Registered Owner with respect to the accuracy of any records maintained by DTC or any DTC Participant, the payment by DTC or any DTC Participant of any amount in respect of the principal of or interest on the Bonds, any notice which is permitted or required to be given to

Registered Owners under this Ordinance, or any consent given or other action taken by DTC as Registered Owner. The Paying Agent shall pay from money available hereunder all principal of and interest on the Bonds only to or upon the order of DTC, and all such payments shall be valid and effective to fully satisfy and discharge the Borough's obligations with respect to the principal of and interest on the Bonds to the extent of the sum or sums so paid.

Section 14. Transfer and Exchange. Bonds shall be transferred only upon the Bond Register. Upon surrender for transfer or exchange of any Bond, with a written instrument of transfer or authorization for exchange in form and with guaranty of signature satisfactory to the Paying Agent, duly executed by the duly authorized attorney of the Registered Owner, the Borough shall execute and the Paying Agent shall authenticate and deliver an equal aggregate principal amount of Bonds of the same series, maturity and interest rate of any authorized denominations, subject to such reasonable regulations as the Paying Agent may prescribe and upon payment sufficient to reimburse the Borough or the Paying Agent for any tax, fee, or other governmental charge required to be paid in connection with such transfer or exchange. All Bonds surrendered for transfer or exchange shall be cancelled by the Paying Agent.

Section 15. Mutilated, Destroyed, Stolen or Lost Bonds. Upon surrender to the Paying Agent of a mutilated Bond, the Borough shall execute and the Paying Agent shall authenticate and deliver a new Bond of like series, maturity, interest rate

and principal amount. Upon filing with the Paying Agent of evidence satisfactory to the Borough and the Paying Agent that a Bond has been destroyed, stolen or lost and of the ownership thereof, and upon furnishing the Borough and the Paying Agent with indemnity satisfactory to them, the Borough shall execute and the Paying Agent shall authenticate and deliver a new Bond of like series, maturity, interest rate and principal amount. The person requesting the authentication and delivery of a new Bond under this section shall comply with such other reasonable regulations as the Borough and the Paying Agent may prescribe and pay such expenses as the Borough and the Paying Agent may incur in connection therewith.

Section 16. Disposition of the Sale Proceeds of the Bonds.

(A) The sale proceeds of the Bonds representing accrued interest, if any, on the Bonds shall be applied to pay interest due on the Bonds on the first interest payment date for the Bonds. The sale proceeds of the Bonds allocated to pay issuance costs of the Bonds shall be deposited in the appropriate funds or accounts of the Borough for such purposes.

(B) The remaining sale proceeds of the Bonds shall be applied to pay Costs of the Projects and shall be deposited in the appropriate funds or accounts of the Borough for such purposes.

Section 17. Tax Covenants. The Borough covenants to comply with any and all applicable requirements set forth in the Code in effect from time to time to the extent that such compliance shall be necessary to maintain the exclusion of the interest on

the Bonds from gross income for federal income tax purposes. The Borough covenants that it will make no use of the proceeds of the Bonds that will cause the Bonds to be "arbitrage bonds" interest on which is subject to federal income taxation by reason of Section 148 of the Code. The Borough covenants that it will not take or permit any action that would cause the Bonds to be "private activity bonds" as defined in Section 141 of the Code.

Section 18. Amendatory and Supplemental Ordinances.

(A) The Assembly from time to time and at any time may adopt an ordinance or ordinances supplemental hereto, which ordinance or ordinances thereafter shall become a part of this Ordinance, for any one or more of the following purposes:

(1) To add to the covenants and agreements of the Borough in this Ordinance other covenants and agreements thereafter to be observed, or to surrender any right or power herein reserved to or conferred upon the Borough.

(2) To make such provisions for the purpose of curing any ambiguities or of curing, correcting or supplementing any defective provision contained in this Ordinance or in regard to matters or questions arising under this Ordinance as the Assembly may deem necessary or desirable and not inconsistent with this Ordinance and which shall not materially adversely affect the interests of the Registered Owners of the Bonds.

Any such supplemental ordinance may be adopted without the consent of the Registered Owner of any of the Bonds at any time



outstanding, notwithstanding any of the provisions of subsection (B) of this section.

(B) With the consent of the Registered Owners of not less than a majority of the aggregate principal amount of the Bonds at the time outstanding, the Assembly may adopt an ordinance or ordinances supplemental hereto for the purpose of adding any provisions to or changing in any manner or eliminating any of the provisions of this Ordinance or of any supplemental ordinance; provided, however, that no such supplemental ordinance shall:

(1) extend the fixed maturity of any of the Bonds, or reduce the rate of interest thereon, or reduce the amount or change the date of any sinking fund installment, or extend the time of payments of interest from their due date, or reduce the amount of the principal thereof, or reduce any premium payable on the redemption thereof, without the consent of the Registered Owners of each Bond so affected; or

(2) reduce the aforesaid number of Registered Owners of Bonds required to approve any such supplemental ordinance without the consent of the Registered Owners of all of the Bonds then outstanding.

It shall not be necessary for the consent of the Registered Owners of the Bonds under this subsection to approve the particular form of any proposed supplemental ordinance, but it shall be sufficient if such consent approves the substance thereof.

(C) Upon the adoption of any supplemental ordinance under this section, this Ordinance shall be deemed to be modified and amended in accordance therewith, and the respective rights, duties, and obligations under this Ordinance of the Borough and all Registered Owners of outstanding Bonds shall thereafter be subject in all respects to such modification and amendment, and all the terms and conditions of the supplemental ordinance shall be deemed to be part of the terms and conditions of this Ordinance for any and all purposes.

(D) Bonds executed and delivered after the execution of any supplemental ordinance adopted under this section may bear a notation as to any matter provided for in such supplemental ordinance, and if such supplemental ordinance shall so provide, new Bonds modified so as to conform, in the opinion of the Borough, to any modification of this Ordinance contained in any such supplemental ordinance may be prepared by the Borough and delivered without cost to the Registered Owners of the Bonds then outstanding, upon surrender for cancellation of such Bonds in equal aggregate principal amounts.

Section 19. Defeasance. In the event money and/or Government Obligations maturing at such times and bearing interest to be earned thereon in amounts sufficient to redeem and retire any or all of the Bonds in accordance with their terms are set aside in a special trust account to effect such redemption or retirement and such money and the principal of and interest on such obligations are irrevocably set aside and pledged for such purpose, then no further payments need be made

to pay or secure the payment of the principal of and interest on such Bonds and such Bonds shall be deemed not to be outstanding.

Section 20. Sale of Bonds. The Bonds shall be sold at negotiated sale to the Underwriter. The Borough's financial advisor has advised the Assembly that bond market conditions are fluctuating and that the most favorable market conditions for the sale of the Bonds may not occur on the date of a regular Assembly meeting. The Assembly has determined that it would be inconvenient to hold a special meeting on short notice to approve the manner and terms of the sale of the Bonds. Therefore, the Assembly hereby determines that it is in the best interest of the Borough to delegate the authority to approve the manner and terms of the sale of the Bonds as provided herein. Each of the Borough Manager and the Borough Finance Director is hereby authorized to determine the identity of the Underwriter, the principal amount per maturity, sinking fund installments, if any, interest rates, yields, dated date, principal and interest payment dates, redemption terms, if any, for the Bonds, and other details of the Bonds; provided, that the true interest cost of the Bonds does not exceed 5.5 percent per annum. In determining the identity of the Underwriter, principal amount per maturity, sinking fund installments, if any, interest rates, yields, and redemption terms, if any, for the Bonds, and other details of the Bonds, the Borough Manager or Borough Finance Director shall, in consultation with the Borough's financial advisor, take into account those factors which, in his or her judgment, will result in the lowest true interest cost on the

Bonds, including current financial market conditions and current interest rates for obligations comparable in tenor and quality to the Bonds. The Borough Manager and Borough Finance Director each is further authorized to determine, in consultation with the Borough's financial advisor and the Underwriter, whether there shall be bond insurance for the Bonds, and to enter into one or more agreements for bond insurance; provided, that bond insurance shall be obtained only if the present value of the bond insurance premium will be less than the present value of the expected interest savings on such Bonds as a result of the bond insurance. The agreement for bond insurance may contain such provisions relating to the rights of the Bond Insurer supplementary to and amendatory of the provisions of Sections 18 and 19 as the Borough Manager or Borough Finance Director may approve. Based upon the foregoing determinations, the Borough Manager and the Borough Finance Director each is authorized to execute a purchase contract for the Bonds with the Underwriter, in substantially the form presented at the meeting at which this Ordinance is adopted. The authority granted to the Borough Manager and Borough Finance Director by this section shall expire 270 days after the effective date of this Ordinance. If the Borough Manager or Borough Finance Director has not executed a purchase contract with the Underwriter within 270 days after the effective date of this Ordinance, no purchase contract for the Bonds may be executed on behalf of the Borough without further authorization from the Assembly.



Section 21. Official Statement. The distribution of the preliminary Official Statement for the Bonds in substantially the form presented at the meeting at which this Ordinance is adopted is approved. The preliminary Official Statement may be modified as the Borough Manager or Borough Finance Director may determine. The Borough Manager and Borough Finance Director each is hereby authorized to deem the preliminary Official Statement final for purposes of paragraph (b)(1) of Securities and Exchange Commission Rule 15c2-12, and to execute and approve for distribution by the Underwriter the final Official Statement for the Bonds.

Section 22. Authority of Officers. The Mayor, the Borough Manager, the Borough Finance Director, the Borough Clerk, the Borough Attorney, and each of them, hereby is authorized and directed to do and perform all things and determine all matters not determined by this Ordinance, to the end that the Borough may carry out its obligations under the Bonds and this Ordinance.

Section 23. Prohibited Sale of Bonds. No person, firm, or corporation, or any agent or employee thereof, acting as financial consultant to the Borough under an agreement for payment in connection with the sale of the Bonds, is eligible to purchase the Bonds as a member of the original underwriting syndicate either at public or private sale.

Section 24. Miscellaneous.

(A) All payments made by the Borough of, or on account of, the principal of or interest on the Bonds shall be made on the

several Bonds ratably and in proportion to the amount due thereon, respectively, for principal or interest as the case may be.

(B) No recourse shall be had for the payment of the principal of or the interest on the Bonds or for any claim based thereon or on this Ordinance against any member of the Assembly or officer of the Borough or any person executing the Bonds. The Bonds are not and shall not be in any way a debt or liability of the State of Alaska or of any political subdivision thereof, except the Borough, and do not and shall not create or constitute an indebtedness or obligation, either legal, moral or otherwise, of the State of Alaska or of any political subdivision thereof, except the Borough.

Section 25. Continuing Disclosure. The Borough hereby covenants and agrees that it will comply with and carry out all of the provisions of the Continuing Disclosure Certificate in substantially the form presented at the meeting at which this Ordinance is adopted.

Notwithstanding any other provision of this Ordinance, failure of the Borough to comply with the Continuing Disclosure Certificate shall not be considered a default of the Borough's obligations under this Ordinance or the Bonds; however, the Registered Owner or Beneficial Owner of any Bond may bring an action for specific performance to cause the Borough to comply with its obligations under this section.

Section 26. Severability. If any one or more of the provisions of this Ordinance shall be declared by any court of

competent jurisdiction to be contrary to law, then such provision shall be null and void and shall be deemed separable from the remaining provisions of this Ordinance and shall in no way affect the validity of the other provisions of this Ordinance or of the Bonds.

Section 27. Effective Date. This Ordinance shall take effect upon adoption by the Matanuska-Susitna Borough Assembly.

ADOPTED by the Matanuska-Susitna Borough Assembly this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

\_\_\_\_\_  
Vern Halter, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. MCKECHNIE, CMC, Borough Clerk

(SEAL)

**SUBJECT:** AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030 (B)(5) UPDATING THE CITY OF HOUSTON COMPREHENSIVE PLAN.

**AGENDA OF:**

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Introduce and set for public hearing.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** \_\_\_\_\_

Route To:	Department/Individual	Initials	Remarks
X	Originator - Sara Jansen	<i>SJ</i>	
X	Planning and Land Use Director	<i>EP</i>	
	Finance Director		
X	Borough Attorney	<i>AS</i>	Legal Review Pending
X	Borough Clerk	<i>[Signature]</i>	1/30/17 <i>[Signature]</i>

**ATTACHMENT (S) :** Fiscal Note: YES \_\_\_ NO X  
 Ordinance Serial No. 17-019 (2 pp)  
 MSB Planning Commission Resolution 16-40 (2 pp)  
 City of Houston Staff Report to MSB Planning Commission (3 pp)  
 2016 City of Houston Comprehensive Plan (~~385~~pp)

**SUMMARY STATEMENT:** Over the past two years, the City of Houston has worked with R & M Consultants, Inc. to revise the 1999 City of Houston Comprehensive Plan. Numerous public workshops and meetings were held to obtain input from the residents, Community Impact Assessment and Comprehensive Plan Update Steering Committee ("Committee"), Planning Commission, City Staff, and other interested parties. The final draft of the proposed 2016 City of Houston Comprehensive Plan ("Plan") was reviewed by the MSB Planning Commission which held a public hearing and recommended approval of the plan and its adoption as an element of the MSB's Comprehensive Plan.



The City of Houston's five-member Steering Committee for the CIA and Comprehensive Plan Revision met seventeen times over the course of two years during plan development. As part of the Comprehensive Plan update and CIA, a community-wide survey was conducted in November 2014 to identify the community's future needs as well as evaluate the community's opinion on a range of City priorities to help inform the goals and policies of the Plan. Community wide public meetings and workshops provided a hands-on approach at the start of the project to identify and develop the future vision for the City of Houston.

This Plan includes goals, objectives, strategies and actions for:

- Growth and Economic Development
- Land Use for Town Center, Residential and Commercial Development
- Parks and Recreational Opportunities
- Environmental Quality
- Community Facilities
- Transportation Facilities and Infrastructure
- Plan Implementation

The Plan provides a cohesive vision for decisions specific to the City, based on its unique challenges and opportunities. The Plan will serve as a road map to meet future growth needs. It will also serve as the legal foundation for the City's Land Development Code. The Plan will help justify investments in capital improvements, involve residents with future planning efforts, and be useful in securing grant funding and partnerships.

RECOMMENDATION: Staff respectively recommends adoption of the 2016 City of Houston Comprehensive Plan.

By: Houston City  
Council  
Introduced: October 17, 2016  
Public Hearing: November 7, 2016  
Action: Approved

**MATANUSKA-SUSITNA BOROUGH  
PLANNING COMMISSION RESOLUTION NO. 16-40**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING ASSEMBLY APPROVAL OF THE CITY OF HOUSTON COMPREHENSIVE PLAN UPDATE.

---

WHEREAS, the City of Houston received State of Alaska Grant #14-DC-057 in the amount of \$350,000 to perform a Community Impact Assessment and Comprehensive Plan Update; and

WHEREAS, in 2013, the City created a Community Impact Assessment and Comprehensive Plan Update Steering Committee to work closely with the consultant, City staff, City Planning Commission, and City Council through the public process; and

WHEREAS, in 2013, the City hired qualified planning consultants through the bidding process to assist the Committee and staff in the process of revising the Comprehensive Plan through a number of public meetings, open houses, and workshops; and

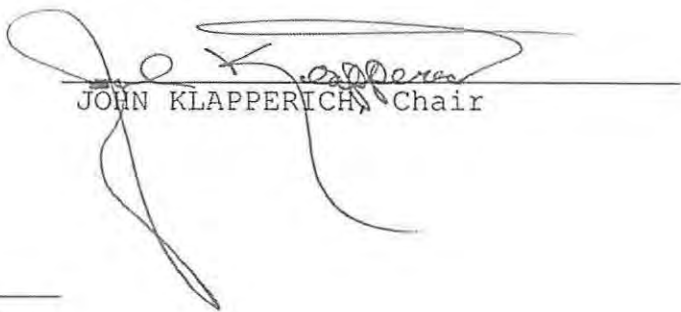
WHEREAS, the 2016 City of Houston's Comprehensive Plan is based on community and stakeholder input and has been supported by the City and Committee as a balanced approach to the community's future; and

WHEREAS, the Houston Planning and Zoning Commission reviewed the 2016 plan, held a Public hearing and forwarded recommendations on the plan to the City Council (Resolution 16-PC-07); and

WHEREAS, the Houston City Council held a public hearing on September 8, 2016, and adopted Ordinance 16-22, adopting the plan.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommend Assembly adoption of the City of Houston Comprehensive Plan.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this 7<sup>th</sup> day of November, 2016.

  
\_\_\_\_\_  
JOHN KLAPPERICH, Chair

ATTEST

  
\_\_\_\_\_  
MARY BRODIGAN, Planning Clerk  
(SEAL)

PASSED UNANIMOUSLY: Klapperich, Anderson, Healy, Vague, Kendig, Adams, and Rauchenstein

IM17-030  
OR17-019





CITY OF HOUSTON  
STAFF REPORT

---

DATE: Agenda of October 17, 2016

TO: Matanuska-Susitna Borough Planning Commission

THROUGH: Houston City Council

SUBJECT: **Ordinance 16-22:** An Ordinance of the Houston City Council repealing the 1999 City of Houston Comprehensive Plan as amended in 2003, and adopting the 2016 City of Houston Comprehensive Plan.

**Attachments:**

Ordinance 16-22  
Public Notices

---

**Summary statement:**

Over the past two years, the City of Houston has worked with R & M Consultants, Inc. to revise the 1999 City of Houston Comprehensive Plan. Numerous public workshops and meetings were held to obtain input from the residents, Community Impact Assessment and Comprehensive Plan Update Steering Committee ("Committee"), Planning Commission, City Staff, and other interested parties. The final draft of the proposed 2016 City of Houston Comprehensive Plan ("Plan") is attached for the Matanuska-Susitna Borough's Planning Commission review and recommendation for adoption as an element of the MSB's Comprehensive Plan.

This Plan is a compilation of the input received from the public including residents and businesses, agencies, Committee, and Planning Commission including the following:

**Steering Committee Meetings**

The City of Houston's five member Steering Committee for the CIA and Comprehensive Plan Revision met seventeen times over the course of two years during plan development. All meetings were open to the public and posted to the City of Houston's website, where the agendas were posted at least one week prior to the meeting.



### **City of Houston Household Opinion Survey**

As part of the Comprehensive Plan update and CIA, a community-wide survey was conducted in November 2014 to identify the community's future needs as well as evaluate the community's opinion on a range of City priorities to help inform the goals and policies of the Plan. The community survey was mailed to 1651 households (including renters and home owners) and seasonal or part-time residents. A follow up mailing was sent to the 1259 non-respondents of the first survey mailing in December 2014 to encourage participation.

### **Public Meetings**

In addition to the Steering Committee's regular monthly meetings, community-wide public meetings and workshops provided a hands-on approach at the start of the project to identify and develop the future vision for the City of Houston. Substantial input from residents, business owners, property owners, and agency stakeholders such as the Alaska Department of Transportation and Public Facilities (DOT&PF) on September 18, 2014 helped inform the Vision, Goals, Objectives and Implementation Strategies of the Draft Comprehensive Plan. The project coordinated with City of Houston's annual Founders Day to provide a staffed Informational Booth on August 16, 2014 to notify residents in person about the CIA and Comprehensive Plan's kickoff to over 4000 attendees to the event. Subsequent public meetings coincided with major project milestones including Public Meeting 2 for the Community Impact Assessment on June 4, 2015. Public Meeting 3 provided the community an opportunity to review the Draft Comprehensive Plan and ask the project team questions on May 5, 2016.

### **City of Houston Planning Commission & City Council**

Throughout the project, Steering Committee members and consultant staff presented periodic updates to the Planning Commission and City Council. After the Comprehensive Plan was drafted for a Public Hearing, two Planning and Zoning Commission meetings were held including the Draft Comprehensive Plan Introduction on June 30, 2016 and the Public Hearing on July 28, 2016. After the Planning and Zoning Commission recommended approval to City Council, an Introduction of the Draft Plan was held on August 11, 2016. The City Council held a public hearing on the Draft Comprehensive Plan on September 8, 2016.

A detailed list of the public notices and public outreach is an attachment to this Staff Report. The public involvement summaries and public materials can be found in the Comprehensive Plan's Appendix B.

This Plan includes goals, objectives, strategies and actions for:

- Growth and Economic Development;
- Land Use for Town Center, Residential and Commercial Development;
- Parks and Recreational Opportunities;
- Environmental Quality;
- Community Facilities;

- Transportation Facilities and Infrastructure; and
- Plan Implementation.

The Plan provides a cohesive vision for decisions specific to the City, based on its unique challenges and opportunities. The Plan will serve as a road map to meet future growth needs. It will also serve as the legal foundation for the City's Land Development Code. The Plan will help justify investments in capital improvements, involve residents with future planning efforts, and be useful in securing grant funding and partnerships.

**Administrative recommendation:** Approval and recommendation of City of Houston Comprehensive Plan for adoption by the Mat-Su Borough Assembly.



# CITY OF HOUSTON COMPREHENSIVE PLAN



# CITY OF HOUSTON COMPREHENSIVE PLAN



ADOPTED SEPTEMBER 8, 2016  
HOUSTON CITY COUNCIL ORDINANCE 16-22

CITY OF HOUSTON  
VIRGIE THOMPSON, MAYOR



PREPARED BY:  
R&M CONSULTANTS, INC.  
VAN LE, AICP, PROJECT MANAGER



# CITY OF HOUSTON COMPREHENSIVE PLAN REVISION

## MAYOR'S MESSAGE

---



Dear Citizens of Houston,

It is with great pride that I, along with the City Council and the Planning Commission, present the City of Houston this Comprehensive Plan.

The Comprehensive Plan highlights our resources and development opportunities, which include jobs, economic vitality and revitalization, educational opportunities, safety, security and preservation of Houston's unique character.

The Comprehensive Plan is a living and breathing document which represents the future for Houston. Through its goals, objectives and policies, the plan will serve as our roadmap for the future. The Comprehensive Plan recommends specific actions and projects: but, more importantly, it gives the community a standard measuring tool to help evaluate proposals and plans for development.

Having an updated comprehensive plan is critical to Houston's future success. On behalf of the City Council, I wish to extend our thanks to R&M Consultants, Inc., specifically the project manager Van Le, the Comprehensive Plan Steering Committee, the Planning Commission, staff and the citizens that participated in preparing this plan.

Sincerely,

Virgie Thompson  
Mayor

# ACKNOWLEDGEMENTS

---

## STEERING COMMITTEE

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Lance Wilson  
Ron Jones  
Gina Jorgensen  
Christopher Johnson

## CITY OF HOUSTON STAFF

Rebecca Rein  
Sonya Dukes  
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James Smith, PE  
Traffic Engineer

**PHOTO CREDITS:** City of Houston, Christian Hartley, Virgie Thompson, Lance Wilson, Patricia Jones, Ron Jones, Rebecca Rein, R&M Consultants, Inc., Kinney Engineering, ARRC.

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# 7

CITY OF  
HOUSTON  
Comprehensive Plan





# CHAPTER 1: INTRODUCTION

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Houston, Alaska is a growing rural residential community that has developed around the Parks Highway, a National Highway Systems Highway bisecting the community. A rural town setting within 15 minutes of urban amenities, Houston is at a crossroads for change and growth.

## NEED AND PURPOSE FOR REVISED PLAN

In 2016, the City of Houston's Comprehensive Plan underwent a revision. Originally written in 1999 by the Matanuska- Susitna Borough and amended in 2003, the City of Houston now assumed the responsibility of revising its Comprehensive Plan. Comprehensive Plans are used as a tool to guide future growth, development, and change within a community. Emphasized by the experiences in other Matanuska-Susitna Borough communities, unplanned development creates numerous economic, social, and governmental problems. The City of Houston recognizes that these problems are largely preventable with proper planning and clear implementation strategies.

Population growth, with its increased demand for services, as well as major transportation infrastructure projects underway within or adjacent to the City of Houston, have prompted the city to determine and thus capitalize on future opportunities. Such possibilities will arise from changes in the community's infrastructure, economy and development. Since the adoption of the amended 2003 Plan, multiple new sets of census data have become available and a Community Impact Assessment is underway simultaneously with this effort. In addition, information on transportation infrastructure initiatives by the Alaska

Department of Transportation & Public Facilities and Alaska Rail Road anticipated in the Houston area in the near future has become available. With significant development changes affecting the community's qualities of life anticipated, it has become crucial that the City of Houston revise the 2003 Comprehensive Plan.

The Comprehensive Plan Revision seeks to describe the community's vision as it responds to future growth and development changes. It provides direction for development decisions and future growth in Houston. The Plan Revision validates the community's core values. They include accommodating orderly growth; the need for enhanced education, health, and governmental services; promoting local employment and economic opportunity; and maintaining a high quality semi-rural residential environment.



## PLANNING CONTEXT

### RELATIONSHIP TO OTHER PLANS, MSB, ZONING REGULATIONS

Alaska Statute 29.40.020. requires the submission of a comprehensive plan for the systematic and organized development of first and second class boroughs or cities. Alaska Statute 29.40.030 outlines the requirements of a comprehensive plan.

Although the City of Houston is its own jurisdiction, this comprehensive plan is part of the overall Matanuska Susitna Borough Comprehensive Plan.





Cities in the Borough are responsible for the creation and updating of their individual comprehensive plans. The City of Houston's Land Use Regulations, Title 10 of the Municipal Code, is designed "to regulate the use of land and improvements, in accordance with the City of Houston Comprehensive Plan." The Comprehensive Plan provides guidelines for land use regulations and development in compliance with community defined goals. Together, the Land Use Regulations and the Comprehensive Plan provide the basis for consistent development and provide a tool to adhere to the community's vision of what Houston should be like 20 years forward. If subarea plans are developed and adopted in the future by the City of Houston, those subarea plans become part of this Comprehensive Plan.

### WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan reflects a community's goals, objectives and policies for governing future land uses and its desired future. Comprehensive Plans provide the best prediction, based on existing conditions, of the future growth and development of a community through implementation of adopted policies and strategic actions. Comprehensive Plans typically plan for a 20-year future with provisions

to check in and revise plans if new information arises, such as updated population and Census data. This Comprehensive Plan validates the community's core values, needs, and desires while providing a framework for development in the City of Houston through the year 2035.

### HOW WILL THIS PLAN BE USED?

The Comprehensive Plan serves as a guiding document for policy makers, the city council, state, federal, and local agencies, and the general public in evaluating if regulatory actions, public investments, and land use changes meet the Plan's goals and objectives. As a guidance document, this Comprehensive Plan does not make decisions about individual properties or specific facilities and thus does not limit future decisions by making an overly detailed future vision.

### HOW WILL THIS PLAN BE IMPLEMENTED?

The Comprehensive Plan will be implemented through the policies and action strategies identified in Chapter 7 of the plan.

### PLAN DEVELOPMENT PROCESS

The Comprehensive Plan Update occurred over a two year period and included multiple public involvement opportunities, technical studies, and continuous support from the Steering Committee. The process included:

- Existing Conditions Inventory and Report
- 2003 Comprehensive Plan Reevaluation
- Public Outreach: Futures Workshop  
Community Household Survey
- Economic Analysis
- Community Impact Assessment
- Public Outreach: Community Impact Assessment Open House
- Land Use Assessment
- Draft Land Use and Transportation Plan
- Draft Comprehensive Plan
- Public Outreach: Comprehensive Plan Review Open House
- Final Comprehensive Plan Revision.





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CITY OF  
HOUSTON  
Comprehensive Plan





## CHAPTER 2: COMMUNITY OVERVIEW

---







This chapter summarizes the physical environment within the City of Houston, including historical development, existing land use characteristics, public facilities, and transportation system.

## LOCATION

---

The City of Houston, Alaska is located in the Matanuska- Susitna Borough, approximately 57 road miles from Anchorage, Alaska's largest employment and population center. Located 7.5 miles northwest of Wasilla and adjacent to Big Lake, Houston is along the western edge of the most populous portion of the Matanuska- Susitna Borough. Houston's city limits encompass about 25.3 square miles, ranging from Mile 61 of the Parks Highway at the northern boundary to Mile 52 at the southern boundary. The center of the community lies near the junction of the Little Susitna River and Mile 57.2 of the Parks Highway. The commercial and residential development along the first mile of Big Lake Road lies within the Houston city limits.

The Alaska Railroad traverses the Parks Highway within the city limits. The Port MacKenzie Rail Extension runs from its junction with the main line south of the Little Susitna River in Houston and continues 32 miles southwest to the port at Point MacKenzie. Full air service

is available at Anchorage International Airport. Other local air service is available at small Mat-Su airports and a local seaplane base on Morvro Lake. See Figure 1. Project Area.

conditions in 1987, 1999, and the most recent amendment in 2003. In keeping with the community's commitment to prepare for changing opportunities in the community's infrastructure, economy, population, and development, the City of Houston initiated this revision in 2014.

## HISTORY, DEVELOPMENT PATTERNS, TIMELINE

---

Houston, Alaska was first listed on a 1917 blueprint Alaska railroad map as "Houston Siding," named after Tennessee Congressman William Cannon Houston. The city's origins began with natural resource development and the Herning Trail. Now called the Willow Creek Sled Trail, it was first used to freight supplies to the Willow Creek Mining District, according to the State of Alaska's Community and Regional Affairs database. Several coal mines developed in the area in 1917-1918 and a railroad spur was built that supplied coal to Anchorage and the LaTouche Mining Company in Prince William Sound. The coal from Houston was heavily mined through World War II, after which mine operations shut down. In 1953-1954 gravel roads and power lines were extended west of Wasilla and Houston quickly settled. Houston incorporated as a third-class city in 1966 and was reclassified in 1973 to a second-class city. The City of Houston has historically grown and continues to be a residential community with a few commercial developments adjacent to the Parks Highway.

In June of 1982, the Matanuska-Susitna Borough Assembly, on behalf of the City of Houston, officially adopted the city's first Comprehensive Development Plan. The city updated and revised the comprehensive plan to reflect more accurately changing economic





# 15

CITY OF  
HOUSTON  
Comprehensive Plan

## PHYSICAL SETTING

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Houston's pastoral setting is against the backdrop of the Talkeetna Mountains with the Little Susitna River running east-west through the city boundaries. Lakes are scattered throughout the city, attracting many residents and non-residential recreational users.

## SOILS

---

Soils in Houston generally range from well-drained, well-sorted gravel to hydric wetland soils. A number of small lakes dot the central and southern portions of the community limits and are bordered by glacial moraines consisting of non-sorted glacial till. Soils located south of the Little Susitna River and east of the Parks Highway are generally well drained sand and gravels of pitted outwash and till material. Larger intermittent areas of poorly drained soils and peat bogs occur to the west of the Parks Highway.

The northern topography is characterized by rolling hills and perched silty areas. These soils are fine grained and poorly draining. Development within the area is sparse with only a few gravel pits cut into glacial moraine and esker/kame complexes.

Soils in the central portion of Houston are suitable for cultivated crops and agricultural development. Portions of these areas are presently zoned for low density residential and agricultural use.

## WATERBODIES

---

Approximately 864 acres, or 5%, of Houston consists of surface waters. The most notable is the Little Susitna River which crosses the Parks Highway in the middle of the community. This river originates in the Talkeetna Mountains in Hatcher Pass and flows southwest ultimately into Cook Inlet. The Little Susitna River, Coho Creek, and a number of contributing unnamed streams are listed in the Anadromous (salmon producing) Waters Catalog.

Several popular lakes exist within the City limits including Zero Lake, Bear Paw Lake, Prator Lake, Frog Lake, Cheri Lake, Loon Lake and Morvro Lake. Bear Paw, Prator, Morvro, and Loon Lakes are stocked annually with various fish species. There are no designated "Impaired Waterbodies" within the city of Houston.

## WETLANDS

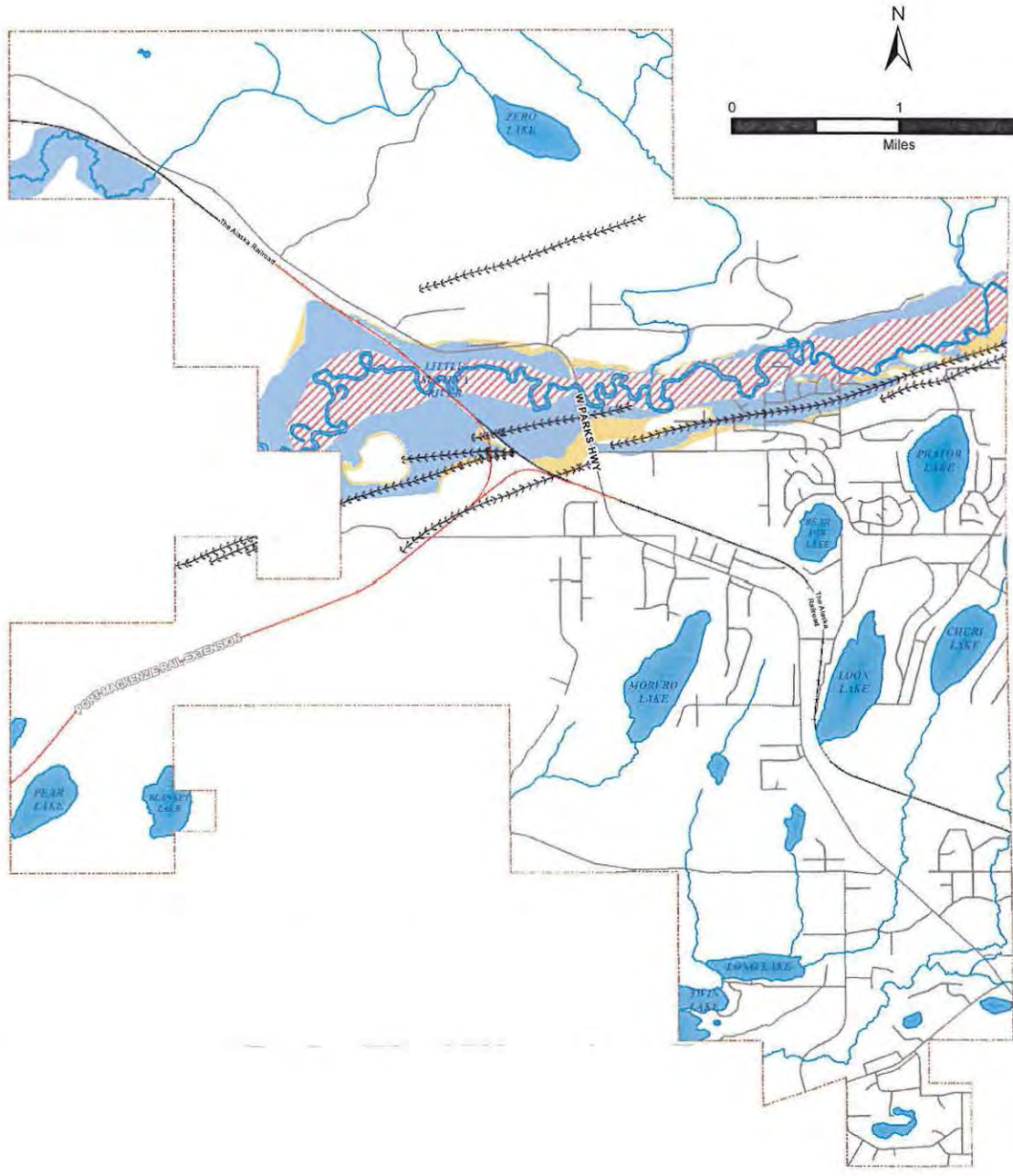
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A number of riverine, lacustrine, and palustrine wetlands are present within Houston. Most wetlands are riparian buffers along the Little Susitna River, Coho Creek, and surrounding ponds. Several other wetlands are present in low lying areas between Zero Lake and the Little Susitna River.

## FLOODPLAINS

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The Federal Emergency Management Agency (FEMA) completed a Flood Insurance Study and remapped the Special Flood Hazard Areas for the Mat-Su Borough. The Borough adopted the new floodplain mapped in 2011 which shows the floodplain surrounding the Little Susitna River; see Figure 2 Flood Zones. A floodplain development permit from the Borough is required prior to building or development within a federally designated flood hazard area.



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**LEGEND**

- Flood Hazard Areas**
- Floodway
  - 1% Annual Chance of Flooding
  - 0.2% Annual Chance of Flood hazard
  - Area of Minimal or Undetermined Flood Hazard
  - Castle Mountain Fault (Susitna Section)

CITY OF HOUSTON  
COMMUNITY IMPACT ASSESSMENT  
AND  
COMPREHENSIVE PLAN REVISION  
  
FLOOD ZONES AND FAULTS MAP  
JUNE 2016 FIGURE 2



## LAND USE

Approximately 16,210 acres of land are within the City of Houston. The City has eleven distinct zoning districts that implement the policies of the Comprehensive Plan. The zoning districts are a part of Houston's Municipal Land Use Regulations. The table to the right summarizes the current zoning district area by type. See Figure 3 Existing Zoning.

Of the approximately 16,210 acres within the City of Houston, almost 80% or 12,961 acres of that total land is undeveloped. Approximately 15% of the total land in Houston is currently being used for residential purposes. The following table summarizes the area of existing land uses by type and Figure 4 Existing Land Use shows currently land use in Houston.

There are approximately 7,570 acres of land zoned for residential uses within the City of Houston. Currently, 15% of that zoned land is being used for residential purposes. The following table summarizes the vacant residentially zoned land by residential zoning district.

The few existing commercial land uses are mostly concentrated to the city's southern border where the Parks Highway and Big Lake Road intersect, which is congruent with existing zoning. Commercial development in this location reflects the greater area trend of development along the Parks Highway and the expansion north from Anchorage and Wasilla, which is anticipated to continue.

The Alaska Railroad extension from Port MacKenzie to the mainline through Houston has increased the amount of land used for transportation purposes and provides an opportunity for more transportation support uses to emerge in the future. This would be a new trend in Houston's land use which remains dominantly residential.

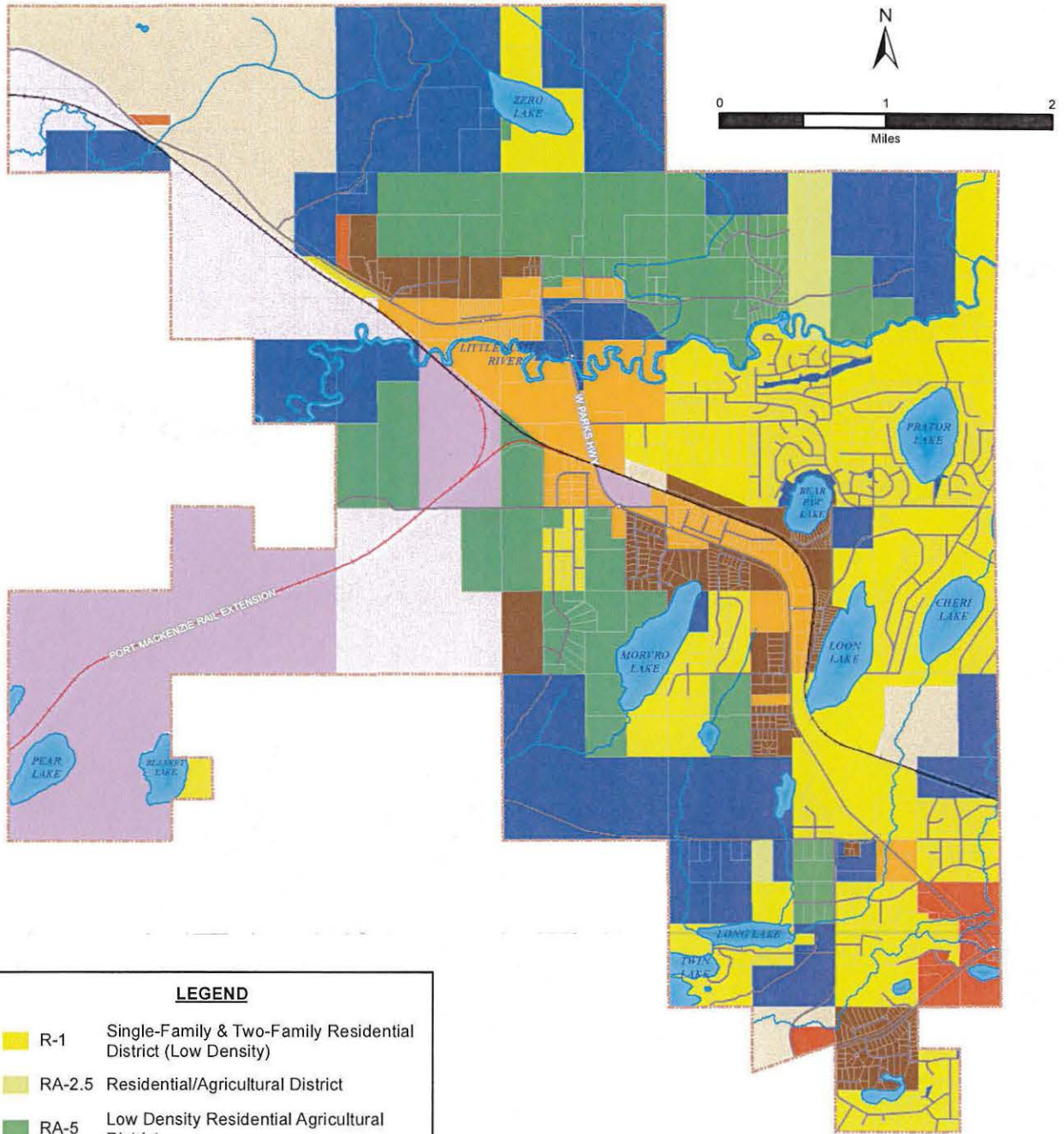
Zoning District	Approx. Area (acres)	Percent of Total Land
PLI – Public Lands and Institutions	3450	21.28%
R-1 - Single-family and Two-family Residential	3940	24.30%
MFR – Multifamily Residential	960	5.92%
RA 2.5 – Residential / Agriculture	190	1.17%
RA 5 – Low-Density Residential Agriculture	2480	15.30%
NC – Neighborhood Commercial District	0	0%
C – Commercial District	210	1.30%
LI – Light Industrial	1290	7.96%
HI – Heavy Industrial	1460	9.01%
H – Holding District	1270	7.83%
PH – Parks Highway District	960	5.92%

Source: City of Houston Zoning Map, November 2015

Zoning	Vacant (Acres)	Land Use	Area (acres)	% of Total
R-1	2582	Churches	2	0.01%
RA-2.5	55	Commercial – Heavy	12	0.07%
RA-5	1690	Commercial – Light	32	0.20%
MFR	416	Communications	10	0.06%
Total	4327	Duplex – Two-Family	11	0.07%
		Education – Public	241	1.49%
		Mobile Home	97	0.60%
		Mobile Home Parks	1	0.01%
		Multi Family	12	0.07%
		Public Use	18	0.11%
		Public Safety	93	0.57%
		Recreation	3	0.02%
		Residential	2435	15.02%
		Residential Garage	261	1.61%
		Residential W/ Commercial Use	10	0.06%
		Transient Lodging	11	0.07%
		Vacant	12961	79.96%
		Total	16,210	100%

Source: City of Houston Zoning Map, November 2015

Source: City of Houston Land Use Map, per Mat-Su Borough Assessment Office



**LEGEND**

<span style="color: yellow;">■</span>	R-1	Single-Family & Two-Family Residential District (Low Density)
<span style="color: lightgreen;">■</span>	RA-2.5	Residential/Agricultural District
<span style="color: green;">■</span>	RA-5	Low Density Residential Agricultural District
<span style="color: brown;">■</span>	MFR	Multi-Family Residential District (Medium Density)
<span style="color: orange;">■</span>	C	Commercial
<span style="color: lightgrey;">■</span>	LI	Light Industrial District
<span style="color: purple;">■</span>	HI	Heavy Industrial District
<span style="color: blue;">■</span>	PLI	Public Lands and Institutions
<span style="color: tan;">■</span>	H	Holding District
<span style="color: gold;">■</span>	PH	Parks Highway District

CITY OF HOUSTON

**COMMUNITY IMPACT ASSESSMENT  
AND  
COMPREHENSIVE PLAN REVISION**

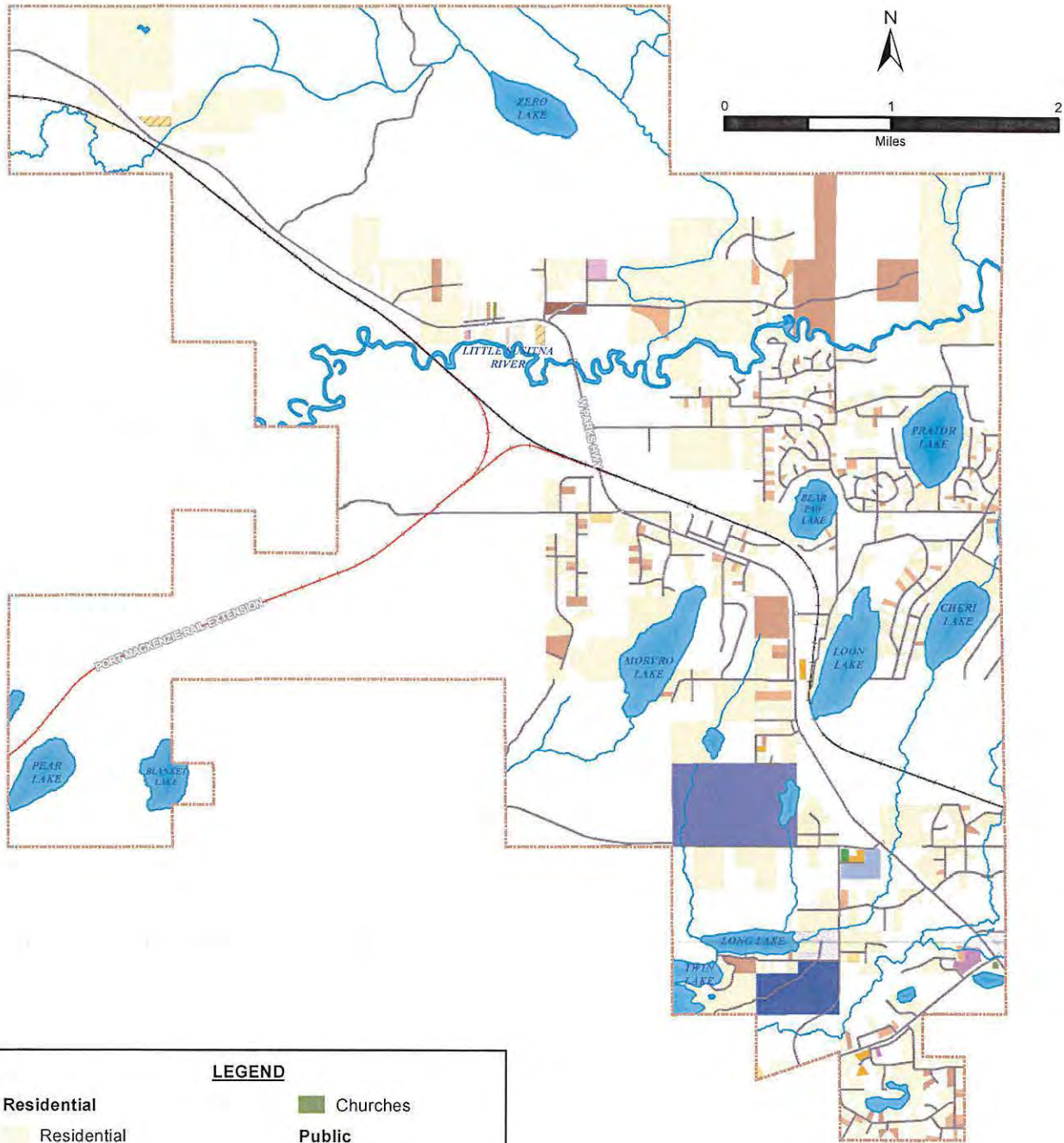
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EXISTING ZONING

JUNE 2016 FIGURE 3

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LEGEND	
<b>Residential</b>	<b>Churches</b>
Residential	<b>Public</b>
Duplex	Public
Multi Family	Education - Public
Mobile Home	Public Safety
Mobile Home Parks	<b>Commercial</b>
Residential Garage	Communications
Residential W/ Commercial Use	Commercial - Light
Transient Lodging	Commercial - Heavy
<b>Community</b>	<b>Unclassified</b>
Recreation	Vacant

Note: Land use designations based on the MSB GIS parcel dataset Building Use 1 attribute.

CITY OF HOUSTON
COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION
EXISTING LAND USE
JUNE 2016
FIGURE 4

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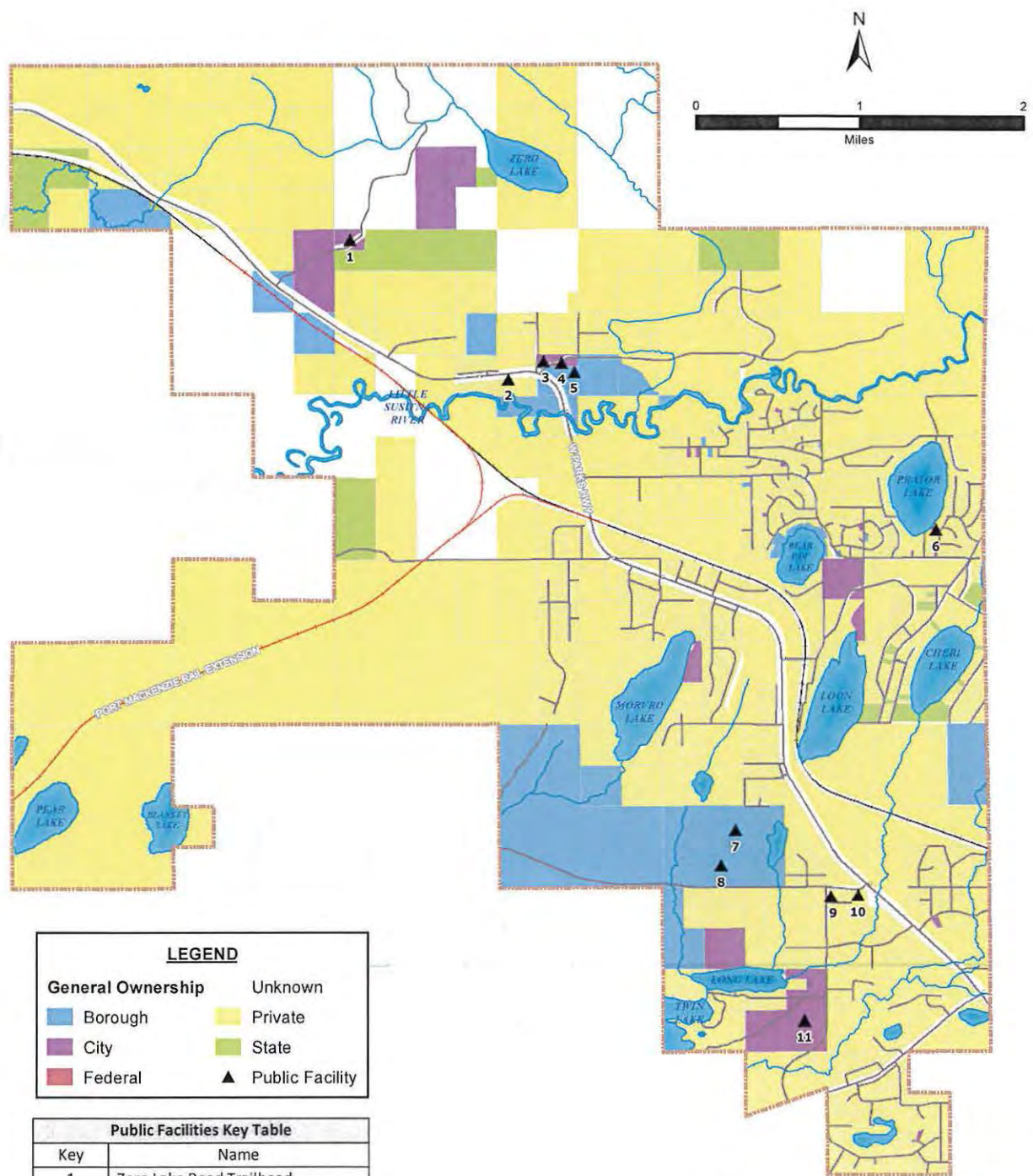


## LAND OWNERSHIP

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The Existing Land Ownership map depicts the landownership status for all parcels within the City of Houston's limits. The majority of land is privately owned, about 14,000 acres of the total 16,210 acres. Other large tract land owners include the City of Houston, 420 acres, and the Mat-Su Borough's 1,200 acres. The State of Alaska also owns about 470 acres of land in the city. See Figure 5 Existing Land Ownership.





**LEGEND**

<b>General Ownership</b>		Unknown
<span style="display: inline-block; width: 15px; height: 10px; background-color: #4682B4; border: 1px solid black;"></span> Borough	<span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFF00; border: 1px solid black;"></span> Private	
<span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; border: 1px solid black;"></span> City	<span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> State	
<span style="display: inline-block; width: 15px; height: 10px; background-color: #DC143C; border: 1px solid black;"></span> Federal	<span style="display: inline-block; width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid black;"></span> Public Facility	

Public Facilities Key Table	
Key	Name
1	Zero Lake Road Trailhead
2	Houston US Post Office (CPU)
3	Houston PSB 9-1
4	Houston City Hall
5	Little Susitna River Campground
6	Prator Lake Park
7	Houston High School
8	Houston Middle School
9	Mid Valley Senior Center
10	Homesteaders Community Center
11	Houston PSB 9-2 & Water Supply

CITY OF HOUSTON

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COMMUNITY IMPACT ASSESSMENT  
AND  
COMPREHENSIVE PLAN REVISION

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LAND OWNERSHIP

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JUNE 2016
FIGURE 5

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## PUBLIC INFRASTRUCTURE

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### PARKS AND RECREATION FACILITIES

Like most of Alaska, access to parks and outdoor recreational facilities is essential to the quality of life for Houston residents and visitors. The Little Susitna River provides outdoor recreation in the form of camping, boating, and fishing. Many of the lakes in Houston are stocked by the Alaska Department of Fish and Game with various fish species for recreational purposes. The Little Susitna Campground is located on the east side of the Parks Highway at Mile 57.3. The Campground is open 24 hours from Memorial Day to Labor Day weekends. The facility includes a day use area, pavilion, play grounds, camp sites equipped with fire pits and trash cans, rest rooms, two public water wells, and RV facilities. The City of Houston maintains a Public Use Facility opposite this campground, which provides additional access to the Little Susitna River.

The Riverside Camper Park is located in the core of Houston along the Parks Highway and adjacent to the Little Susitna River. This park provides shower and laundry facilities, electricity, and a grocery store.

The Houston/Willow Creek Sled Trailhead recreation area is located at Mile 59 of the Parks Highway off Zero Lake Road. This recreation area provides parking for approximately 60 vehicles with trailers and provides rest room facilities and trailhead access to the Hatcher Pass recreation area.

Most trails within the community are informal and do not have clearly dedicated public access. These trails are utilized as transportation corridors for snow machines, ATVs, dog sleds, bikers, horses, pedestrians, and skiers. The Haessler-Norris Trail System consists of 20 trails of various distances shown on a map published in April 2011 and created for the Willow Dog Musher's Association.

The Hatcher Pass/Independence Mine, Big Lake, the Susitna Flats State Game Refuge, the Mat-Su Visitor's Center, and Nancy Lake Recreation Areas are all located near the community of Houston. They offer various recreational opportunities to local residents as well as regional, out of state, and international tourists. See Figure 6 for existing Parks and Recreation Facilities.

### COMMUNITY CENTERS, SERVICES, AND LIBRARIES

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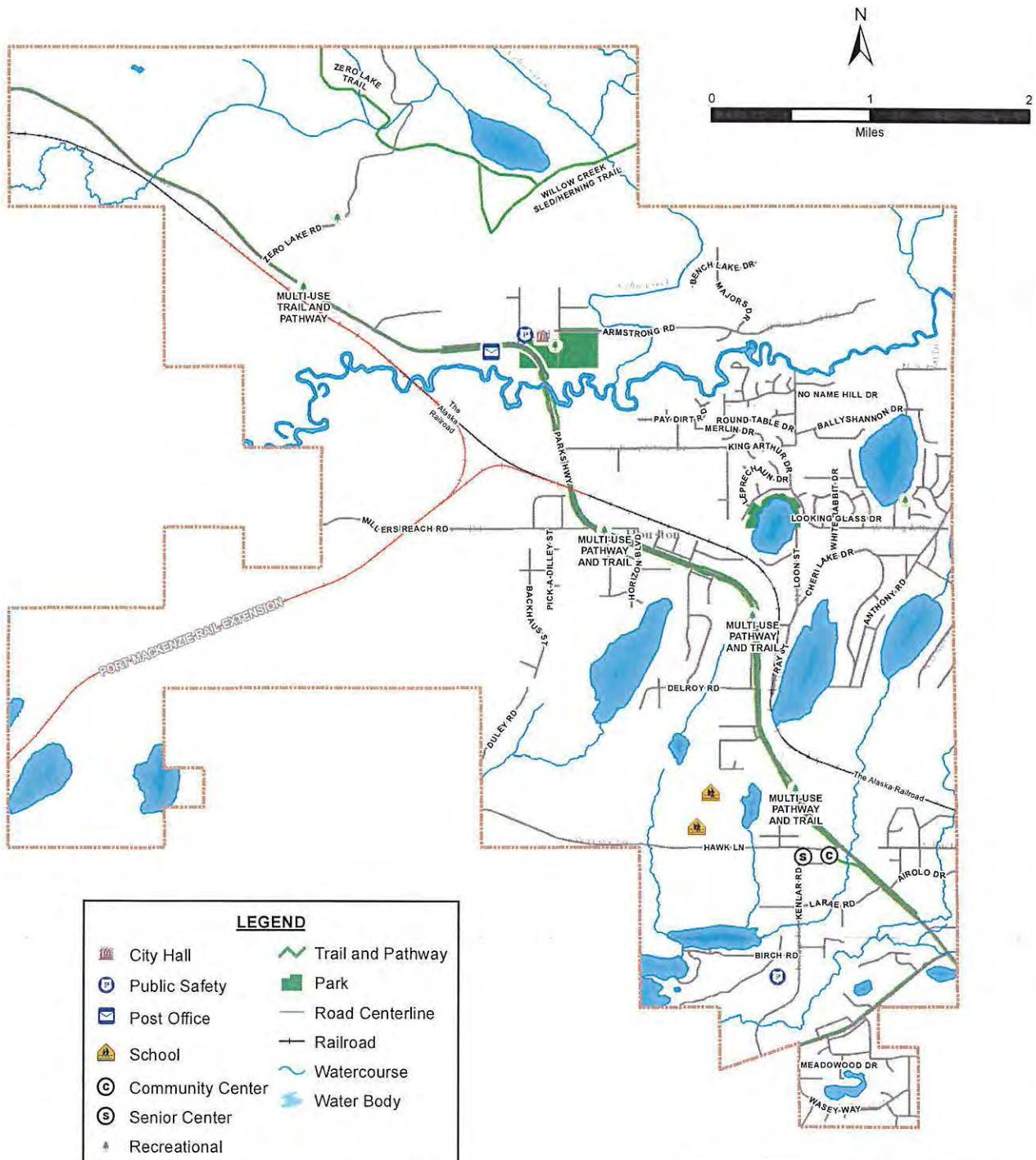
The Homesteaders Community Center, located just west of Mile 53.5 of the Parks Highway on Community Drive, has provided a meeting place and fellowship for area residents since its inception in 1957. The nonprofit organization's members, who are local area residents, host social gatherings, holiday parties, and bingo. The building is rented for functions and on-site amenities include ball fields, a mail hall, kitchen facilities, restrooms, and a storage area.

Mid-Valley Seniors, Inc. is a nonprofit organization founded in 1983. The association provides fellowship and nutritional programs to member seniors in

Big Lake, Houston, Meadow Lakes, and Willow areas. In 1987 the Mid-Valley Senior Center opened in Houston which includes a cafeteria, recreation room, and an office.

There are no public libraries in Houston, although the Mat-Su Borough does have libraries in the neighboring communities of Big Lake and Willow. There are libraries available to students at the Houston High School and Middle School. Public libraries are also located in Wasilla, Palmer, Sutton, Talkeetna, and Trapper Creek.

The Big Lake Country Club, founded in 2000, is a 24-hour services provider for developmentally delayed and emotionally challenged adults. The main campus is located in Houston and provides daily support, monitoring and supervision for adults in need. A fenced and secure facility, amenities include a group home and cabins, a game room, kitchen and meals, and a horse facility for therapeutic horseback riding.



LEGEND	
	City Hall
	Public Safety
	Post Office
	School
	Community Center
	Senior Center
	Recreational
	Trail and Pathway
	Park
	Road Centerline
	Railroad
	Watercourse
	Water Body

CITY OF HOUSTON
COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION
PARKS & RECREATION

FIGURE 6

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## PUBLIC SCHOOLS

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Houston is located within the Matanuska-Susitna Borough School District, which consists of 45 schools. There are no elementary schools within the municipal boundaries of Houston; Big Lake, Willow, and Meadow Lakes elementary schools serve the city's elementary school age children. Houston Middle/High School Complex located on Hawk Lane has students from grades six through twelve. Bus service is provided for all public schools in the Houston area.



## PUBLIC SAFETY FACILITIES AND SERVICES

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The City of Houston Emergency Services building is located at Mile 57.3 of the Parks Highway. The building houses the Houston Fire Department and unstaffed Police Department facilities. The Emergency Services building serves as Houston Fire Station 9-1 and a Fire Station 9-2 is located on Birch Road, north of Big Lake Road. Local law enforcement is being handled by the Alaska State Troopers. The fire department is supported by active volunteers who also provide emergency medical services.



## UTILITIES

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Most Houston residents have on-site well and septic systems for wastewater disposal. The majority of commercial properties have access to natural gas but many residential homes rely on heating oil, wood, and electricity for their primary space heating source instead of natural gas. As of 2016, gas lines extend down Hawk Lane to Houston High School and Middle School and from the west along King Arthur Drive.



# TRANSPORTATION SYSTEM

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The City of Houston's transportation system is primarily a network of local roads branching east and west from the Parks Highway, which operates as a backbone for the regional transportation network (see Figure 7). The Parks Highway connects Anchorage to interior Alaska, making it the main route for shipping freight, recreational tourism, and general traffic through the City of Houston.

Freight is also transported along the Alaska Railroad, which generally parallels the Parks Highway corridor through the City of Houston's boundaries. A rail extension from the mainline in Houston to the port at Point MacKenzie is currently under construction, and will potentially increase the amount of future freight traffic traveling through Houston.

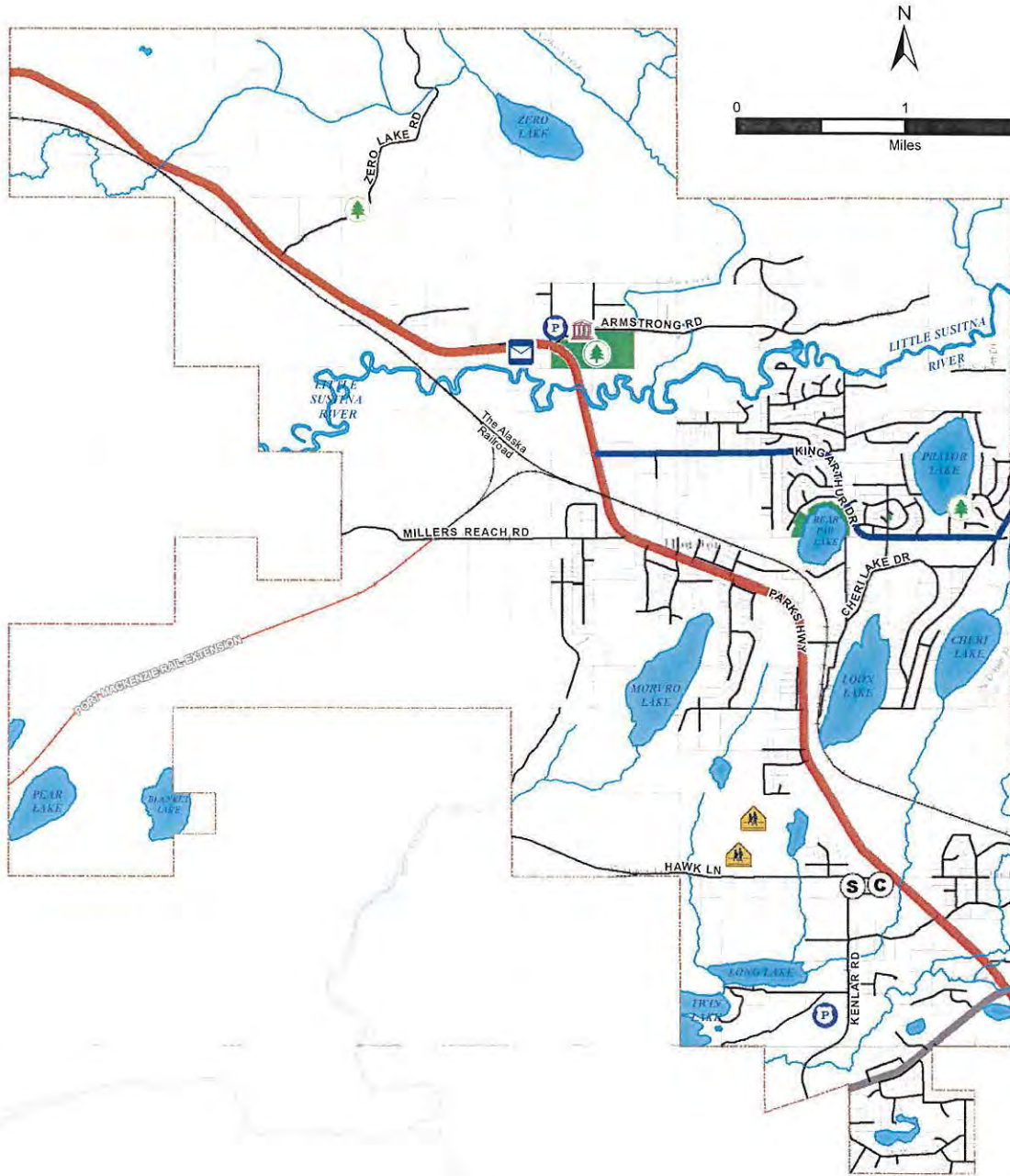
Most of Houston's existing local roads are unpaved with a gravel surface. Non-motorized transportation facilities in Houston include separated multi-use pathways along the Parks Highway, a multi-use pathway on the north side of Big Lake Road, and a designated Houston/ Willow Creek Sled Trailhead recreation area located off Zero Lake Road that provides access to Hatcher Pass. Unofficial ATV and snow machine pathways exist throughout the City.

Detailed information on the City of Houston's existing transportation system can be found in Chapter 7. Transportation Plan (page 61) of this Comprehensive Plan.





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LEGEND			
City Boundary	<b>Roads</b>	City Hall	Community Center
Parcels	Interstate	Public Safety	Senior Center
Park	Minor Arterial	Post Office	Recreational
Railroad	Minor Collector	School	
Port MacKenzie Rail Extension (Partially Complete)	Local road		

CITY OF HOUSTON  
COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION  
TRANSPORTATION NETWORK  
JUNE 2016 FIGURE 7







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CITY OF  
HOUSTON  
Comprehensive Plan

## CHAPTER 3: DEMOGRAPHIC OVERVIEW

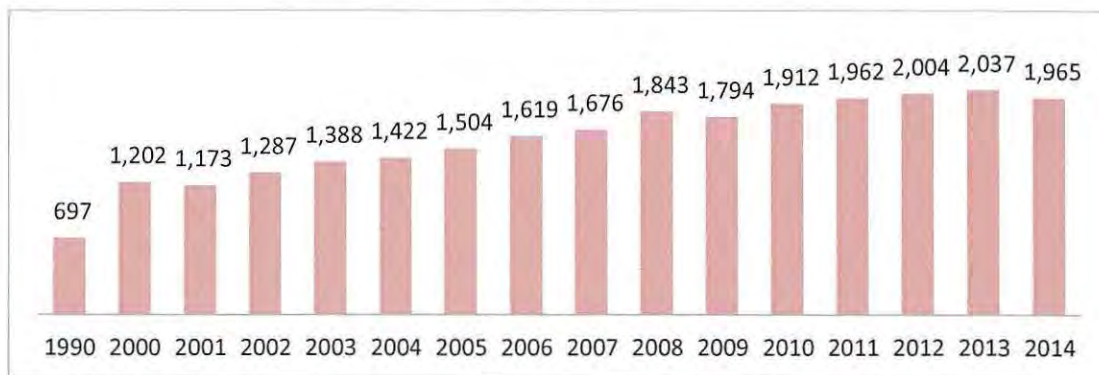
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# POPULATION

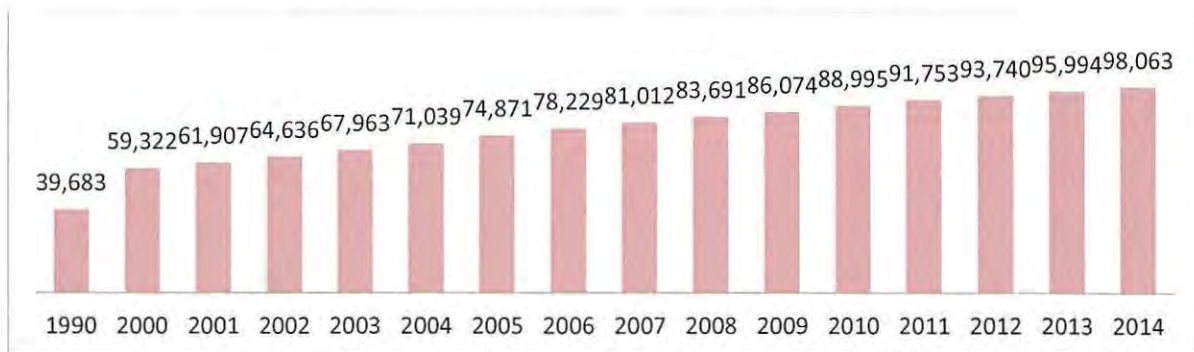
The City of Houston has experienced steady population growth over the past two decades. In 2014, Houston’s population was estimated at 1,965 residents; nearly triple its 697 residents in 1990 (182 percent growth, see Figure 8). This rate of growth is higher than that of the entire Mat- Su Borough, which grew from 39,683 to 98,063 residents over the same time period (147 percent growth, see Figure 9). Part of this higher growth rate can be attributed to lower land costs, highway improvements that make commuting faster and safer, and the unique rural lifestyle Houston offers.

**Figure 8 Houston Populations. 1990 and 2000-2014**



Source: Alaska Department of Labor and Workforce Development (ADOLWD)

**Figure 9 Mat-Su Borough Population, 1990 and 2000-2014**



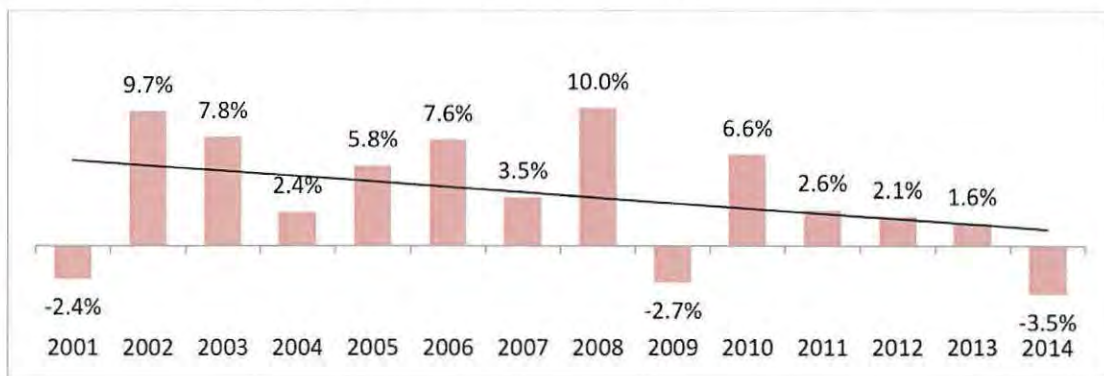
Source: ADOLWD





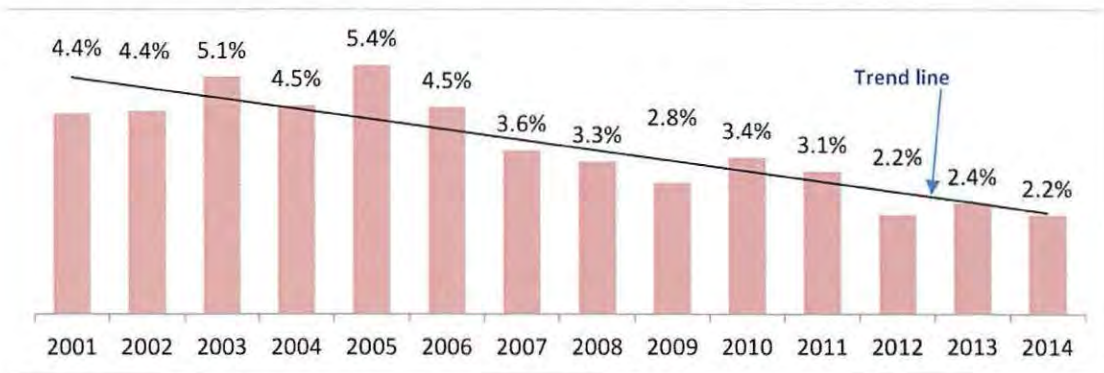
In recent years, population growth rates have slowed in both Houston and the Mat-Su Borough. As shown in Figure 10, Houston grew by 2.6% from 2010 to 2011, but experienced negative growth from 2013 and 2014. On average, Houston grew 0.7% annually since 2011. In comparison, the Borough's population grew 2.5% per year, on average, since 2011 (see Figure 11).

**Figure 10 Houston Annual Population Growth Rate, 2001-2014**



Source: ADOLWD

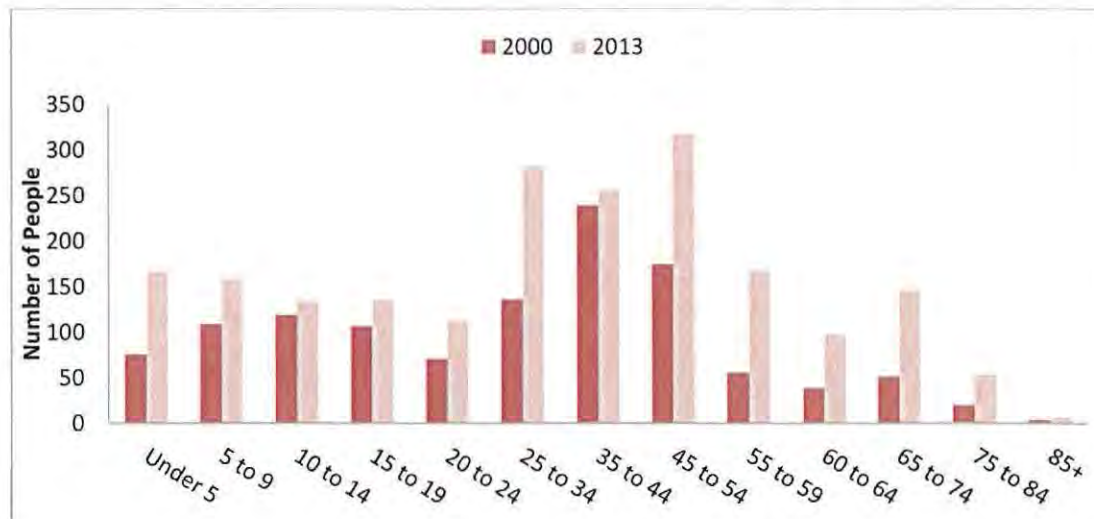
**Figure 11 Mat-Su Borough Annual Population Growth Rate, 2001-2014**



Source: ADOLWD



Figure 12 Houston Population by Age Category and Median Age, 2000 and 2013



### MEDIAN AGE

The median age of Houston residents in 2013 was just over 36 years of age. That figure is slightly higher than the average of the Mat-Su Borough and the state of Alaska, which have median ages of 35 and 34 years respectively. The largest growth in population from 2000 to 2013 occurred in the age categories ranging from 25 to 34 and 45 to 54 (see Figure 12). This trend might be attributed to Houston’s affordable land and housing, which attracts younger families into the area.

### ETHNICITY AND COMMUNITY MAKE UP

The majority of Houston’s residents, 87%, self-identify as White. About 4% of Houston residents identify themselves as American Indian and Alaska Native and the remaining 9% of Houston residents identify as multi-racial. These categories reflect the five year average distribution from 2009-2012, according to the US Census and American Community Survey.

### EDUCATIONAL ATTAINMENT

According to the US Census and American Community Survey (ACS), approximately 90% of Houston’s population had a high school degree or higher with 17% holding a bachelor’s degree or higher. Educational attainment has increased since the 1990s. This change might have to do with improvements in the availability of educational facilities. Houston Middle School and Houston High School are located in separate buildings within Houston. Most elementary school age students currently bus to the nearby elementary schools, namely Big Lake Elementary and Willow Elementary School.



City of Houston	2000	2008-2012	2008-2012 Margin of Error
Median Household Income	\$39,615	\$59,583	+/- \$11,475
Households with Public Assistance	58	101	+/- 39
Households in SNAP	-	118	+/- 38
Per Capita Income	\$17,213	\$25,876	+/- \$3,318
Families Below Poverty Line	13.1%	11.6%	+/- 5.9%
Individuals Below Poverty Line	17.1%	15.8%	+/- 5.4%

Source: U.S. Census and American Community Survey

## ECONOMY

### HOUSEHOLD INCOME

The median household income in Houston is almost \$60,000, less than the roughly \$70,000 median in the Mat-Su Borough and Alaska. Per capita income averaged slightly more than \$25,000, less than the \$30,000 found in the Mat-Su Borough and \$32,000 for Alaska.

Approximately 12 percent of families and 16 percent of individuals in Houston live below the federal poverty line. According to 2014 Federal guidelines for Alaska, a household of four making less than \$29,440 or an individual with an income of less than \$14,350 is considered living in poverty. There are approximately 101 households that receive public assistance and 118 households utilize the Supplemental Nutrition Assistance Program (SNAP).

### EMPLOYMENT TRENDS

In 2012, the Alaska Department of Labor and Workforce Development estimated there were 768 employed residents (over age 16) living in Houston, with total annual wages of \$26.5 million. Most workers were employed in the private sector (85 percent), followed by local government (11 percent), and state government (4 percent). The top industries in terms of employment included Trade (retail and wholesale), Transportation and Utilities (22 percent), Education and Health Services (16 percent), and Construction (13 percent).

In addition to data compiled by the State of Alaska, the American Community Survey (ACS) offers insight into employment in Houston. According to its data, there were 782 residents over the age of 16 employed, and 166 unemployed.

The unemployment rate is estimated to be 18 percent. Private wage and salary workers made up 80 percent of employed, followed by government workers (19 percent) and self-employed workers (7 percent).

Employment within the City of Houston is currently limited, with most opportunities in retail. The majority of employed residents travel outside the city limits to reach their workplace.



## HOUSTON BUSINESSES

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An estimated 19,000 vehicles per day travel on the Parks Highway through the City of Houston. This number tends to be higher in the summer and on the weekends. A number of businesses are sustained by this traffic as a percentage of these travelers stop for a meal, to rent a room, or purchase fireworks. The largest concentration of businesses selling fireworks in Alaska is located in Houston.

At this time, no large grocery store is located in Houston. Residents typically will go to Wasilla or Big Lake for their shopping needs. Medical services are limited in Houston with a few small clinics offering primary care services. The closest hospital is Mat-Su Regional Medical Center located in Wasilla, where there are also a full suite of dental, chiropractic, and other health services.

The summer brings an influx of anglers fishing the nearby Little Susitna River. Alaska Fish and Game estimated 4,538 anglers fished a total of 10,115 days in 2012 in the Little Susitna River. At least one guiding service is located in Houston and a range of other local businesses rely on these anglers who purchase ice, meals, and refreshments. Float trips on the Little Susitna River frequently start at the Parks Highway Bridge.

During the winter, proximity to Hatcher Pass and Nancy Lake Recreation Area attracts enthusiasts wanting to snowmachine, ski, ice fish, dog-mush, or enjoy other winter activities. Compared to the summer, traffic through the community is much less in the winter but local businesses are able to attract some customers.





HOUSTON EMPLOYMENT INDICATORS, 2000 AND 2008-2012 FIVE YEAR AVERAGE

	2000 (Number Employed)	2008-2012 (Number Employed)	2008-2012 Margin of Error
Population 16 years and older	881	1,487	+/-145
In labor force	549	948	+/-129
Employed	452	782	+/-114
Unemployed	97	166	+/-62
Unemployment – civilian labor force (%)	17.7	17.5	+/-5.8%
Not in labor force	332	539	+/-91
<b>Class of worker</b>			
Private wage and salary	325	579	+/-103
Government	70	152	+/-54
Self-employed	57	51	+/-23
Unpaid family worker	-	0	+/-10
<b>Industry</b>			
Retail trade	78	92	+/-32
Educational, health and social services	60	169	+/-51
Arts, entertainment, recreation, accommodation and food services	52	96	+/-44
Construction	50	87	+/-34
Agriculture, forestry, hunting and fishing, mining	49	70	+/-40
Transportation and warehousing, and utilities	34	87	+/-44
Professional, scientific, management, administrative, and waste management services	25	57	+/-32
Public administration	22	66	+/-38
Wholesale trade	19	10	+/-11
Manufacturing	15	21	+/-22
Information	13	7	+/-9
Finance, insurance, real estate, and rental and leasing	8	0	+/-10
Other services	27	20	+/-16

Source: ADOWL and U.S. Census American Community Survey

## HOUSING IN HOUSTON

According to Mat-Su Borough and City of Houston data, there are 999 housing units in Houston. Single-family detached units make up 85 percent (846 units) of all housing units, with the remaining composed of 62 multi-family dwellings, 8 duplexes, and 85 mobile homes (see table to right).

This estimate is corroborated by the American Community Survey's 2009-2013 5-year estimate of 991 housing units in Houston. Of these units 72 percent (or 716 units) are considered occupied; and, of these units, 78 percent (561 units or 56 percent of all housing units) are owner-occupied.

According to the City of Houston Comprehensive Plan and Community Impact Assessment Household Survey conducted in November 2014, approximately 35 percent of local property owners do not reside in Houston. Presuming these nonresidents have a dwelling on their property, this would suggest approximately 350 homes in Houston are used as vacation/recreation properties (or otherwise used only occasionally).

Housing data for Houston from the American Community Survey (2009-2013 5-year estimates) are provided in the table to the right. The data suggests approximately 28 percent of housing units are unoccupied. The majority of housing units (55 percent) were built since 1990, with construction peaking between 2000 and 2009 (32.3 percent of the housing units).

The median value of an owner-occupied unit in Houston is estimated at \$177,300 (+/- \$20,161 margin of error, see Table 8). Almost a third (30 percent) of these units are estimated to be valued at less than \$100,000.

	Unit Count	Percent Units of Total
<b>Total Housing Units</b>	<b>991</b>	<b>100%</b>
Single-family Detached	846	85%
Mobile Home	85	9%
Multi-Family	62	6%
Duplex	8	1%

Source: City of Houston, MSB. Columns may not sum to 100% due to rounding

	Unit Count	Margin of Error	Percent Units of Total
<b>Total Housing Units</b>	<b>991</b>	<b>+/- 36</b>	<b>100%</b>
Occupied Housing Units	716	+/- 50	72.3%
Vacant Housing Units	275	+/- 51	27.7%
Homeowner vacancy rate	5.7%	+/- 2.9%	-
Rental Vacancy rate	9.9%	+/- 6.9%	-

Source: U.S. Census Bureau, American Community Survey, 2009-2013 Five-Year Estimate

	Housing Unit Count	Margin of Error	Percent of Total
<b>Owner-Occupied Units</b>	<b>561</b>	<b>+/- 47</b>	<b>100%</b>
Less than \$50,000	92	+/-33	16.4%
\$50,000 to \$99,999	77	+/-28	13.7%
\$100,000 to \$149,999	47	+/-22	8.4%
\$150,000 to \$199,999	120	+/-40	21.4%
\$200,000 to \$299,999	143	+/-41	25.5%
\$300,000 to \$499,999	70	+/-28	12.5%
\$500,000 to \$999,999	12	+/-15	2.1%
\$1,000,000 or more	0	+/-9	0.0%
<b>Median (dollars)</b>	<b>\$177,300</b>	<b>+/- \$20,161</b>	<b>-</b>

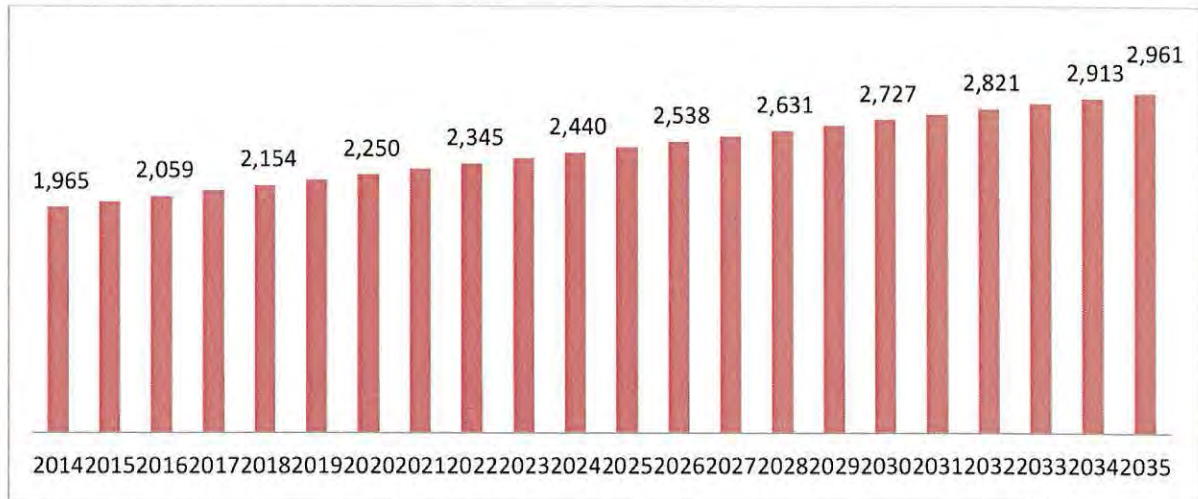
Source: U.S. Census Bureau, American Community Survey, 2009-2013 Five-Year Estimate



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CITY OF HOUSTON  
Comprehensive Plan

Figure 13 Projected Annual Average Growth Rates, Houston, 2014-2035, High Growth Scenario



## FUTURE CONDITIONS AND LAND USE NEEDS

### POPULATION GROWTH AND PROJECTIONS

Population growth in the Mat-Su is projected to slow from the current annual growth rate of slightly more than 3.6% to less than 2% by 2035. Since Houston is tied to the Mat-Su economy and has comparable demographics, it is projected that Houston’s population growth will reflect that of the larger Mat-Su, growing approximately 2% over the current period to 2035. In determining this growth rate, three different growth scenarios were considered: low, medium, and high growth rate projections. The City of Houston chose to write this Comprehensive Plan Revision and Land Use Plan using the population projections of the high growth rate scenario. Planning for a high growth rate allows goals, objectives, policies and strategies to be set in place prior to an unexpected growth occurrence.

The High growth scenario assumes Houston matches the broader Mat-Su estimates for population growth as project by Alaska Department of Labor and Workforce Development (ADOLWD). Under this scenario, ADOLWD estimates that Houston’s population will grow by 996 persons between 2014 and 2035. With this growth rate, Houston is projected to grow to about 3,000 residents in 2035, which is an increase of around 50% from current population levels (see Figure 13 and adjacent table).



Population projections for Houston are based on extending past trends into the future. This methodology differs from a forecast, which would account for economic and other factors with the potential to affect population change. Forces that may affect population growth in Houston over the next 20 years include the following:

- Economic conditions in Alaska - including factors such as oil prices, gas line development, and other events in the oil and gas industry (responsible for about a third of Alaska’s economy). In general, increases in economic activity are accompanied by increases in population. Conversely, if economic activity contracts, population growth tends to slow or decline.
- Economic conditions in Anchorage- might affect Mat-Su’s role as a “bedroom” community (a third of the Mat-Su Borough’s labor force is employed in Anchorage). Job growth in Anchorage can have population effects in the Mat-Su Borough.
- Local (Mat-Su) economic conditions – To the extent the local economy grows (or declines) in response to local events, related or unrelated to statewide or national economic trends, Houston’s population could be affected.
- The Condition of the U.S. economy – A weakening U.S. (Lower 48) economy can cause in-migration to Alaska, as the unemployed come to Alaska seeking work. Conversely, strong growth in the U.S. economy can lead to out-migration from Alaska.
- Housing costs – As long as housing prices are lower in the Mat-Su Borough compared to Anchorage and commuting costs remain stable, the Mat-Su Borough population will continue to have a large component of Anchorage workers and their households. A similar scenario has developed between Houston and Wasilla; with lower housing costs, some opt to live in Houston and commute to Wasilla (or Anchorage) for employment.

- Natural growth and other demographic trends – Birth and death rates, aging of the population, and other demographic forces may also affect local population trends.

It is beyond the scope of this Comprehensive Plan to consider all of these factors. However, statewide and local population projections, prepared by the Alaska Department of Labor and Workforce Development (ADOLWD) can be used as the basis for Houston-specific projections.

ADOLWD periodically prepares long-term population forecasts for Alaska overall and for local areas. The most recent projections, published in April 2014, indicate slow growth (0.8 percent annually) over the next 25 years for the state overall. The Mat-Su Borough is expected to continue experiencing the fastest rates of growth, at 1.9 percent annually (see Table below).

Years	Births	Deaths	Net Migration	Population Change	Annual Growth Rate
2014-2017	1,400	506	1,469	2,363	2.37%
2017-2022	1,591	621	1,476	2,446	2.19%
2022-2027	1,782	755	1,455	2,482	2.00%
2027-2032	1,962	909	1,419	2,472	1.81%
2032-2035	2,128	1,072	1,359	2,415	1.62%

Note: Average annual numbers are rounded to whole numbers. Source: ADOLWD

Local Area	Percent Population Growth	Annual Growth Rate
Anchorage	35%	1.0%
Mat-Su Borough	77%	1.9%
Kenai Peninsula Borough	15%	0.5%
Fairbanks North Star Borough	32%	0.9%
City & Borough of Juneau	2%	0.1%
Statewide	26%	0.8%

Source: ADOLWD



Houston Housing Demand Projections

Years	Low-Growth	Mid-Growth	High-Growth
2014	756	756	756
2017	772	791	811
2022	799	850	902
2027	828	909	994
2035	875	1,001	1,139
<b>Growth 2014-2035</b>	<b>+119</b>	<b>+246</b>	<b>+383</b>

Source: McDowell Group estimates

FUTURE HOUSING DEMAND PROJECTIONS

According to Mat-Su Borough and City of Houston data, there are 999 housing units in Houston. Single-family detached units make up 85 percent (846 units) of all housing units, with the remaining composed of 62 multi-family dwellings, 8 duplexes, and 85 mobile homes. The current amount of land zoned for residential development is considered for the total 'build out' capacity. Using minimum lot sizes stated in the City of Houston Municipal Code, Title 10 Land Use Regulations and the Housing Needs Analysis conducted by the McDowell Group, the amount of potential housing units and type of housing can be determined.

Housing demand will grow, or decline, with changes in population. However, demographic trends can also have specific impacts on housing demand.

Demographic factors affecting future housing demand in Houston include:

- Aging: The aging of Houston's population will result in changes in household characteristics and housing preferences. For example, U.S. Census data for Anchorage suggests that householders younger than 34 years and older than 64 are more likely to live in rental or multifamily units, and householders between age 35 and 64 are more likely to live in owner-occupied single-family detached housing.
- Household composition: Houston may be impacted by similar state and national trends in decreasing household size over time due to aging of the householders and smaller families. For example, as householders age, fewer households include children under the age of 18.
- Income Levels and Home Affordability: Income levels also affect demand for different types of housing. For example, families with lower incomes may prefer higher density housing (such as duplex, two-family townhouse, and some types of multifamily housing) and are more likely to be renters. Data from the American Community Survey (2009-2013 5-year estimates) estimate that home prices in Houston are 22 percent lower than Wasilla. Houston owner-occupied have a \$177,300 median value compared to \$227,800 in Wasilla. Lower housing costs make Houston an attractive place to live, including commuters to Wasilla.



While many factors can impact housing demand, including increased demand for vacation and recreational properties, shifts in population are the main driving force. Using low, mid, and high population growth scenarios, we can estimate the number of housing units needed in Houston to accommodate new demand.

Under a high growth scenario, 383 new occupied housing units will be required (see table to left). While some of this demand can be met by conversion of vacant housing units (currently estimated at 5.7%), new housing development will be needed.

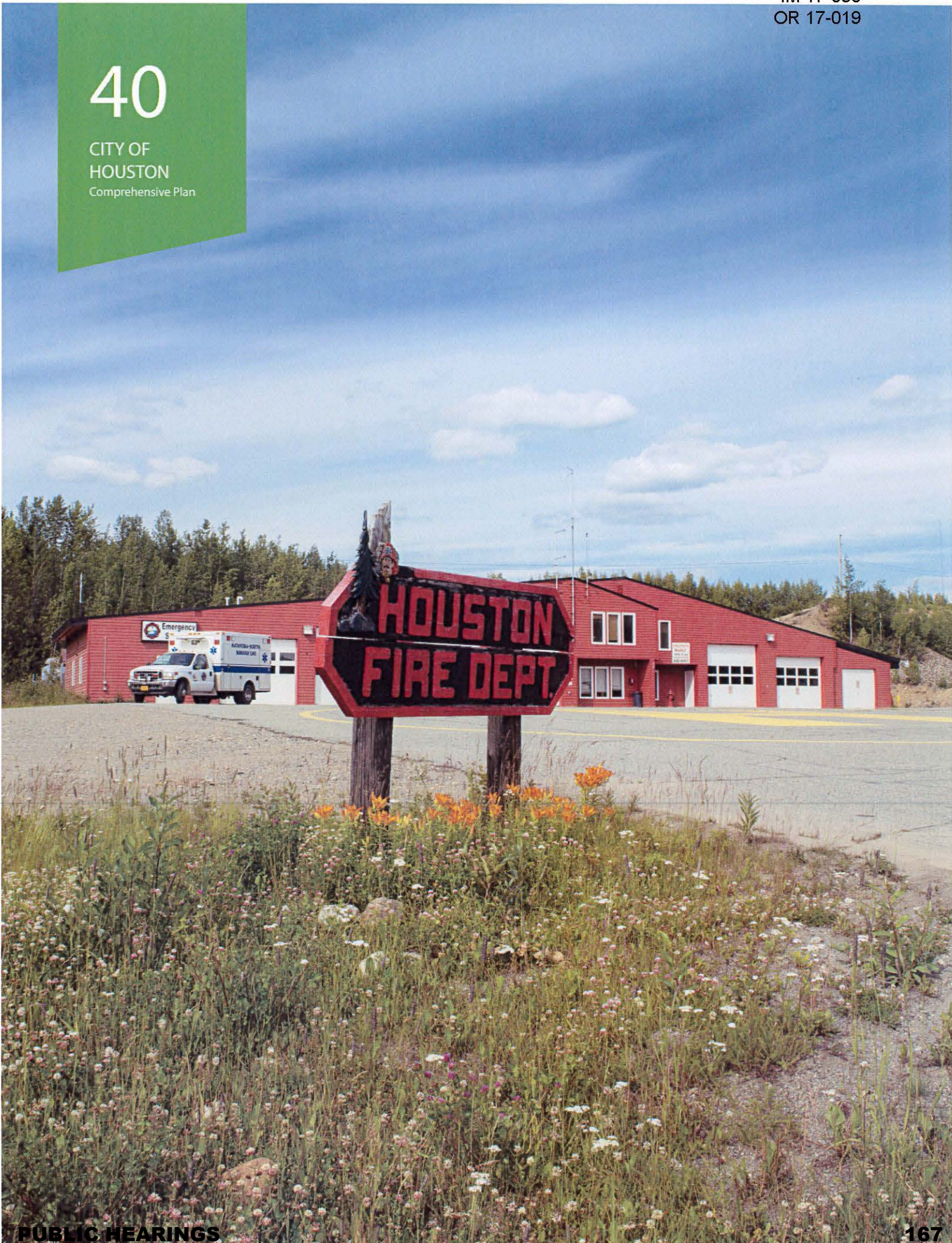
According to the City of Houston and Mat-Su Borough GIS data, a total of 4,742 acres within Houston are vacant, buildable, and zoned for residential development. Based on population projections, this amount of vacant, residentially zoned land suggests an ample amount is available to address future housing demand and residential development for single-family and multi-family homes in Houston by 2035.





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CITY OF  
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# CHAPTER 4: COMMUNITY VALUES AND GOALS

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## COMMUNITY INVOLVEMENT

Public involvement is essential to a successful planning process. The City of Houston Comprehensive Plan Revision placed significant emphasis on meaningful public engagement to ensure the Plan meets the needs and expectations of the community. The Plan was developed with guidance from the Steering Committee made up of City of Houston Planning and Zoning Commission and City Council members. The Steering Committee met monthly beginning in June 2014 to work on the plan. Members were responsible for ensuring balanced representation of the community at each stage of the planning process; provided perspective and insight on information gathered, drafted policies, and to served as a sounding board for the residents of Houston.

Multiple methods of public involvement were used during the plan development process including a mailed Household Opinion Survey, two public workshops, stakeholder interviews, a project website, and appearances at local community events. Valuable feedback was provided and received throughout the process (complete summaries can be found in APPENDIX B, Public Involvement Summary). Dominant themes emerged and were used to update the goals in the following chapter. The feedback also helped create objectives, policies and strategies to achieve those goals for the Houston community. The public involvement process provided insight to what Houston residents see as assets in their community, challenges and constraints within it, opportunities for the future, and the shared values of Houston residents.

## COMMUNITY ASSETS

### RURAL LIFESTYLE

Houston's rural setting provides quick access to wilderness and allows for a tight-knit community. There is a lack of pollution and development along with ample privacy that attracted many Houston residents to the area. A "homestead spirit" unique to Houston prevails in the area as residents maintain a rural lifestyle while being within reasonable driving distance to shopping, services, and healthcare in the Mat-Su Borough and Anchorage.

### LAND AVAILABILITY

There are significant amounts of developable land available in Houston. These properties are considered relatively inexpensive, for both residential and commercial use, when compared to other places in the Mat-Su Borough or Anchorage. This availability and cost factor may be an advantage in attracting more business into Houston.

### PARKS HIGHWAY ACCESS

The Parks Highway bisecting the City of Houston can be a significant benefit to the community, even with noted growing congestion. The small number of businesses located along the highway benefit from the vehicles traveling the Parks daily. Potential exists for greater economic opportunity emerging along the highway as well as from the Alaska Rail Road Corporation's extension from the main line in Houston to Port MacKenzie.

### LAKES AND RECREATIONAL OPPORTUNITY

Residents and visitors can engage in a variety of summer and winter activities on Houston's six larger lakes and the Little Susitna River, including fishing in the summer and winter, canoeing and rafting. The Alaska Department of Fish and Game annually stock four lakes with salmon and trout. The Little Susitna River runs through Houston City limits and is perhaps the most significant tourism asset in the area. Salmon and trout fishing, rafting, camping, and wildlife viewing make the Little Su a destination. Winter multi-use trails in Houston are frequented by dog mushers, cross-country skiers, and snowmachiners.





Houston Household Opinion Survey, 2015

Please indicate your level of agreement regarding the following statements about the community of Houston...

	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure/ Don't know
Houston is a good place for outdoor recreation.	30%	53%	6%	3%	9%
Houston is a good place to enjoy a rural lifestyle.	25	58	5	3	8
Houston could use more community planning.	33	35	10	6	16
Houston is a good place for people to live affordably.	13	57	14	7	10
Houston is family-friendly.	9	56	16	4	16
Houston is a safe place to live.	9	55	15	7	14
Houston could use more landscaping of public spaces.	23	26	22	12	16

Note: Due to rounding, results may not add to 100 percent.

## CONSTRAINTS AND CHALLENGES

### LOW POPULATION DENSITY

The low number of residents in the city may be a challenging factor when it comes to the addition of public facilities and services as well as attracting new businesses to Houston. The predicted benefit or customer base may not support the costs it takes to start or implement new commercial businesses or public services. The low population density and relatively large lot sizes are also a limitation to utility development, thereby making the rural setting of Houston a challenge.

### LACK OF LOCAL AMENITIES

The lack of amenities, such as a gas station, grocery store, medical clinic, and public transportation can be a challenge faced by residents of Houston. Currently, residents must travel to Willow, Talkeetna, Big Lake, Wasilla and Anchorage for such services and amenities. The few amenities correlates to a lack of local employment opportunities, which is a challenge for community growth and development. The lack of amenities were also some of the strongest needs stated by residents and may be a deterrent for new families and business to establish in Houston.

### LOCAL ROAD CONDITIONS

Many residents have identified a need to improve road conditions and maintenance and consider road standards an important city challenge needing to be addressed. A lack of access or well-maintained transportation systems may be a constraint for businesses looking to develop in the city as well as for residents who may struggle to travel safely to and from their homes and around the community.

### UTILITY DEVELOPMENT

Many residents identify utility service extension, especially natural gas, as a community need. While the majority of commercial properties have access to natural gas; many residential homes rely on heating oil, wood, and electricity for their primary space heating source, which leads to higher heating costs. Costs for service extension to an individual property that is not currently serviced can be high. Therefore, the current energy costs may be a deterrent for new developments in Houston.



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## OPPORTUNITIES

### TOURISM DEVELOPMENT

Residents and stakeholders have identified the opportunity for Houston to become a destination for recreation and tourism based on its existing assets. Houston has a unique identity with which to better establish itself so that the community is recognized for more than its recreational trailheads. With access to the Little Susitna River and the Hatcher Pass area, an abundance of lakes, winter multi-use trails and its convenient location off the Parks Highway, there is potential for greater tourism development.

### TRANSPORTATION SYSTEM IMPROVEMENTS

If more local road improvements are made, such as increased road maintenance and paving, land without direct access to the Parks Highway may become more attractive for development. Better roadway conditions may also increase home values and allow for easier commutes. Multi-use pathways expansion, lighting improvements, and access to public transportation were also seen as beneficial improvements that would increase residents' quality of life.

Residents prefer a new road between Houston and Port MacKenzie. If built, it would support freight transportation and more efficiently connect Houston residents with a significant employer, the port. A new connection could also support economic development within Houston.

### UTILITY EXPANSION

Improved access to natural gas could promote more business and residential growth by reducing energy costs.

### TOWN CENTER DEVELOPMENT

Noting the proximity of the Little Susitna River, Houston could establish a destination point through the development of a town center offering community services, commercial businesses, and other amenities. This center would encourage community gathering and interaction, maintain Houston's character and family friendliness, and develop a center that may, as one stakeholder stated "make both sides of the river and railroad tracks feel like one community." Establishing a town center also encourages the preservation of the rural-residential character in other areas of Houston.

### ECONOMIC DEVELOPMENT

Large areas of vacant land provide opportunities for new development, including commercial and industrial developments. If consistent with community character, goals, and objectives defined by the community, this type of development is encouraged and could provide great economic benefit and employment opportunities for Houston.

The Alaska Railroad's extension from the mainline in Houston to Port MacKenzie may provide opportunities for development in Houston. These possibilities include an increase in the likelihood of manufacturing, mineral export, or transportation activity taking place in the city that could provide economic benefit and employment.







## COMMUNITY VALUES

The following community values have been developed from information gathered at the Future's Community Visioning Workshop, responses to the Household Opinion Survey, and from Steering Committee members. The value statements represent issues, concerns, aspirations, and opinions of the majority of community members as they relate to the City of Houston.



### COMMUNITY DEVELOPMENT:

The community of Houston wants to develop as a destination for tourism and recreation; while maintaining a family friendly community that will encompass a future town center, designated trails and community facilities.

### HOUSING:

The availability of housing in Houston should be appealing for a wide range of incomes, while providing all residents with opportunities for satisfactory, safe living.



### TRANSPORTATION:

A need exists to increase safety, accessibility, and mobility through much of the city. The improvements would benefit all users, including pedestrians, bicyclists, and other non-motorized users, while maintaining the community character.

### COMMUNITY FACILITIES AND SERVICES:

The City of Houston recognizes the need to expand its facilities and services in order to provide safe and satisfactory living for its residents, enhancing the city's autonomy, economy, and unique identity.



### PLANNING:

As voiced by its residents, effective, implementable planning is a recognized need for successful growth, development, and overall health of the community.

### ECONOMIC DEVELOPMENT:

While maintaining the current tax structure, the City of Houston aims to develop economically by capitalizing on its current amenities and natural resources; allowing commercial and industrial development as long as it aligns with the community character and will benefit city residents.



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# CHAPTER 5: THE PLAN - COMMUNITY GUIDELINES FOR GROWTH

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## VISION AND CHARGE

The community of Houston wants to develop as a destination for tourism and recreation, while maintaining a family friendly rural-residential community that will encompass a future town center, designated trails, and community facilities.

The Goals, Strategies and Policies of this chapter will help define the future growth and development of Houston for the 20 year life of this plan. They reflect the core values and future vision and aspirations of the community from the extensive community involvement effort during the plan development process.

**GOALS** describe in general terms a desired future condition that is consistent with community ideals and vision. Goals are typically timeless and have no specific date when they must be achieved.

**OBJECTIVES** are specific statements of particular ends as expressed in measurable terms that respond directly to Goals.

**POLICIES** are statements of principle or guidelines to direct actions in pursuit of Goals. **STRATEGIES** are specific means and actions of achieving and accomplishing each Objective.

**STRATEGIES** are specific means and actions of achieving and accomplishing each Objective.

## GROWTH AND ECONOMIC GOAL

To provide new opportunities for employment, community and commercial services and economic growth; allowing commercial and industrial development that is consistent with the community character to the benefit of Houston residents.

### OBJECTIVES

- Encourage moderate economic growth which will provide a base in Houston adequate to foster employment opportunities with the City.
- Ensure that economic growth and development is consistent with the rural community character of Houston.
- Provide 10% increased local employment opportunities for residents by encouraging a balanced economic base.
- Encourage the development of local-serving and regional commercial enterprises to strengthen the community's economic base.

- Encourage continued growth of employment in the commercial core of Houston.
- Encourage the economically viable commercial tourism and recreation enterprises such as sports fisheries, campgrounds and year round recreational businesses.
- Encourage home-based businesses as forms of local economic development. They should be compatible with the surrounding neighborhood.

### POLICIES

- Encourage the development of recreational tourism in Houston.
- Encourage the development of industrial enterprises associated with the Alaska Railroad main line and the Port MacKenzie Rail Extension.

### STRATEGIES

- Develop a Business Plan for attracting anchor businesses to locate in Houston. Strategies could include financing and tax incentives.
- Work with State of Alaska and Travel Alaska Tourism Organization to develop a Marketing Plan for increasing recreational tourism in Houston.







## LAND USE GOAL

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To develop and maintain a responsive land use plan that supports the goals and objectives of the community including economic, environmental, and social community character.

### OBJECTIVES

- Preserve and enhance the identity of established community areas.
- Promote growth and land uses that are compatible with the rural residential character of Houston.
- Ensure an efficient pattern of development that reflects the needs of the community and is consistent with community character.
- Encourage the construction of safe, sound housing.
- Encourage land use patterns and development that connect new public and private investments.
- Encourage new civic and commercial activity to help jumpstart new private investments.

### POLICIES

- Ensure that zoning and platting decisions are guided by this Plan, specifically its maps, goals, policies, and strategies.
- Ensure future regulatory changes and planning actions complete appropriate public processes as well as maintain and protect the unique community character.
- Provide a balanced distribution of land uses to meet Houston's current and future needs.

### STRATEGIES

- Update land use regulations to promote flexibility for marijuana businesses to locate in Houston in appropriate zoning districts.
- Update land use regulations to provide buffer and protection for established residential areas from incompatible uses in adjacent zoning districts.

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## PARKS, RECREATION, AND OPEN SPACE GOAL

To provide a wide range of year-round recreational opportunities for the community and its visitors.

### OBJECTIVES

- Maintain existing trails, pathways, and recreational opportunities for area residents and visitors.
- Encourage the establishment of year-round recreational facilities.
- Develop and maintain neighborhood-scale recreational facilities and trail systems.
- Encourage Houston's recreation development as a tool for tourism and economic development.
- Maintain, supplement, and enhance new parks and open space for recreational use.

### POLICIES

- Ensure that a range of recreational opportunities are available to residents of all ages, especially for Houston youth.
- If the opportunity exists, ensure that trails and parks are considered at the land development level to preserve access.

### STRATEGIES

- Preserve and improve access to recreational opportunities, especially Houston's lakes and the Little Susitna River.
- Work with the Mat-Su Trails and Parks Foundation to find projects that would qualify for community grants leveraged with volunteer participation.
- Work with the State Historic Preservation Office to ensure that trails are mapped and preserved.







## ENVIRONMENTAL GOAL

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To maintain and protect the quality of the natural environment, especially drinking water and surface water in Houston.

### OBJECTIVES

- Protect drinking water quality for residents.
- Protect and preserve salmon habitat and the environmental health of rivers and streams.

### POLICIES

- Through land use and other regulatory controls, protect environmentally important areas including streams, rivers and lakes.
- Ensure that setbacks and buffers in development areas are maintained to protect residential wells for potable water and for the environmental health of natural areas.

### STRATEGIES

- Continue to work with the salmon restoration group to support its efforts on the Little Susitna River.
- Provide development setback standards in land use regulations to ensure that new development is protected from flooding and other environmental hazards and to protect natural areas from off-site pollution.



# COMMUNITY FACILITIES GOAL

To provide a safe and secure community for residents and to provide quality community services that enhance and improve residents' quality of life.

## OBJECTIVES

- Provide effective levels of fire and emergency response services to Houston residents and the surrounding areas.
- Improve utility access for local residents.
- Expand utilities to facilitate more intensive land development where appropriate.
- Encourage non-profits to continue to provide community and social activities for residents.

## POLICIES

- Ensure the proper design and installation of on-site water and wastewater facilities to protect property owners and the environment.
- Ensure that adequate school facilities are available when and where they are needed.
- Encourage learning of community residents through formal and informal educational opportunities.

## STRATEGIES

- Coordinate citizen awareness and implementation of wildfire mitigation with Matanuska Susitna Borough and state forestry service programs.
- Explore raising revenue through a variety of taxes which could be used to finance utility expansion. Such financial possibilities could include bonding with the Alaska Municipal Bond Bank.
- Secure state funding to support utility expansion and development.
- Partner with tribal organizations for shared costs to expand utilities.
- Explore the feasibility of improvement districts that will help finance future utility expansion.
- Work with Mid-Valley Senior's Center and the Homesteader's Community Center to continue to be of community service to residents.
- Continue to work with the MSB School District to update student enrollment trends and projections.
- Coordinate with the MSB School District to determine site selection, capital improvements, and school bond measures for timely school facilities.

- Address school site selection and acquisition in the review of proposed development plans.
- Support a new elementary school to serve Houston.







## TRANSPORTATION GOAL

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To provide a safe, efficient, multi-modal transportation system that meets the needs of Houston residents and visitors.

### OBJECTIVES

- Provide safe access to the Parks Highway and connecting road system.
- Ensure freight goods movement from the port to interior Alaska through Houston is safe and efficient.
- Encourage the development of alternate routes through Houston to serve goods and services movement from Port McKenzie to interior Alaska.
- Improve and expand non-motorized transportation facilities where possible.
- Expand system connectivity and emergency access.

- Provide additional traffic crossings across the Little Susitna River to promote public safety and convenience.

### POLICIES

- Freight routes should be safe, effective, and minimize impacts on established neighborhoods.
- Support regional transportation developments that comply with the goals, objectives, and policies in this plan and that support positive development within Houston.

### STRATEGIES

- Support the development of an alternative route to the Parks Highway from Port McKenzie to Houston parallel to the Point McKenzie railroad extension.

- Support the development of a Hawk Lane bike path.
- Work with the State of Alaska Department of Transportation & Public Facilities on Parks Highway planning, routing, and improvements by means of a Parks Highway Corridor Plan.



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## CHAPTER 6: LAND USE PLAN

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The Land Use Plan identifies general land use classifications and the land use plan maps graphically illustrate the location and extent of each land use category in Houston. The land use plan map is a visual representation of long-term policies and is not a detailed blueprint for future development. Nor is the land use plan map a zoning map which establishes specific land uses on a lot by lot basis. The land use plan map, in concert with the Community Growth Guidelines, provides a policy guide and a legal basis for future zoning changes and other development decisions.





## RELATIONSHIP TO HOUSTON'S MUNICIPAL CODE TITLE 10 LAND USE REGULATIONS AND ZONING MAP

The City of Houston's Title 10 Land Use Regulations establishes rules regarding development and are applied as zoning districts in the Official Zoning Map. That map shows zoning district boundaries within the City of Houston's boundaries. Future amendments to Title 10 regulations, zoning changes, and other land use decisions are intended to conform to the Comprehensive Plan and Land Use Plan Map.

This plan makes policy recommendations for current and future land uses based on existing land use patterns and known development plans proposed by large landowners. Title 10 Land Use regulations implement the proposed land use designations through zoning districts.

## AMENDMENTS TO THE LAND USE PLAN

The Land Use Plan is dynamic and may change as the community changes. Proposed amendments to the land use plan map may be reviewed concurrently with new development proposals. Amendments will require that conflicts between the proposal and the maps be resolved by examining the Goals, Objectives, and Strategies Chapter for guidance. Map amendments and changes are Comprehensive Plan amendments and should be consistent with the Plan's Goals, Objectives, and Strategies to meet future community projected growth.

# LAND USE CLASSIFICATIONS

The Land Use Plan Map identifies different land use classifications to illustrate the location and extent of land use categories throughout Houston. The land use classification define the building intensity (density) for each area, based on existing, planned, and projected future development, population and employment.

Each land use classification includes a generalized description of the predominant uses, the intensity of each use, the essential physical characteristics of development, and locational criteria, where appropriate. The locational criteria should be applied in combination to each other and not necessarily individually nor should all criteria be achieved in each location.



## RESIDENTIAL CLASSIFICATIONS

The residential classification identifies areas that are developed for residential purposes and are expected to remain residential for the 20 year horizon of the Houston Comprehensive Plan. The residential classifications also identify vacant land best suited for future residential development. The ranges of residential densities are generalized descriptions of the type of development appropriate for a broadly defined area. They are based on area-wide densities rather than specific densities for specific parcels.

The land use plan map depicts an intended overall distribution of population and housing units for contiguous areas of Houston. The land use plan map is not intended to be applied directly to determine the number of housing units permitted per lot or development site. Title 10 Land Use Regulations and Official Zoning Map will determine the allowed number of housing units on each lot or development area. The type of low density large lot residential development in Houston results from a combination of preferred lifestyle, lack of public infrastructure, such as public water and sewer and other public utilities, and distance from major urban centers.

**RESIDENTIAL 5:  
1 DWELLING UNIT PER 5 ACRE  
(DUA)**

The Residential 5 classification provides for low-density single family and rural agricultural residences served by private wells and on-site septic systems. The predominant use consists of a detached house on lots of 5 acres or larger suited for agricultural uses.

**RESIDENTIAL 2.5:  
1 DWELLING UNIT PER 2.5  
ACRE (DUA)**

The Residential 2.5 classification provides for low-density single family and rural agricultural residences served by private wells and on-site septic systems. The predominant use consists of a detached house on lots of 2.5 acres or larger suited for agricultural uses.

**RESIDENTIAL 1:  
2 DWELLING UNITS PER ACRE  
(DUA)**

The Residential 1 classification provides for large-lot single family and 2 family residences served by private wells and on-site septic systems. The predominant use consists of detached house on lots of one acre or larger.

**LOCATIONAL CRITERIA**

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- Areas with an established large-lot rural development pattern;
- Vacant areas adjacent to established large-lot, rural development;
- Areas without public water and wastewater;
- Areas where environmental constraints preclude an intense site development;
- Access is from low traffic volume local streets.
- Direct access from the Parks Highway is discouraged for new development.



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## RESIDENTIAL MULTI-FAMILY: 3 OR MORE DWELLINGS PER ACRE

The Residential Multi-Family 3 or more dwellings per acre classification provides for a range of single and multi-family housing neighborhoods that offer a diversity of housing choices. Residential uses include duplexes, townhouses and low to medium density multi-family. The intended overall density is greater than 3 dwelling units per gross acre. If located within neighborhoods that includes nearby single family homes, the physical scale and appearance and street orientation of multi-family housing developments should be compatible.

### LOCATIONAL CRITERIA

- Areas with a mix of single family and multi-family housing;
- Areas immediately adjacent to existing multi-family development;
- Areas without water and wastewater;
- Areas where environmental constraints preclude an intense site development; and
- Access is from low traffic volume local streets.

## NON-RESIDENTIAL CLASSIFICATIONS

### COMMERCIAL CORE – NEW

The Commercial Core classification is suitable for a wide range of retail and service uses. They include more intense commercial uses primarily for retail and service uses intended to meet the needs of highway users and local residents. This designation is also suitable for a broad range of professional businesses clustered in areas such as a shopping center that may be anchored by one or more large retail establishments. The Commercial Core Classification is also intended for lands that will be best suited for commercial core uses in the future.

### LOCATIONAL CRITERIA

- Existing commercially developed area near the Big Lake Road and Parks Highway intersection; and
- Areas with access onto Big Lake Road within the City of Houston boundaries.

### COMMERCIAL MIXED USE - NEW

The Commercial Mixed Classification provides flexibility for areas that are developed for commercial purposes that also have residential uses and are expected to remain commercial mixed use in the future. This designation is to identify key areas along a highway corridor which are highly visible or transitional in nature. Development in this area should occur in a manner that does not disrupt the function of the highway system. The Commercial Mixed Use Classification is also intended for lands that will be best suited for commercial mixed uses in the future.

This Comprehensive Plan supports and recommends a concentration of commercial uses at strategic locations where safe and compatible access are optimized. Commercial mixed use designations are currently clustered in nodes along the Parks Highway and along the eastside of the Parks Highway, north of the Little Susitna River recreation area and boat launch.

### LOCATIONAL CRITERIA

- Existing commercially mixed use developed area along the Parks Highway north of Big Lake intersection; and
- Areas with safe and convenient access off a side street from the Parks Highway.

### TOWN CENTER/CIVIC CENTER – NEW

The Town Center classification provides the focal point of civic, commercial, and recreation activity for Houston, integrating community serving retail, public services, and civic facilities. The town center allows and encourages community events close to the civic center of Houston, adding life and vitality to the center.

### LOCATIONAL CRITERIA

- Existing commercially developed area near City Hall and Little Susitna Recreational Area; and
- Areas near the existing Fire Hall on Armstrong Road.





## PARK AND NATURAL RESOURCE

The Parks and Open Space classification provides for active and passive recreation, conservation of natural areas, and trail corridors connecting to neighborhoods. Uses include neighborhood, community, regional and natural, open space use, greenbelts, and special purpose facilities. Such facilities might be developed recreational areas including sports complexes or interpretive centers that support parks and recreational functions. Park uses designated on the Land Use Plan Map are generally existing or known planned areas. As new open space and park use areas are acquired the Land Use Plan Map should be updated.

### LOCATIONAL CRITERIA

- Areas designated or dedicated as park use or under management for parks and recreation uses with the City of Houston;
- Areas designated as open space or natural resource use area; and
- City or Borough owned lands of high natural value or environmentally sensitive and not suitable for development.

## INDUSTRIAL

The Industrial classification describes and provides areas of existing and future industrial development. This designation is for areas already substantially developed for industrial use for the duration of the 20 year Plan.

The classification also applies to vacant land that is best suited to industrial development in the future. Limitations on industrial activities should apply near residential areas.

### LOCATIONAL CRITERIA

- Areas with an established primarily industrial development pattern;
- Areas large enough for more intense industrial uses;
- Areas with access to truck routes without the need to travel through local or neighborhood streets and incompatible uses; and
- Areas with rail access to reduce total truck traffic volumes.

## COMMUNITY FACILITY

The Community Facility classification is for developed active public and institutional use areas and undeveloped areas designated for future public and institutional use. Schools, community centers, fire stations, senior and cultural centers, cemeteries, and other public utility facilities designated on the Land Use Plan map are existing or known planned facilities. As new facilities are planned and developed, the Land Use Plan Map should be updated to reflect these changes.





### TRANSPORTATION FACILITY - NEW

The Transportation Facility classification applies to areas with existing or known planned public facilities that are directly related to transportation by rail or air. This classification includes the Alaska Railroad land holdings and railroad utility corridors including the Port Mackenzie rail extension and roadway corridor, as carried forward from the 1982 City of Houston Comprehensive Plan.

### DEVELOPMENT RESERVE

The Development Reserve classification is applied to areas that are generally suitable for development but whose location and lack of facilities and lack of projected demand make near-term and intermediate term development uncertain. Residential large-lot development is allowed by right but a planning process with a proposed rezoning to an active zoning district should occur prior to development.

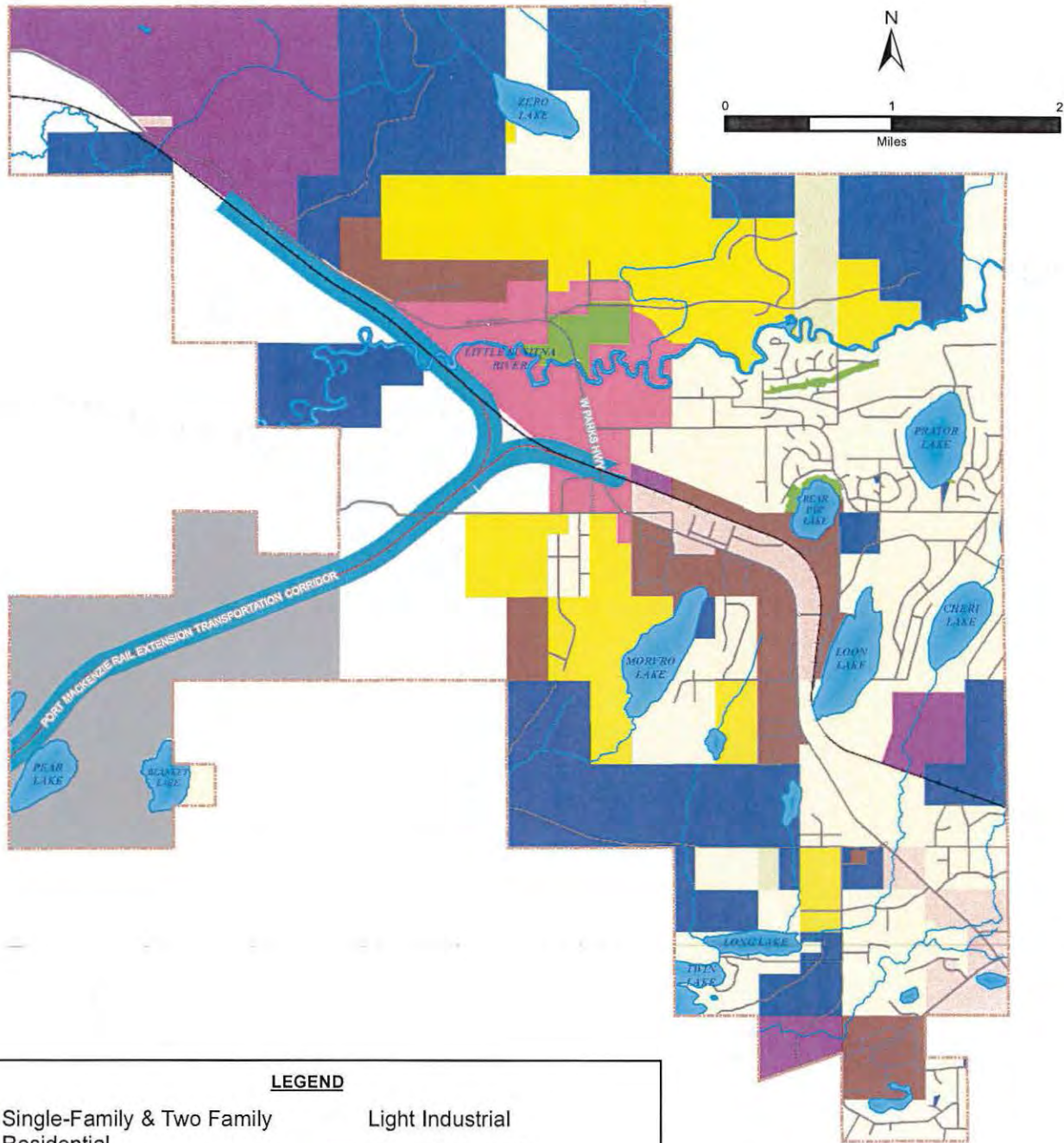
### MAJOR ROADS AND STREETS

The Land Use Plan Map illustrates major roads using a black line symbol as a visual geographic reference. The Transportation Plan Map in coordination with the MSB's Long-Range Transportation Plan designates the existing and future transportation network.

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See Figure 14 Land Use Plan Map.





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LEGEND	
Single-Family & Two Family Residential	Light Industrial
Low Density Residential/Agricultural	Heavy Industrial
Residential/Agricultural	Transportation Facility
Multi-Family Residential	Public Lands and Institutions
Commercial/Mixed Use	Parks and Recreation
Town Center	Development Reserve

CITY OF HOUSTON COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION
LAND USE PLAN
JUNE 2016 <span style="float: right;">FIGURE 14</span>



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CITY OF HOUSTON  
LITTLE  
SUSITNA  
RIVER  
CAMPGROUND →



# CHAPTER 7: TRANSPORTATION PLAN

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# STATUS OF THE TRANSPORTATION SYSTEM

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## THE PARKS HIGHWAY

The City of Houston is approximately 7.5 miles west along the Parks Highway from the City limits of Wasilla, approximately 50 road miles north of Anchorage, and approximately 300 miles south along the Parks Highway from the city limits of Fairbanks, Alaska. The Parks Highway is part of the Federal Highway's interstate road network. The eastern edge of the city limits of Houston included the intersection of Big Lake Road, with the first commercialized mile of Big Lake Road lying within the jurisdiction of Houston.

The Parks Highway is a 2-lane, undivided facility with 12 foot lanes, 8 foot paved shoulders and a 200 foot wide right-of-way measured from the highway centerline. Within Houston there are periodic passing lane sections for the northbound and southbound lanes, as well as a center two-way left turn lane. The Parks Highway's primary function is to serve statewide mobility for travel and freight transportation through the city limits of Houston for passage to Fairbanks and interior Alaska. Within the national network, the Parks Highway is the primary link between Anchorage, the Matanuska-Susitna Borough (MSB), and interior Alaska. Anchorage is the commercial hub of the state, and therefore freight and materials shipped via road to interior Alaska by road must pass through Houston on the Parks Highway. The Parks Highway is also a key element of the Houston road network, serving local traffic throughout the City of Houston.

The Parks Highway is an interstate highway classified as a Rural Interstate by the Alaska Department of Transportation and Public Facilities (DOT&PF), and is Route 3 of the National Highway System (NHS). As part of the NHS it has the function of providing mobility on a statewide level, in addition to its secondary function of local area service. The Parks Highway is owned by the State of Alaska and maintained by the DOT&PF.



## CITY OF HOUSTON ROAD NETWORK LAYOUT

The City of Houston’s road network branches east and west from the Parks Highway, which operates as a backbone for the regional network. The Parks Highway is the only arterial level roadway within the city limits. The remaining roads are either local roads providing access to the surrounding lots or collector roads that provide access to and from the Parks Highway.

A majority of the parcels within the city limits of Houston access the Parks Highway within the city limits of Houston. Alternative access out of the city is available to the west via Kiowa Street which leads to Big Lake and King Arthur Drive to the east which accesses the Meadow Lakes Loop and Pittman Road areas. Additionally, Big Lake Road leads west into Big Lake. There are currently no signalized intersections within the city, but one is proposed by the DOT&PF for the intersection of Big Lake Road and the Parks Highway.

## ROAD FUNCTIONAL CLASSIFICATIONS

A functional classification system is a method of identifying the intended use of a road or corridor. It is an important planning level tool to facilitate clear communication about road networks between different agencies, designers, and the public. The function of a road typically falls somewhere between the conflicting purposes of mobility (high speed mobility through a region) and access (lower speed movements with frequent turns to adjacent parcels).

The DOT&PF manages road networks that fall within the City of Houston. Both the DOT&PF and the Mat-Su Borough individually identified functional classifications for roads that they own and maintain or that are adjacent to their roadways. See Figure 15, MSB Functional Classification System.

## ROAD SURFACE CONDITIONS

There are approximately 45 miles of road within the Houston residential road network, not including the Parks Highway and Big Lake Road. Of these 45 miles of road, 90% (40 miles) of the roads are unpaved with a gravel surface. The remaining 5 miles of paved roadway account for most of the collector road network as defined by the MSB.

The paved road network includes all or segments of the following roads:

- Cheri Lake Drive
- Hawk Lane
- King Arthur Drive
- Miller’s Reach Road
- Wasey Way
- White Rabbit Drive

Armstrong Road is identified by the MSB as a collector road and is currently unpaved beyond the first quarter mile. The first quarter mile of Armstrong Road serves the Little Susitna River Camp Ground, and the public safety building for Houston which houses one of two Fire Halls serving the north part of Houston. City Hall is also accessed from Armstrong Road.

## ROAD OWNERSHIP AND RESPONSIBILITIES

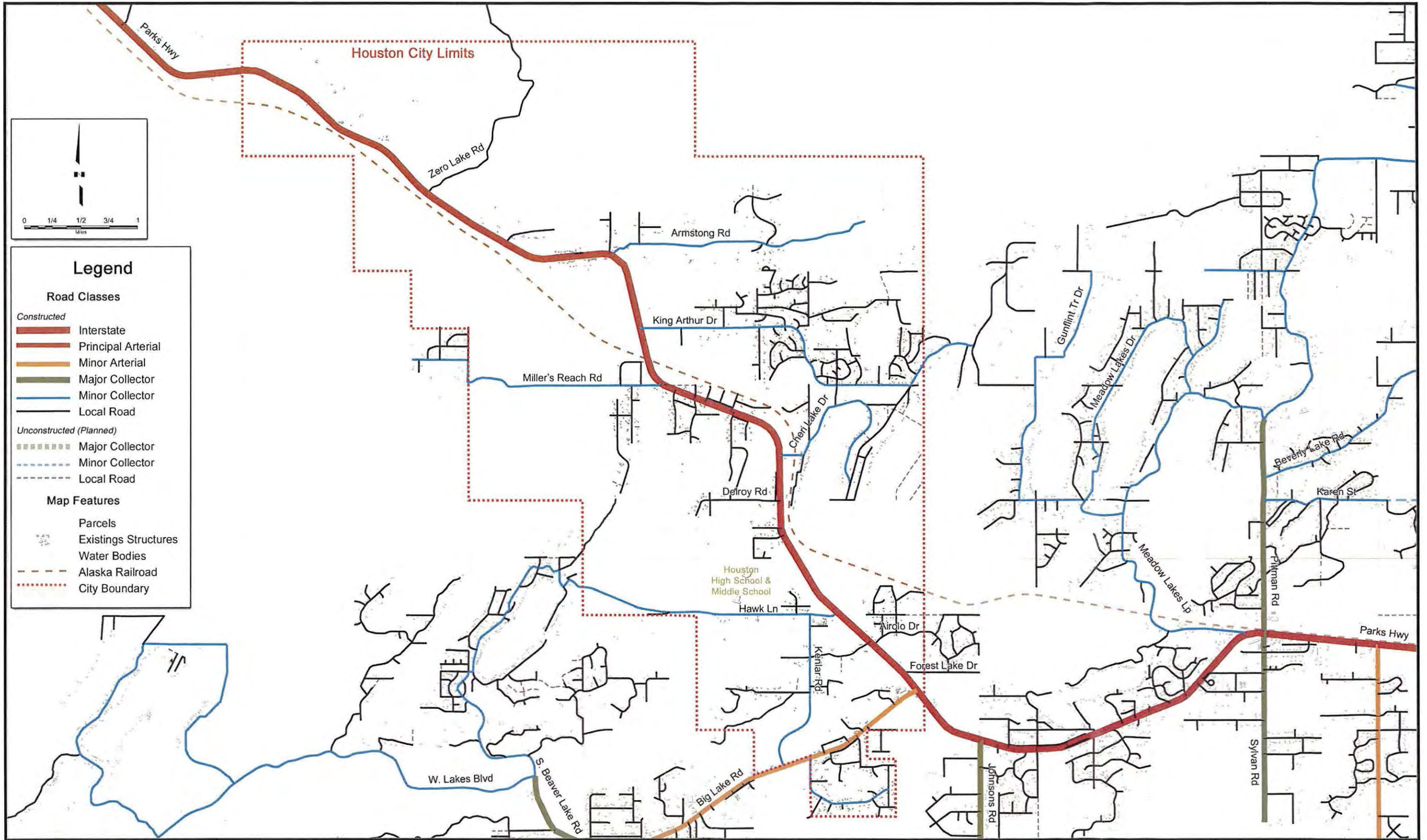
The road network in Houston is comprised of roads owned by the City, the DOT&PF as well as some roads qualifying for ownership and funding from the Bureau of Indian Affairs. Maintenance of the Parks Highway is done by DOT&PF but roadway ownership and responsibilities of all other roads fall under the City of Houston’s Public Works Department.

## ALASKA RAILROAD

The Alaska Railroad Corporation (ARRC) generally parallels the Parks Highway corridor throughout the limits of the City of Houston. To the southeast the railroad is on the north side of the highway. The Parks Highway crosses the railroad at a separated grade crossing at approximately milepost 56.5. The separated grade crossing includes a rail bridge that proceeds over the Parks Highway. On the northwest end of the city the rail corridor is on the south side of the highway.

A rail extension from the mainline in Houston to the port at Point MacKenzie is currently under construction. A “Y” junction at the mainline south of the Little Susitna River and the rail spur continuation southwest through the industrial zoned land in Houston has been built.







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## PEDESTRIAN PATHWAYS AND NON-MOTORIZED USE

There is a separated pedestrian pathway on the south side of the Parks Highway that begins east of the Houston city limits and ends at Mile Post 58 within Houston. There is a second pathway on the north side of the Parks Highway that begins at the intersection of the Parks Highway and Cheri Lake Road and continues west beyond the city limits.

There is an established recreation area with a trailhead located at mile 59 of the Parks Highway off of Zero Lake Road. The Houston/Willow Creek Sled Trail provides access to Hatcher Pass recreation area year round and the Zero Lake Trailhead has parking for approximately 60 vehicles and trailers and provides restroom facilities.

The majority of trails in Houston are informal and are used for non-motorized and motorized use year-round, including snow machines, ATVs, dog sleds, bikers, pedestrians, and skiers.

## PUBLIC TRANSPORTATION

Valley Mover provides public transit between the Mat-Su Valley and Anchorage with routes operating Monday–Friday multiple times a day. Valley Mover has two pick-up and drop-

off locations within the City of Houston: one at the commercial center at Big Lake Road and the recently added Gorilla Fireworks parking lot location.

Mat-Su Community Transit (MASCOT) provides minimal services to residents in Houston. Two busses run a Meadow Lakes/Big Lake to Wasilla route Monday through Friday. The northernmost scheduled bus stop, or Big Lake route cutoff, is at the NAPA Auto Parts and commercial strip mall at the intersection of Big Lake Road and the Parks Highway which is serviced by one bus. MASCOT does provide “Route Deviation” bus service, at an additional fare, which allows for requested additional pickup and drop-off locations depending upon proximity to the route and time requested.

At this time Valley Mover and MASCOT do not have any short or long term plans to expand their services in Houston. Funding and ridership are the determining factors for major changes to the availability public transportation.

## FREIGHT

The Parks Highway serves as a main transportation corridor for commercial freight from the greater Anchorage and Mat-Su area to Interior Alaska. According to the Alaska Department of Transportation and Public Facilities (DOT&PF), in 2013 commercial vehicle traffic made up an average of 16% of annual daily traffic along the Parks Highway through Willow. Peak commercial vehicle counts were greater than 22% of total traffic in September and October (Central Region 2013 Traffic Volume Report, DOT&PF). Considering the low number of freight and commercial destinations between Wasilla and north of Willow, it is reasonable to assume the commercial vehicle traffic recorded on the Parks Highway at Willow is a close reflection of freight traffic on the Parks Highway through the City of Houston.

The Alaska Railroad is the other leading mode for freight transportation. Opportunities for increased freight activity to the Port MacKenzie rail extension are anticipated in Houston due to the “Y” connection to the mainline. Improvement to the Parks Highway from Wasilla to Fairbanks may decrease travel times and continued development of Interior Alaska and the Borough may lead to increased traffic on the Parks Highway and increased use of the railroad.



# RELATIONSHIP TO OTHER PLANS, AREA PROJECTS AND STUDIES

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## MATANUSKA-SUSITNA BOROUGH LONG RANGE TRANSPORTATION PLAN (MSB LRTP)

The Matanuska-Susitna Borough Long Range Transportation Plan (MSB LRTP) was completed in 2007 and is currently undergoing an update to create a transportation planning vision to year 2035. The adopted LRTP is part of the Borough-wide Comprehensive Plan which all adopted area and community comprehensive plans are a part of, including the adopted 2003 amended City of Houston Comprehensive Plan. The MSB LRTP identifies transportation goals and objectives which reflect the Borough-wide interests and desires for the future transportation system. The overall purpose and goal of the MSB LRTP is to develop an integrated roadway network that facilitates the efficient movement of people and goods within the central area.

Specific goals identified in the 2007 MSB LRTP relate directly to the City of Houston and its transportation and economic goals, as identified in this Comprehensive Plan. These goals and objectives from the MSB LRTP include:

- Provide a transportation system that enhances the local economy and quality of life;
  - Minimize neighborhood through-traffic movements;
  - Promote positive and attractive design of transportation facilities;
  - Develop a multi-modal transportation network; and
  - Encourage the paving of roads and the increased use of dust control materials;
  
- Develop an integrated roadway network that facilitates the efficient movement of people and goods;
  - Minimizing travel time delays and congestion;
  - Minimize the number of access points on collector and arterial roads to maximize safety and road capacity; and
  - Protect the integrity and level of service on arterial and higher designated roads;





- Protect the through traffic function of highways and arterials;
- Provide a multi-modal transportation system that is safe, effective and meets the needs of all residents;
- Provide for the travel needs of mobility limited residents (young, old, low income, disabled);
  - Support the continued operation and expansion of local public transportation;
- And develop and operate a rail system to benefit Mat-Su's population and economy;
  - Extend a rail connection from the Alaska Railroad main line to Point MacKenzie; and
  - Continue to support economic development of communities along existing and future Alaska Railroad lines.

The MSB LRTP identifies anticipated future projects based on population growth, development, and the existing transportation system's capacities. This information is used to model and forecast estimated future traffic volumes throughout the borough road network. The completed 2007 LRTP extends through the planning year 2025. Assuming residential growth continues in the borough outside of Wasilla and Palmer, proposed future roads were identified with the recommendation that they be improved or completed when the nearby areas they serve are built out. Most of the identified improvements are also included in the Borough's Official Streets and Highways Plan (OS&HP).

The identified recommendations and improvements in the Houston area are mainly for the road system south of King Arthur Drive, where higher density population growth and travel is likely to occur.

Skyview Drive, east of Cheri Lake in Houston and south of Lake Lalen in Meadow Lakes, is a collector-level street recommended to be extended generally west and south of Cheri and Loon Lakes to the Parks Highway, providing a connection to Anthony Road (page 4-24, 2007 MSB LRTP). Big Lake Road from the Parks Highway to Northshore Drive is anticipated to need

expansion from a 2-lane minor arterial to a 4-lane arterial by 2025 based on predicted increases in daily traffic volumes (page 4-14, 2007 MSB LRTP).

Rural area roads are not included in the transportation modeling process. Typically the need for new or improved rural roads is based on providing access to new neighborhoods and a second connection to larger developed areas for emergency access and convenience. Recommendations for rural road improvements in the LRTP are based on needs identified in Mat-Su community adopted comprehensive plans. The City of Houston's 1999 adopted plan stressed the need for emergency access routes and combination fire breaks.

Proposed emergency access routes and staging areas affecting the City of Houston include providing a connection between Millers Reach Road and the Beaver Lake area and connecting roads north of the Little Susitna River from Armstrong Road to Edgerton Parks Road.







## ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES PARKS HIGHWAY VISION, 2006

The Alaska Department of Transportation and Public Facilities developed a vision for the Parks Highway in 2006. The purpose of the Parks Highway Visioning Document is to establish, in general terms, the Department's future vision of the highway which will provide guidance to the decisions about forthcoming highway projects and is intended to serve as the conceptual basis for more detailed local and Department planning efforts in the future.

Overall the vision for the Parks Highway is as follows:

*"A high degree of mobility for through trips while accommodating local access and slower travelers should be provided in a manner that is highly compatible with the communities and the environment along the corridor. The highway should be free-flowing with enough capacity and appropriate design standards to safely support travel at highway speeds. The long-term vision is for the highway to be upgraded to include freeway-style design characteristics, such as controlled access and interchanges at major connections. Local travel, within communities along the corridor, will be improved by developing local access road systems."*

Using 2030 traffic projections and identified safety and economic needs, general future improvements for the Parks Highway from the Big Lake Junction through Willow were identified. Generally the recommendation is to upgrade this section of the Highway to four lanes with access roads in selected locations. The frontage and access roads may be connected to the highway via interchanges or at-grade signalized intersections in the interim.

Good access management is especially important in Houston where private land exists adjacent to the highway and development pressure has been increasing (Parks Highway Visioning Document, page ES-2). *"Future highway corridor planning efforts should evaluate, on a segment-by-segment basis, how to provide access to adjacent lands, and this should be the basis for an access management plan for the Parks Highway corridor."*



Projected traffic volumes were developed based on historical traffic trends, historical and projected population trends, past design designations, and regional travel models (see Travel Demand Modeling to follow). Average annual daily traffic volumes from the year 2000 were taken as current or existing volumes of traffic along the Parks Highway and used to predict anticipated traffic volumes in the year 2030. The Parks Highway segment from Big Lake Road to Willow is projected to be carrying 8,000 vehicles per day by 2030.

Through this comprehensive planning process, new traffic projections were calculated using updated data in the Travel Demand Model (see following page) for a horizon year of 2035. The new data predicts average annual daily traffic volumes up to three times as much as the 2006 Parks Highway Visioning Document predicted through the Houston segment of the Parks Highway. This increase is significant in terms of highway planning and suggests improvements to the Parks Highway are needed in the near future.

DOT&PF's Parks Highway Visioning Document also notes that if the Wasilla bypass is built, the need for Parks Highway expansion to four lanes through Houston could be needed sooner, due to increases in growth in Houston and Willow and decreased travel time to Wasilla and Anchorage.

Development of Port MacKenzie is anticipated with or without the construction of the Knik Arm Bridge, according to the Visioning Document.

*"Ultimately, a new connection to the Parks Highway from the Knik Arm Crossing may be constructed.... The cities of Wasilla and Houston have zoning. Estimates about the timeframe for this connection range from 10 to 30 years. Most of the land for the route [highway corridor number 7 which follows the existing road alignment from the Parks through Big Lake Road down Burma Road, Ayrshire, and Point MacKenzie Roads] is still in public ownership. The road could intersect the Parks Highway near Millers Reach Road in Houston. This was the most cost effective of the routes studied in 1992. ARRC also may use this corridor. If this route becomes a reality, it could make a bypass at Houston a necessity, put Willow at an easy commuting distance of Anchorage, and increase the number of visitors to the south side of Denali National Park and other tourist and recreational attractions in the Susitna Valley."*

The visioning document states the recommendation for a possible bypass at Houston becomes stronger if a Port-to-Parks roadway connection is built through Houston. The use of interchanges is strongly supported throughout the Visioning Document

and therefore a Houston Bypass appears as a viable option. Otherwise good access management, the use of frontage roads, climbing and passing lanes, and widening to four lanes is predicted to adequately meet future traffic needs.

The Parks Highway is anticipated to expand to four lanes in 2030. There is enough roadside development, existing and anticipated, to warrant frontage roads in some sections of Houston. Construction of the Knik Arm Crossing could alter the traffic projections and change the long term needs of the Parks Highway through Houston. If constructed, the growth and traffic patterns within the borough south of the Parks Highway could change significantly, which may reduce the need for some highway improvements. That is because the provision of this alternate access route may increase the traffic volumes in other sections of the highway.





## TRAVEL DEMAND MODELING AND TRANSPORTATION PLANNING ASSUMPTIONS

The Anchorage Metropolitan Area Transportation Solutions (AMATS) regularly updates and maintains a regional Travel Demand Model (TDM) which includes the Mat-Su Borough areas as well as the greater Anchorage metropolitan area.

In an effort to establish appropriate transportation goals, objectives, and policies, the average annual daily traffic (AADT) volumes have been projected for 2035 by AMATS using the Travel Demand Model (TDM). The TDM includes all planned and funded transportation projects to date (April 2015). The model used in this analysis was developed by the ADOT&PF in conjunction with the Municipality of Anchorage (MOA) and the Matanuska Susitna Borough. The extents of the model are the entire network of the MSB and MOA from north of Willow all the way to Girdwood and east as far as the community of Sutton on the Glen Highway. This model is the same one used to analyze the traffic impacts of the Knik Arm bridge project as well as the Highway-to-Highway project in downtown Anchorage, and various Wasilla Bypass alternative corridors.

The model generates traffic volumes based on socio-economic background data such as population, income level, employment in various work sectors, school enrollment, as well as a number of special generators such as hotels and airports. The results of the model were used as a baseline for some the recommendations to follow. Figure 16 presents a diagram of the City of Houston with several key 2035 AADTs taken from the TDM.

## KNIK ARM BRIDGE

The Knik Arm Crossing is a proposed project to construct a toll bridge over Cook Inlet connecting downtown Anchorage to the Point MacKenzie area and provide an alternative route to the Mat-Su Borough. Project management was transferred from the state created Knik Arm Bridge & Toll Authority to the State of Alaska Department of Transportation & Public Facilities (DOT&PF) in 2014. Eleven years earlier the State Legislature decided to seriously pursue the development of the bridge following a 1984 Draft Environmental Impact Statement by the DOT&PF.

To date, more than \$72.9 million in federal money has been spent on the Environmental Impact Statement and other preliminary work including right-of-way acquisitions. Full funding, through a loan with the federal Transportation Infrastructure Finance and Innovation Act (TIFIA), has not been acquired. The Knik Arm Bridge project will also need future funding grants from the state of Alaska to pursue limited right of way requirements.

The Knik Arm Bridge project is included in the AMATS Metropolitan Transportation Plan and regional Travel Demand Model as a constructed project by 2035. Construction of the Knik Arm Bridge could have impacts on traffic volumes experienced by the City of Houston in the future, but growth and increases in traffic along the Parks Highway especially is anticipated to still increase to levels where highway improvements would be recommended.



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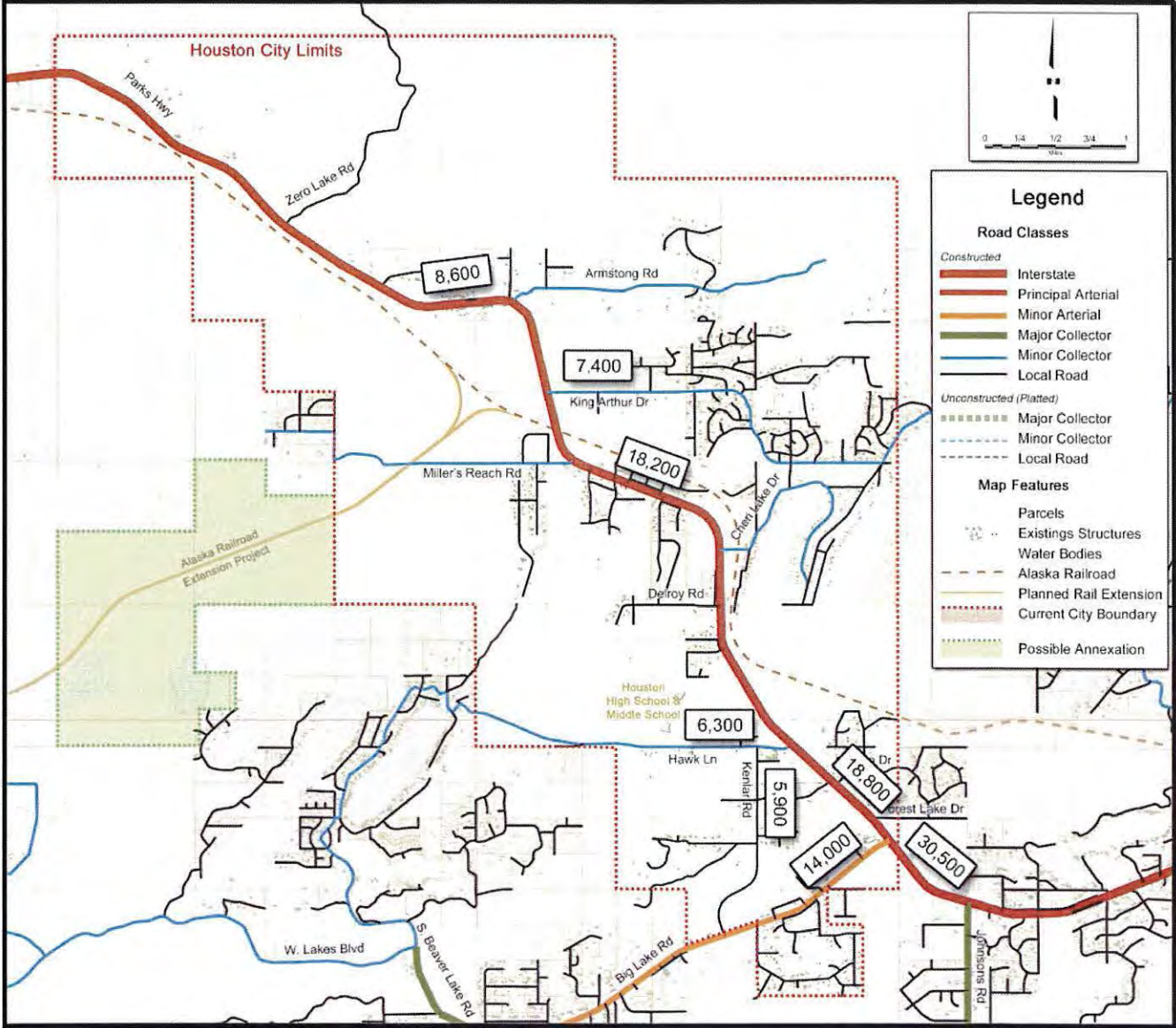


Figure 16. Projected 2035 Traffic Demand Volumes from ADOT&PF Travel Demand Model

# RECOMMENDATIONS

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All recommendations identified in this Transportation Plan element of the City of Houston's Comprehensive Plan support the following community values regarding transportation:

There is a need to increase safety, accessibility, and mobility through much of the city with improvements benefiting all users, including pedestrians, bicyclists, and other non-motorized users, while maintaining the community character.

The objectives, policies, and strategies identified to achieve the overall Transportation Goal were developed from the community's core values and identified in Chapter 5: Community Guidelines for Growth.

The following Transportation Plan Recommendations coincide with these goals and provide general traffic-related observations and recommendations for the City of Houston based on the analysis of existing conditions, other plans, and the projects generation by the ADOT&PF's Travel Demand Model.

## THE PARKS HIGHWAY

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The Parks Highway represents the backbone of the City of Houston's transportation infrastructure, not only for inter-community travel but also for access to outside services and employment centers. It is also of regional and statewide significance and therefore has a major impact on the residents of the City of Houston. Following are major Parks Highway recommendations.

## BYPASS

A Parks Highway bypass has been envisioned since at least the early 1980's. The bypass would occur between Mile 56 and Mile 60, and would parallel the Alaska Railroad tracks on the south or west side. This bypass would be integrated with the "Port-to-Parks" highway discussed later. A grade separated interchange would be constructed to facilitate uninterrupted traffic flow along the Parks Highway and (mostly) free flowing turning movements towards the port and town center. Several bridges would be required to cross the railroad tracks, the Little Susitna River, and existing roadways. This recommended project will benefit the community as follows:

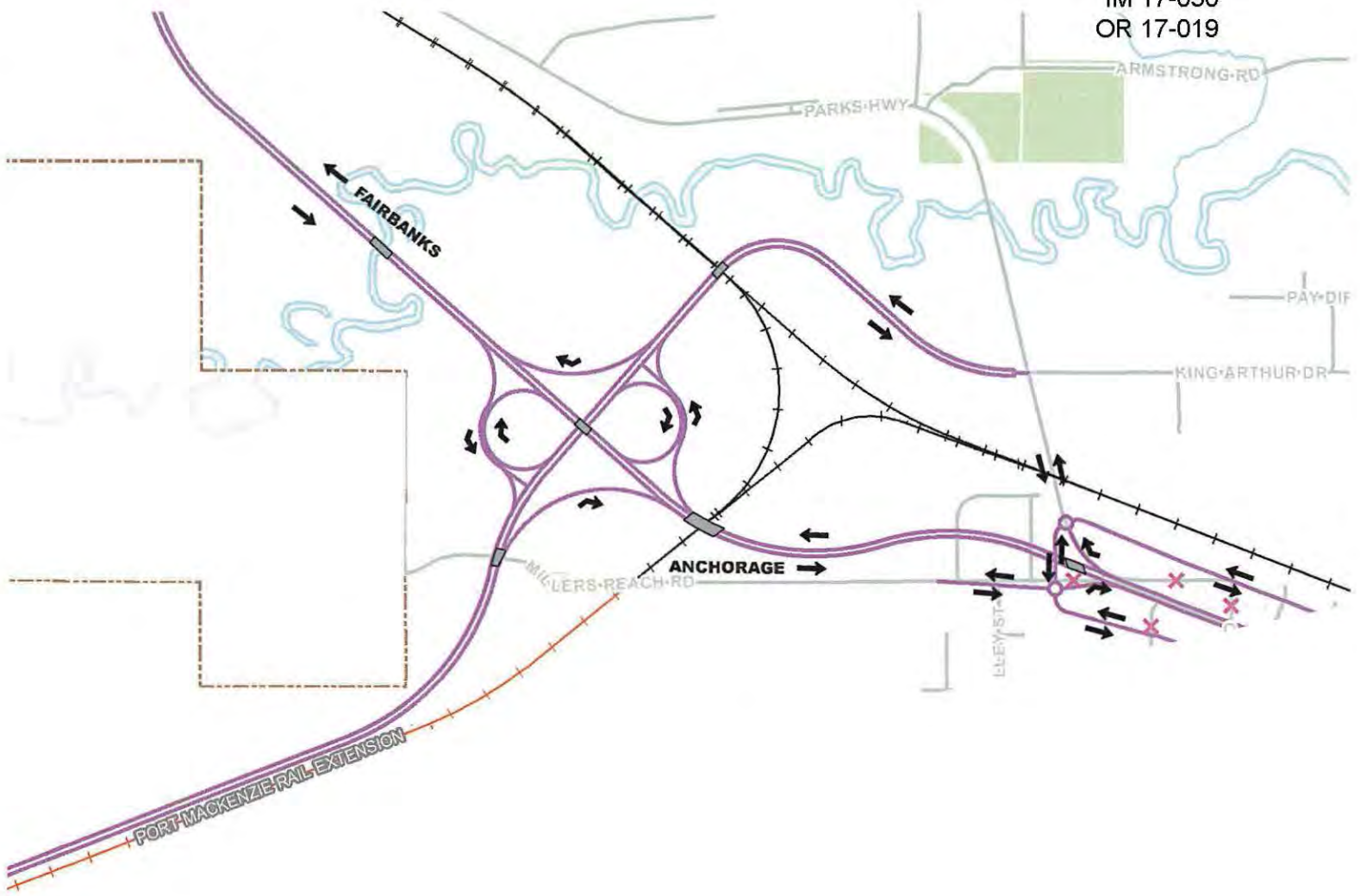
## TOWN CENTER DEVELOPMENT

Shifting higher-volume through traffic to the bypass will provide opportunities for a cohesive town center around major community assets, such as the Little Susitna River and existing businesses. However, relocating the highway away from existing businesses could have a negative impact in the form of fewer customers. This result could be mitigated with signage directing travelers to the town center businesses, as well as strategic on/off ramps at the existing Parks Highway at either end of the bypass. The development of streetside or other public parking venues in the Town Center is encouraged.

## EFFICIENT AND SAFE FREIGHT MOVEMENT

Through traffic traveling on the bypass would do so at a higher speed (greater than 55 mph) without the inherent safety risks presented by multiple driveways/intersections. Also, depending on the final alignment of the bypass, up to three horizontal curves could be eliminated or flattened significantly.





## INTERCHANGE

With the construction of the “Port-to-Parks” highway, Houston will be the site of a major highway convergence. In order to provide safe and efficient access, a grade separated interchange is envisioned in the undeveloped land bordered by the Little Susitna River on the north, railroad tracks to the east and south, and the city boundary to the west.

A partial cloverleaf was initially recommended, even though an eventual project will need to complete a detailed evaluation of available interchange types. The Parks Highway would be elevated, with bridges spanning new frontage roads near Millers Reach Road, the Port MacKenzie Rail Link, Little Susitna River, and the railroad mainline. Areas north of the railroad tracks would be linked to the interchange with a new road, including a grade separated railroad crossing.

Main access to the Parks Highway would be through the interchange, particularly for any traffic going south to Wasilla or beyond from the Houston Town Center area. Frontage roads and access management could be utilized at the south end of the bypass to consolidate and route access to and from the freeway. In addition, northbound ‘old’ Parks Highway travel would merge with the freeway at the north end of the bypass. Similarly, southbound freeway traffic would be allowed to exit onto the ‘old’ Parks Highway.



## CONGESTION MANAGEMENT

Future capacity issues north of Big Lake Road are documented in both the Borough's 2007 LRTP (Figure 4-3 & 4-4) and the draft CIA (Appendix C, Section 4). These future traffic projections are in part influenced by projects such as the Knik Arm Bridge and Wasilla Bypass Road. Should the anticipated increases in traffic prove to be correct (more than double by 2035), the Parks Highway will need to be upgraded to a 4-lane divided highway between Big Lake Road and the northern boundary of Houston (and beyond).

This recommended project will benefit the project as follows:

- Efficient and Safe Freight Movement

Reducing congestion by adding lanes can reduce conflicts between slower moving trucks and faster moving cars. It also eliminates the need for passing vehicles to move into the opposing lane, increasing safety for all motorists. Finally, a divided highway, similar to what is currently being designed/constructed between Miles 44 and 52, has the potential to greatly reduce severe crashes, such as head-on collisions.

## ACCESS MANAGEMENT

Access management will likely become a growing concern as traffic volumes on the Parks Highway continue to increase. The Travel Demand Model (TDM) indicates that the majority of growth on the Parks Highway would be local to Houston, rather than being related to pass-through traffic continuing north toward Fairbanks. This likely development suggests that there will be a higher percentage of turning traffic on and off the highway.

One method of accommodating this increase in turning traffic is to encourage turns at safe, logical locations throughout the corridor. This means limiting the number of intersections with the Parks Highway and relocating trips to consolidated intersections through the use of parallel connections and frontage roads. Specifically, frontage roads are recommended in the existing commercial zone near Armstrong Road where linked parking lots currently operate as a de facto frontage road. A bypass, as discussed earlier, would also eliminate conflicts along this section of the Parks Highway.

If the traffic volumes do increase to the level indicated in the 2035 TDM, a 4-lane divided highway would likely be necessary with access points at

a minimum of half mile increments. It is recommended that the City of Houston plan for these access points and encourage development patterns that would reduce the impact and cost of construction for a 4-lane divided highway.

The following access points to the Parks Highway have been identified for consolidation/rerouting or realignment:

1. W Larae Rd/Airolo Dr: Align intersections
2. Corn St: Close Highway access and route to Hawk Ln or Delroy Rd
3. Debra Jean Ln: Close Highway access and route to Hawk Ln or Delroy Rd
4. N Dana Ct to Railroad undercrossing: Close Highway access and provide frontage roads connecting to the repurposed Parks Highway (after the construction of the bypass). Highway access would be via the interchange for northbound traffic and a series of intersections for southbound traffic.

Strategic access control is necessary to preserve efficient movement along the Parks Highway and reduce conflict points.



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## FREIGHT AND INDUSTRY

### PEDESTRIAN CROSSINGS

In connection with the consolidation of turning traffic, consideration should also be made concerning the desired location for pedestrian crossings of the Parks Highway. As residential development continues to grow north of the Parks Highway, along King Arthur Road and Armstrong Road, commercial development is expected to increase adjacent to the highway. The major commercial developments are currently on the south side of the highway, and new commercial development is likely to expand from this established location. This development creates a conflict as pedestrians make home based commercial trips which require crossing the Parks Highway.

Safer crossings could be encouraged through construction and proper maintenance of surrounding trail networks which would direct the flow of walking, biking, and motorized pedestrians to reduce speed areas of the Parks Highway or to access points that might be signalized in the future.

It is a goal of the City of Houston to develop economically. Fostering this type of growth, especially industrial development, requires a solid transportation network for moving freight in and out of the industrial zones. The City of Houston has several tracts of Industry zoned land without all-weather roads for freight access. Following are major freight related recommendations.

### PORT TO PARKS

Also known as the "Port MacKenzie to Parks Highway Roadway Corridor", the "Port to Parks" project seeks to construct a more direct highway link between the growing Port MacKenzie and the Parks Highway. Several routes have been studied in the past; including some with impacts to City of Houston lands. It is recommended that an alignment paralleling the north side of the newly constructed railroad link be selected. A "Port to Parks" road through the City of Houston would benefit the community as follows:

- Industrial Development

The recently annexed Knikatnu, Inc. land is zoned heavy industry, but is currently without surface access. A Port to Parks alignment paralleling the Port MacKenzie Rail Extension would provide flexible freight access to a portion of these lands, making it more attractive for businesses to invest. The utility grid will require upgrades to accommodate a growing industry. Providing road access to industrial areas is compatible with the City of Houston's objectives to foster employment opportunities and encourage regional commercial enterprises.

- Freight from Port to Interior Alaska

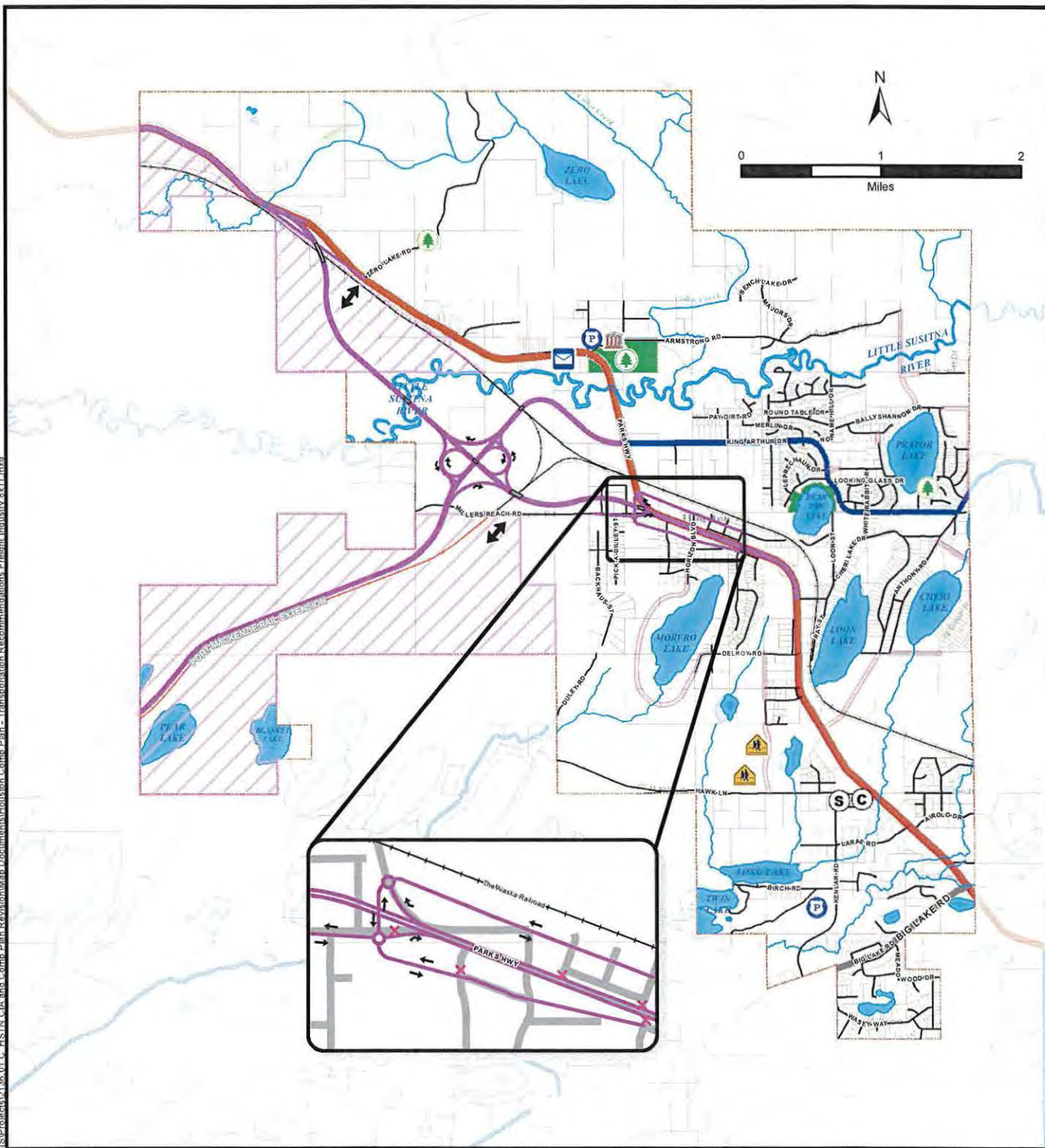
As operations at Port MacKenzie increase, so will the demand for multimodal access. The "Port to Parks" roadway provides an alternative to the railroad, which is preferred for smaller quantities of goods.

- Light Industry Access

Several tracts of land within the City of Houston's boundary are zoned as "LI", Light Industrial. The majority of this zoning district is not currently connected to the road system, particularly in the northwest portion of the city. In order to attract industrial development, roadways into these districts are recommended. This recommendation includes improvements to existing roadways, such as paving Miller's Reach Road.



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LEGEND			
	Roads		

CITY OF HOUSTON

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**COMMUNITY IMPACT ASSESSMENT  
AND  
COMPREHENSIVE PLAN REVISION**

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**RECOMMENDATIONS  
FREIGHT INDUSTRY**

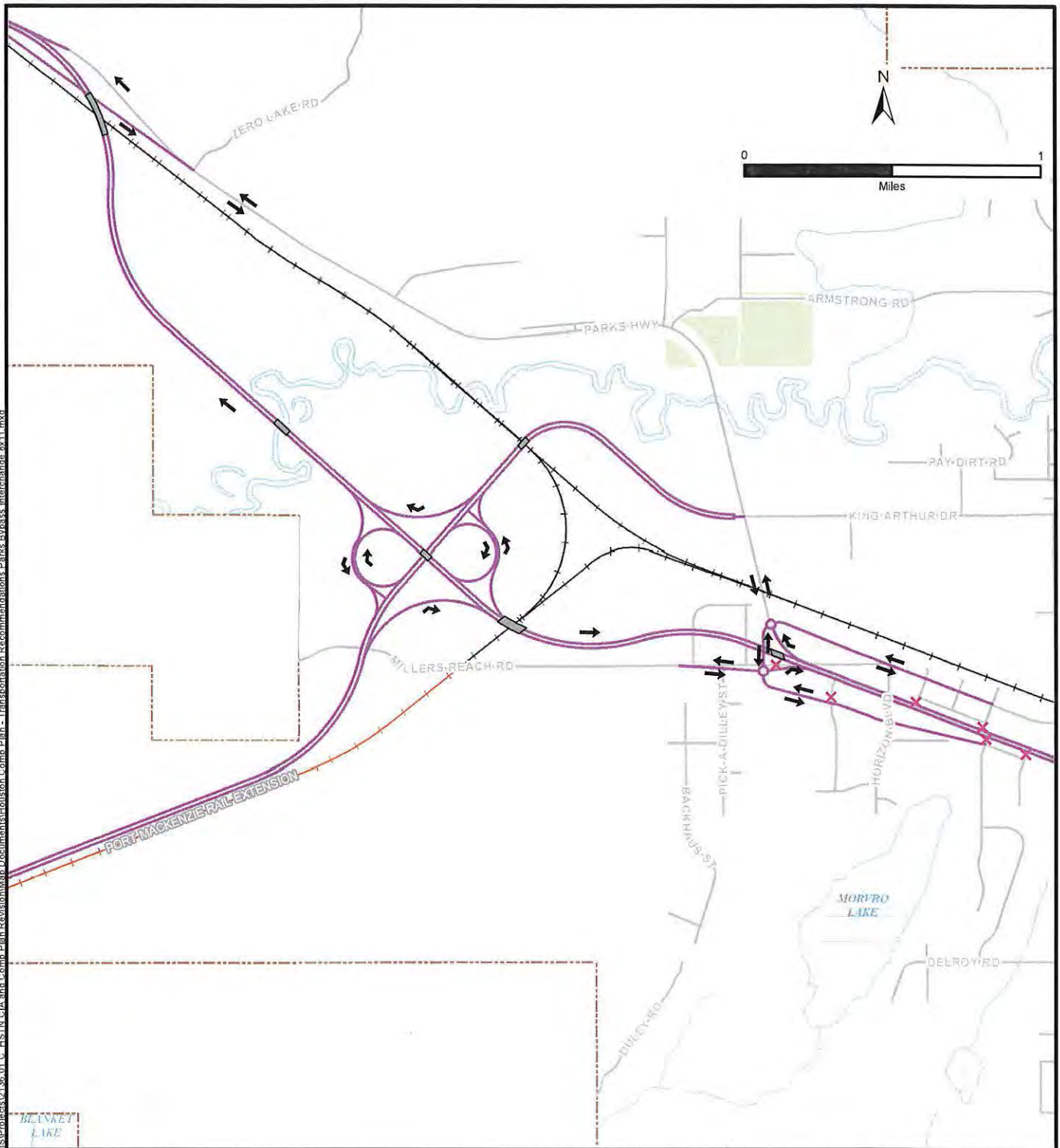
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JUNE 2016 FIGURE 17










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**LEGEND**

-  City Boundary
-  Parcels
-  Railroad
-  Port MacKenzie Rail Extension (Partially Complete)
-  Proposed Bridge
-  Interchange and Port to Parks
-  Interchange Traffic Flow

CITY OF HOUSTON

COMMUNITY IMPACT ASSESSMENT  
AND  
COMPREHENSIVE PLAN REVISION

RECOMMENDATIONS  
PARKS HIGHWAY  
BYPASS INTERCHANGE

JUNE 2016

FIGURE 18

## LOCAL ROAD NETWORK

If the Parks Highway is considered the backbone of Houston's transportation network, then the local road network makes up the remainder of the skeleton. Residents have identified a need to improve the local road network, from upgrading the surface to providing new connections. Following are recommendations pertaining to the local road network.

- Neighborhood Connectivity

Many of Houston's local roadways lack adequate connectivity, meaning they dead-end or terminate at a lower classification roadway often leaving entire neighborhoods with only one ingress/egress. Not only is this problematic from an emergency response standpoint, but also tends to increase travel time and shifts traffic to lower classification roadways.

Recommended projects include:

1. West of Parks Highway: A secondary road link to the Beaver Lake area; access around the south side of Morvro Lake; and access to the Middle and High Schools from Delroy Road.
2. East of Parks Highway: Alternate Cheri Lake access; access to the east side of Cheri Lake; completion of a loop around Prator Lake; and a new bridge over the Little Susitna River to connect Armstrong Road to the Prator Lake area.

These projects are in alignment with the City's values, goals, and guidelines for growth as follows:

- Connectivity/Emergency Access  
The recommended projects provide alternate access for use during emergency situations as well as better circulation amidst the local road network (meaning less backtracking).
- Promote rural residential growth  
Providing new road connections opens up buildable lands for development, attracting people looking for the rural lifestyle.





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## FUNCTIONAL CLASSIFICATION

Current traffic volumes on roads outside the Parks Highway corridor are at the level of local roads regardless of their planned functional classification. Although several roads are currently classified as "Minor Collectors" by the Borough, they have not yet matured to the point where this function is critical to maintain. Volume projections indicate that in the future, a properly designed and well maintained collector road network will be essential.

### RECOMMENDATIONS:

- The "minor collector" road network in the City of Houston should be preserved.
- Property driveways should access local roads when possible instead of collector roads to accommodate possible future turn lanes.
- Local roads accessing on opposite sides of a collector should be aligned directly across from each other to eliminate offset intersections.
- Consideration should be made to possible future right-of-way needs around minor collectors in case these roads ever need to be widened for turn lanes or pathways, particularly in areas around intersections.
- The frontage road paralleling the Parks Highway near the commercial core is located on the south side, not the north side as shown on the Borough's mapping.

## ROAD SURFACE CONDITIONS

Only approximately 10% of Houston's roadways feature a paved surface. Recent projects, such as upgrades to Hawk Lane, represent a move in the right direction to pave all collector roadways. It is recommended that existing collectors, as well as any proposed ones, receive a paved surface. This paving will benefit the community as follows:

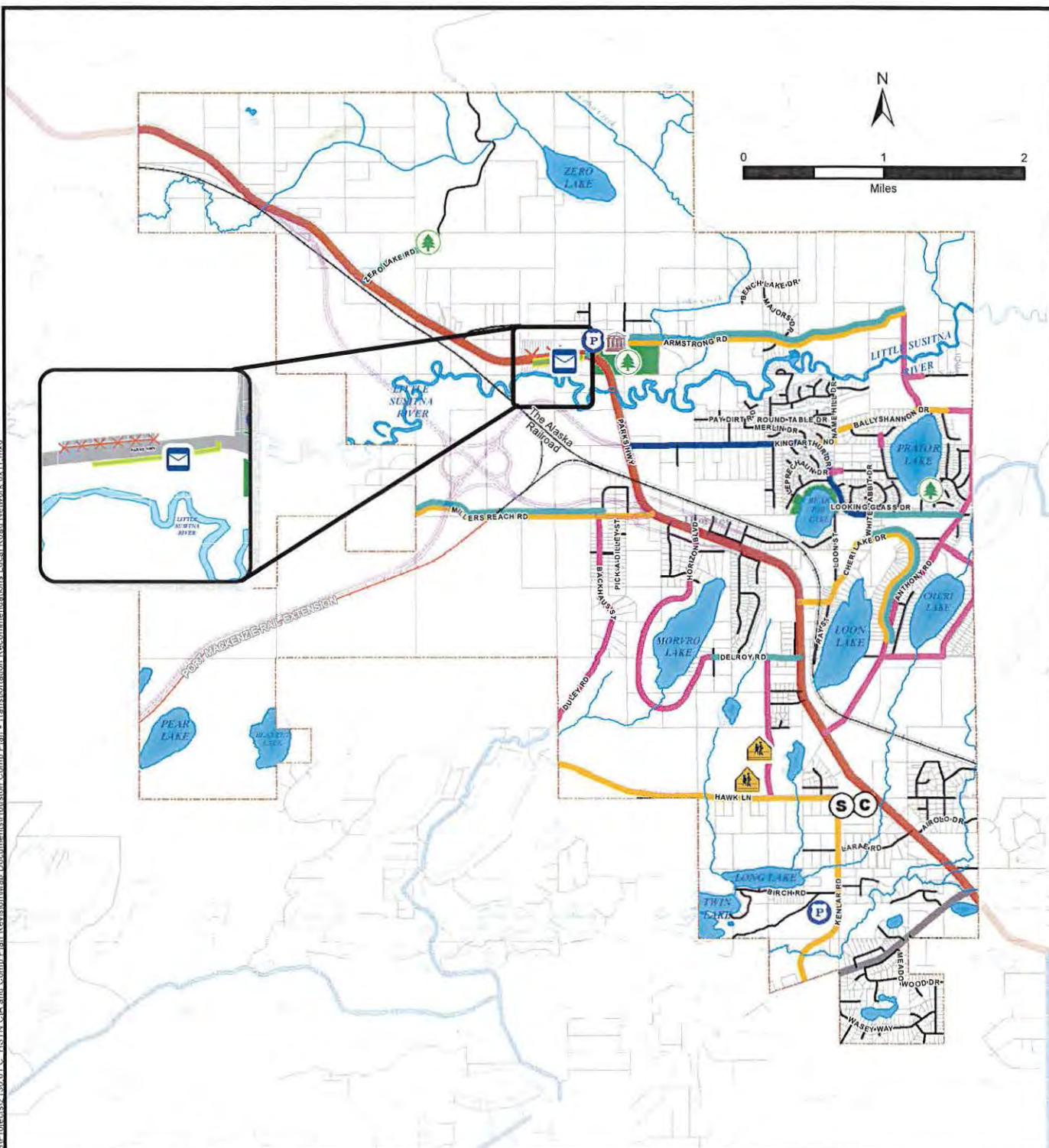
- Quality of Life

Improving roadway conditions will allow for easier commutes, shift maintenance funds to other priorities, and possibly raise home values. Roadside properties will enjoy the dust-free environment, adding to the enjoyment of outdoor activities.





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**LEGEND**

- |                 |  |                    |                  |
|-----------------|--|--------------------|------------------|
| City Boundary   | Port MacKenzie Rail Extension (Partially Complete) | Mapping Error      | Community Center |
| Parcels         | New/Upgrade to Road Connectors                     | Mapping Correction | Senior Center    |
| Park            | Upgrade Classification to Minor Collector          | City Hall          | Recreational     |
| Roads           | Upgrade to Pavement                                | Public Safety      |                  |
| Interstate      |  | Post Office        |                  |
| Minor Arterial  |  | School             |                  |
| Minor Collector |  |                    |                  |
| Local road      |  |                    |                  |
| Railroad        |  |                    |                  |

CITY OF HOUSTON  
COMMUNITY IMPACT ASSESSMENT  
AND  
COMPREHENSIVE PLAN REVISION

RECOMMENDATIONS  
LOCAL ROAD NETWORK



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## NON-MOTORIZED USERS

Separated paved pathways exist along the Parks Highway and Big Lake Road. In addition, many less formal trails dot the landscape, used for hiking, cross country skiing, dog mushing, etc.

### RECOMMENDATIONS:

- Existing formal pathways should remain and additional pathways be constructed along Hawk Lane (between the Parks Highway and the Middle/High Schools). The Hawk Lane pathway should be extended from the school campus to Big Beaver Lake and connect with the Big Lake community trail system.
- Construct a formal pathway along Kenlar Road connecting the Hawk Lane pathway with the existing pathway adjacent to Big Lake Road.
- Construct a formal pathway along King Arthur Drive with connection to the existing pathway along the Parks Highway.
- Several segments of the Parks Highway feature a single pathway only. The missing links shall be constructed to provide continuous pathways on both sides along the entire Parks Highway, including the proposed bypass and the existing bridge over the Little Susitna River.

- A formal pathway along the Little Susitna River in the vicinity of the proposed Town Center would be a welcome addition for anyone wanting to use the recreation facilities.
- In all new construction and upgrade projects for interstate, arterial and collector roads, provision must be made to include adjacent pathways wherever feasible.

## OFF-ROAD VEHICLES (ATVS, SNOWMACHINES)

City of Houston Municipal Code allows for the operation of off-road vehicles, including ATVs and snow machines on City streets and rights-of-way. It is evident by the vast number of informal ATV trails that this mode of transportation is widely used.

However, this causes several conflicts. First, informal trails have a tendency to migrate outside the ROW and onto private property. Secondly, repeated use during inclement weather can cause widespread rutting, which leads to unsightly roadside conditions. Lastly, uncontrolled trails can cause safety concerns at roadway intersections and create dust/visibility hazards.

### RECOMMENDATIONS:

- Adopt a policy to incorporate off-road vehicle facilities including stabilized shoulders, flat-bottom gravel surfaced ditches, trail/road intersection considerations in the construction/ reconstruction of roadways within the City boundaries.

## PUBLIC TRANSPORTATION

Existing bus service extends into Houston only near the southern boundary. Planning for a potential future commuter rail corridor and possible locations for intermodal stations, including Houston and Willow, is currently in pre-development with the MSB.

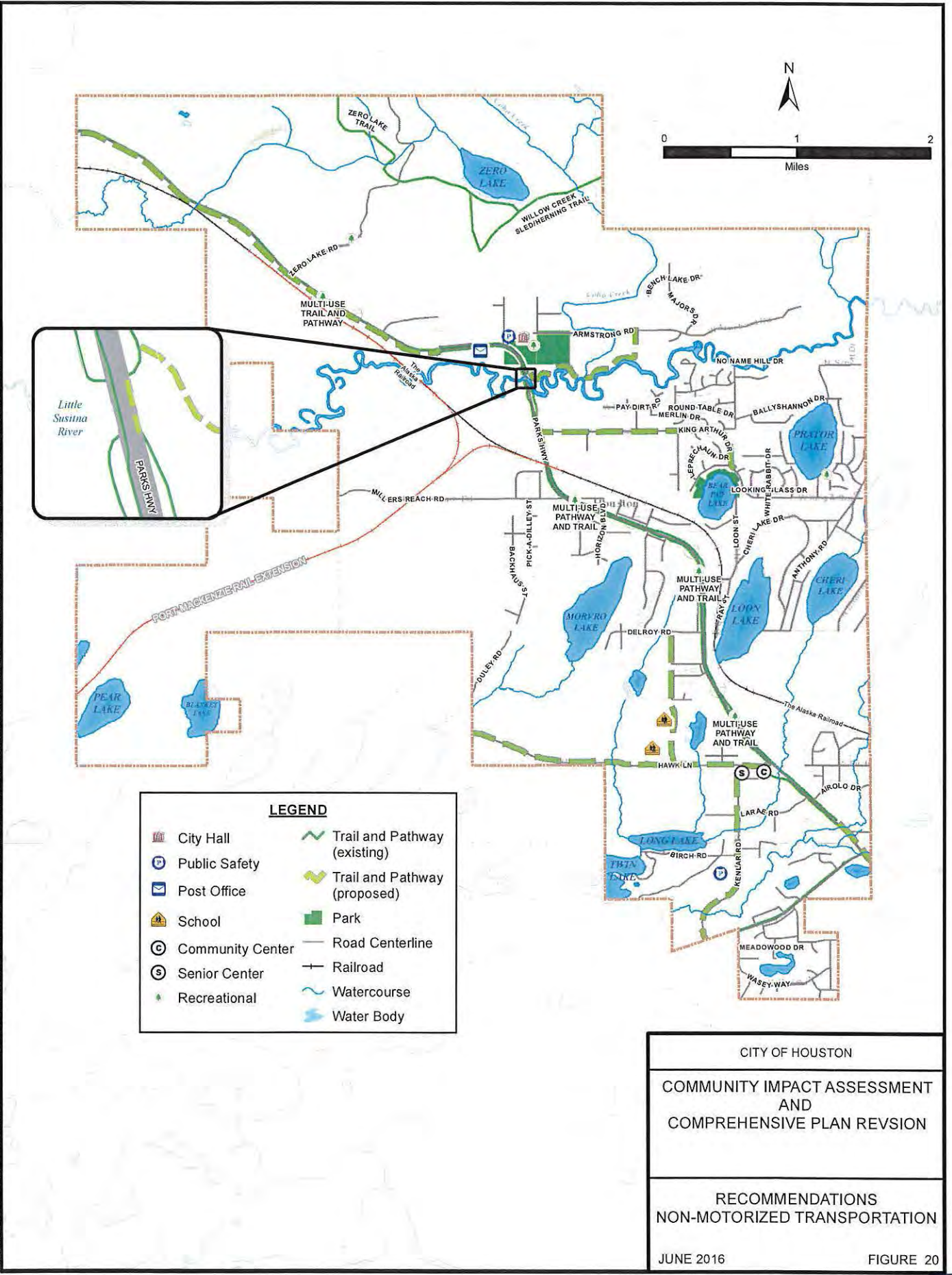
### RECOMMENDATIONS:

- Expand the bus service to other parts of Houston could be included in this plan should the community agree to a need.
- Consider the Senior Center on Hawk Lane as a potential candidate for future bus service.
- Site a formal, city owned Park-and-Ride lot for folks wanting to use the bus or carpool to commute to Wasilla or Anchorage.
- Support the development of a multi-agency coordinated plan for an Anchorage to MSB commuter rail corridor that meets Houston's future needs.



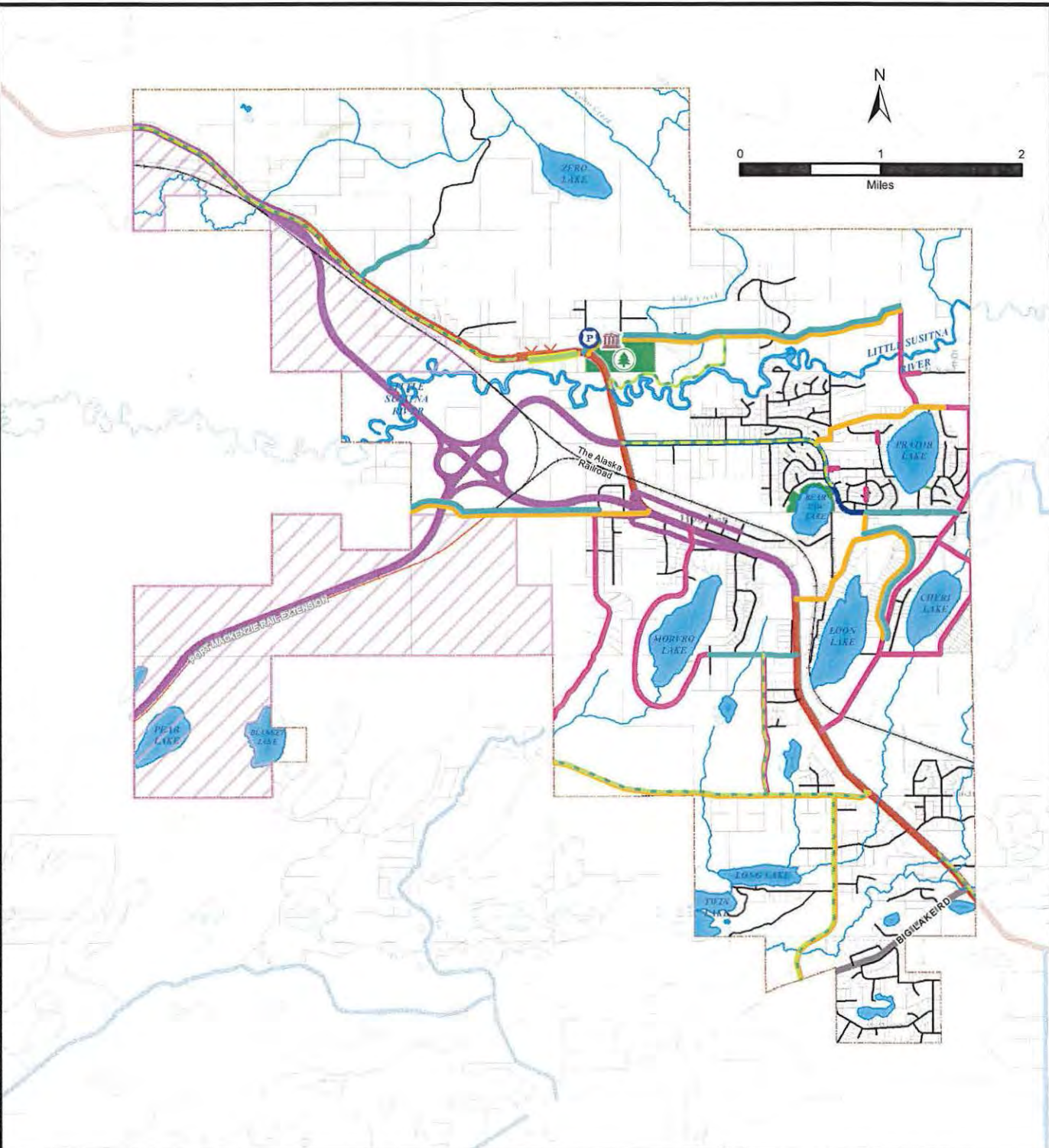


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**LEGEND**

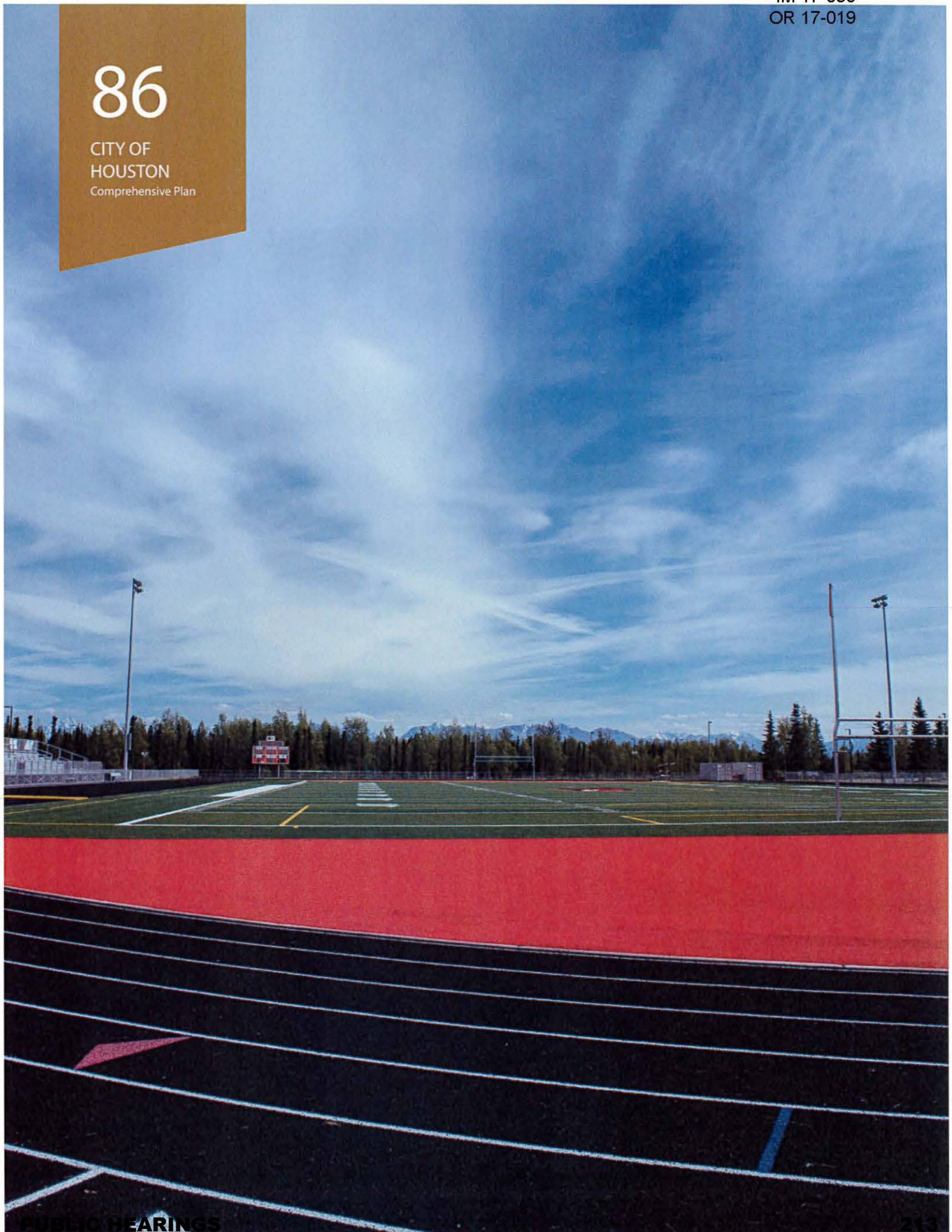
- |  |                 |   |
|--|-----------------|---|
| Park   | Roads           | New Upgrade to Road Connectors            |
| Industrial Zoning                                  | Interstate      | Upgrade Classification to Minor Collector |
| Railroad   | Minor Arterial  | Upgrade to Pavement                       |
| Port MacKenzie Rail Extension (Partially Complete) | Minor Collector | Mapping Error                             |
| Interchange and Port to Parks                      | Local road      | Mapping Correction                        |
|  |                 | Trail and Pathway (proposed)              |

CITY OF HOUSTON	
COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION	
TRANSPORTATION NETWORK RECOMMENDATIONS	
JUNE 2016	FIGURE 21



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Comprehensive Plan





# CHAPTER 8: IMPLEMENTATION

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## OVERVIEW

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The following implementation section describes the steps necessary to actualize the preferred alternative identified in this Comprehensive Plan. Implementation mechanisms for the Comprehensive Plan include regulatory controls, such as zoning, platting, and development standards from Title 10 Land Use Regulations and functional plans, such as the MSB Long Range Transportation Plan.

Timeframes are approximate and based on the information, knowledge and priorities of the Community and the City's ability to acquire funding over the 20 year horizon. As priorities change or funding becomes available, priorities may shift and change timeframes and should be reevaluated in response to changes in economic conditions, permit and regulatory requirements, and statewide economic climate.





## COMMUNITY DESIGN STANDARDS

The community's desire for a more attractive built environment that is also compatible with a semi-rural and rural lifestyle and limited regulations should be balanced with broad design standards in the following areas:

- Streets and roadways;
- Landscaping;
- Public Facilities; and
- Residential development.

## REGULATORY CONTROLS - TITLE 10 LAND USE REGULATIONS

The Comprehensive Plan will be implemented through site development standards as set forth in zoning and land use regulations in City of Houston's Municipal Code, Title 10.

## FUNDING STRATEGIES

Funding development of park and recreation facilities can be challenging, especially with projected budget shortfalls identified for the State of Alaska and its communities beginning in 2016. National, state, local, public, and private funding sources are likely to be required to advance the implementation of this Comprehensive Plan. Funding sources available to implement these elements of this Comprehensive Plan are anticipated to be: Public-Private Partnerships, state and federal grants for community and transportation projects, city budget, and Capital Improvements Programs.

## CAPITAL IMPROVEMENT PROGRAM (CIP)

The City of Houston and the Mat-Su Borough uses the Capital Improvement Program as an essential planning and budgeting instrument to identify desired public facilities and capital improvements over a six year cycle. Annual Capital Improvement

Program priorities provide funding, cost and time frames for identified projects and are a useful mechanism to ensure long-term investment for a variety of project scales and types that can be funded by State grants.

## ALASKA STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is the state's four-year program for transportation system preservation and development. Interstate, state and some local highways, bridges, and public transportation are eligible to be included in the STIP. It covers all system improvements for which partial or full federal funding is approved. The City of Houston and the Mat-Su Borough use the STIP for planning and coordination with ADOT&PF, especially for changes to the Parks Highway.



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Comprehensive Plan

### PUBLIC PRIVATE PARTNERSHIPS (3P)

Implementation of the Houston Comprehensive Plan may require funding from non-governmental funding sources, or with assistance from volunteers, grants, or other programs and partnerships. Significant community development initiatives can be made possible by building local support in collaboration with community partners, such as tribal organizations with access to funding for development of transportation infrastructure and economic development through factories and assembly facilities that can employ local residents.

### ADDITIONAL FUNDING SOURCES:

Funding for parks, trails and recreation tourism can be through the project nomination level with the Mat-Su Trails and Parks Foundation.

### FEDERAL FUNDING

National programs for improving communities through non-motorized infrastructure improvements exist and may provide funding opportunities for components of the Comprehensive Plan.

### BUREAU OF INDIAN AFFAIRS (BIA)

Where opportunities arise, federal BIA funding for roadways on tribal lands should be explored to provide improvements that will be mutually beneficial to the City of Houston and to tribal entities as well as provide economic expansion through local employment.

### FHWA

The Fixing America's Surface Transportation (FAST) Act signed into law in December 2015 includes the consolidation of the Surface Transportation Program and Transportation Alternatives Program into a single, Surface Transportation Program Block Grant, increasing flexibility for state and local governments to administer funds. Details about how the Block Grant Program will be administered in Alaska are not yet available, but funds are likely to be made available for a variety of projects based on previous allocations of federal funds by the State.



# IMPLEMENTATION SCHEDULE

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## IMMEDIATE TIME FRAME (0-6 MONTHS)

Priority	Action Item	Proposed Implementers
1	Plan Adoption	Planning and Zoning Commission (PZC), City Council, COH Staff
2	Initiate Parks Highway Corridor Plan MP 52-62	DOT&PF, City of Houston, City Council
3	Coordinate an updated Zoning Map with MSB.	COH, PZC, MSB.
4	Review and develop Marijuana Business policies for consideration in appropriate zoning districts for economic development and commercial business diversity.	COH, PZC, City Council.



SHORT TERM (1-5 YEARS)

Priority	Action Item	Proposed Implementers
1	Rezone areawide for implementation of Comprehensive Plan policies and to correct inconsistent zoning districts.	COH, PZC, City Council
2	Update Title 10 Land Use Regulations to reflect Adopted Plan.	COH, PZC, City Council
3	Update Title 10 Land Use Regulations to include design standards for landscaping and setbacks.	COH, PZC, City Council
4	Develop an Overlay District for the Town Center/Civic Center to encourage development of small shops, restaurants, art galleries, and a Riverwalk adjacent to the Little Susitna River.	COH, PZC, City Council, Houston Chamber of Commerce.
5	Explore BIA funding for road improvements on tribal lands for pilot projects.	COH, City Council, PZC, Knikatnu, Inc.
6	Determine the feasibility of developing a LED Assembly factory in Houston.	COH, City Council, PZC, Knikatnu, Inc.
7	Explore the feasibility of a Natural Gas Power Plant in Houston to support railbelt energy distribution.	COH, City Council, Houston Chamber of Commerce, MSB.
8	Market and brand Houston as a summer and winter recreation destination through brochures and trails maps.	COH, Houston Chamber of Commerce, MSB Convention and Visitor's Bureau, Mat-Su Trails and Parks Foundation.
9	Explore the feasibility of an Improvement District to fund the expansion of utilities to jumpstart growth.	COH, City Council, MSB.
10	Determine the feasibility of a wastewater treatment facility in Houston.	COH, MSB.
11	Continue fish restoration projects on the Little Susitna River for return of salmon to improve riparian ecology and to provide recreational benefits.	COH, Knik Tribal Council, Community Groups and Volunteers.
12	Explore partnerships to encourage Industrial Greenhouses as a source of local food and economic development.	COH, City Council, Houston Chamber of Commerce, MSB.
13	During development, ensure the trail system is preserved by obtaining trail easements where possible.	COH, MSB.

MID-RANGE (5-10 YEARS)

Priority	Action Item	Proposed Implementers
1	Prepare a small area plan for a Riverwalk in the Town Center at City Hall and Little Susitna Campground.	COH, PZC, City Council
2	Evaluate the feasibility of intermodal transfer facility at new ARRC extension	COH, ARRC, City Council
3	Evaluate the feasibility of a Parks Highway Bypass corridor through a highway engineering design study project to implement the transportation element.	COH, DOT, MSB.
4	Develop a marketing plan to attract a Grocery Store chain to Houston.	COH, City Council, Houston Chamber of Commerce.
5	Prepare a site selection for a new elementary school to ensure that adequate land is set aside in an appropriate location for future anticipated school enrollment projections.	COH, MSB School District, MSB, PZC, City Council.

LONG-RANGE (10-20 YEARS)

Priority	Action	Proposed Implementers
1	Evaluate the feasibility and funding of a Port to Parks roadway corridor parallel to the new ARRC extension.	COH, DOT&PF, MSB
2	Reevaluate the Comprehensive Plan at the 10 year mark or when a new Census is available to ensure Planning Assumptions are still relevant.	COH, PZC, City Council, MSB
3	Determine the feasibility of material sites of gravel or other mining/mineral resources to support the construction industry and boost economic development.	COH, City Council, Houston Chamber of Commerce, MSB.



## **APPENDICES**

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**Appendix A. Existing Conditions Report**

Appendix A - MSB Historic Volume Counts

Appendix B - Houston Road Inventory

**Appendix B. Public Involvement Summary**

**Appendix C. Houston Household Opinion Survey Report**

**Appendix D. Community Impact Assessment and Appendices**

Appendix A - Public Involvement Summary

Appendix B - Economic Development Opportunities: Perspectives of Community Stakeholders

Appendix C - Traffic Impacts of Major Planning Projects

**Appendix E. Land Use Assessment**

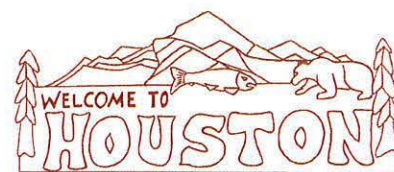
**Appendix F. City of Houston Planning & Zoning Commission Resolution**

**Appendix G. City of Houston City Council Adoption Ordinance**

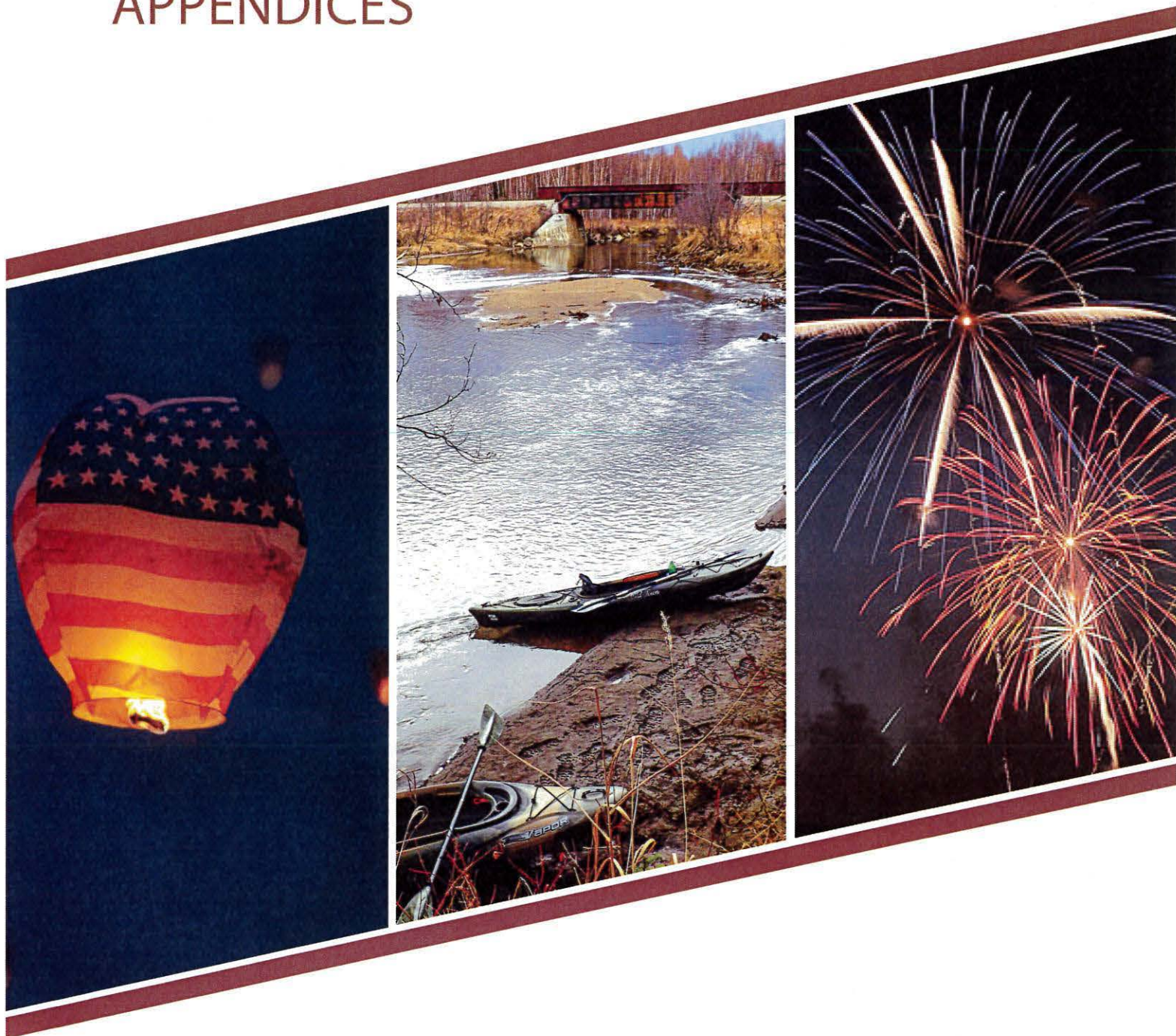
# Comp Plan Appendices



# CITY OF HOUSTON COMPREHENSIVE PLAN



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- APPENDIX B. Public Involvement Summary
- APPENDIX C. Household Opinion Survey Report
- APPENDIX D. Community Impact Assessment and Appendices
- APPENDIX E. Land Use Assessment
- APPENDIX F. City of Houston Planning & Zoning Commission Resolution
- APPENDIX G. City of Houston City Council Adoption Ordinance

# APPENDIX A. EXISTING CONDITIONS REPORT





# DRAFT Existing Conditions Report & Community Profile

City of Houston Community Impact Assessment & Comprehensive Plan Revision

Prepared by R&M Consultants, Inc. for the City of Houston

August 2014

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## History and Background

---

According to the State of Alaska's Community and Regional Affairs database, Houston, Alaska's origins began with natural resource development. Houston traces its roots back to the Herning Trail (now Willow Creek Sled Trail) for freighting supplies to the Willow Creek Mining District. "Houston" was named after Tennessee Congressman Houston and the first listing of it on a blueprint map was in 1917 on an Alaska Railroad map as "Houston Siding." Several coal mines were developed in the area during 1917-18 and a railroad spur was constructed to the Janios & Athens coal mine, which supplied coal to Anchorage and the LaTouche Mining Company in Prince William Sound. Houston coal was used extensively by the U.S. Navy up through World War II, when the mines shut down. In the mid-1920s, the Heaven brothers operated a mink farm at mile 59.6. In 1953-54, gravel roads and power lines were extended west of Wasilla, and Houston was quickly settled. In 1966, Houston incorporated as a third-class city; it was reclassified as a second-class city in 1973. In 1998, tests were conducted into the availability, quantity, and quality of natural gas and found huge deposits of coal-bed methane, but the wells were capped due to local restrictions and a lack of marketing.

## Location and Geography

---

Houston is located within the Matanuska-Susitna Borough near the junction of the Little Susitna River and Mile 57.2 of the Parks Highway, 18 miles northwest of Wasilla and 57 road miles north of Anchorage. Houston's city limits encompass 23 square miles, ranging from Mile 61 of the Parks Highway at the northern boundary to Mile 52 at the southern boundary. The commercial and residential development along the first mile of Big Lake Road lies within the Houston city limits. Houston is located near the western edge of the most populous portion of the Matanuska-Susitna Borough. The Alaska Railroad traverses the Parks Highway within the city limits.

Full air service is available at Anchorage International Airport. Other local air service is available at Mat-Su's small airports. A local seaplane base exists on Morvro Lake.



## Climate

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January temperatures range from -33 to 33 °F; July temperatures range from 42 to 83 °F. The average annual rainfall is 15 inches, mostly from mid-July to early September, with 45 inches of snow. Winds are frequently lower than the Palmer/Wasilla area, with daily averages ranging from 0 to 6 mph.

## Physical Characteristics

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### Soils

Soils in Houston generally range from well-drained, well-sorted gravel to hydric wetland soils. A number of small lakes dot the central and southern portions of the community limits and are bordered by glacial moraines consisting of non-sorted glacial till. In general, soils located south of the Little Susitna River and east of the Parks Highway are well drained sand and gravels of pitted outwash, and till material. Larger intermittent areas of poorly drained soils and peat bogs occur to the west of the Parks Highway.

The northern topography is characterized by rolling hills and perched silty areas; these soils are fine grained and poorly draining. Development within the area is sparse with only a few gravel pits cut in glacial moraine and esker/kame complexes. Soils in the central portion of Houston are suitable for cultivated crops agricultural development.

Soils in the central portion of Huston are suitable for agriculture. Portions of these areas are presently zoned for low density residential and agricultural use.

### Topography

Houston is situated at 244 feet above sea level. The topography of Houston is generally developable; only a small portion of the total land area contains slopes in excess of 25 percent. Topography is variable with the elevation generally rising from south to north within the city limits. The northeastern portion of the City is on an elevated plateau that marks the beginning of the Talkeetna Mountain foothills. The topography south of the Little Susitna River is undulating with numerous lakes and glacial moraines. The western portion of the community is relatively flat and generally developable.

### Vegetation

The vegetation within the Houston area is comprised of three broad vegetation categories: bottomland spruce-poplar forest, lowland spruce-hardwood forest, and low brush bog.

Vegetation types within these broad categories also vary. The bottomland spruce-poplar forest includes mixed forest, cottonwood, alder and willow. The lowland spruce-hardwood forest includes the birch forest found in the Houston area.

Vegetation species found in bottomland spruce-poplar forest includes white spruce, balsam poplar, black cottonwood, paper birch, quaking aspen, and black spruce. Typical understory include alder, willow, rose, labrador tea, several berry bushes, grasses, ferns and moss. These vegetation types are found on level to nearly level terrain - the cottonwood, alder and willow invade the flood plains and grow rapidly. These species are replaced by white spruce and aspen on some sites.

The lowland spruce-hardwood forest is dense to open lowland forest which includes pure stands of black spruce. It usually occurs in areas of shallow peat, glacial deposits, outwash plains and on north-facing slopes. The predominant vegetation species include black spruce, white spruce, paper birch, quaking aspen, balsam poplar and black cottonwood, with an understory of willow, dwarf arctic birch, and several berry bushes.

Low brush bog and muskeg areas are dominated by dwarf shrubs over mats of sedges, mosses and lichens. This vegetation type is found in wet, flat basins where conditions are too moist for tree growth. Dominant species include black spruce, Labrador tea, bog cranberry, willow, dwarf arctic birch, crowberry, and bog rosemary. A wide variety of grasses, mosses and lichen are also found in these regions.

### **Waterbodies**

Approximately 1.20 square miles, or 5%, of Houston consists of surface waters. The most notable is the Little Susitna River which crosses the Parks Highway in the middle of the community. This river originates in the Talkeetna Mountains in Hatcher Pass and flows southwest ultimately into Cook Inlet. The Little Susitna River, Coho Creek, and a number of contributing unnamed streams are listed in the Anadromous Waters Catalog.

Several popular lakes exist within the City limits including Zero Lake, Bear Paw Lake, Prator Lake, Frog Lake, Cheri Lake, Loon Lake and Maruro Lake.

According to the Alaska's Final 2010 Integrated Water Quality Monitoring Report (July 15, 2010), there are no designated "Impaired Waterbodies" within the city of Huston.

### **Wetlands**

A number of riverine, lacustrine, and palustrine wetlands are present within Houston. Most wetlands are riparian buffers along the Little Susitna River, Coho Creek and surrounding ponds. Several other wetlands are present in low laying areas between Zero Lake and the Little Susitna River.



## **Floodplains**

The Federal Emergency Management Agency (FEMA) completed a Flood Insurance Study and remapped the Special Flood Hazard Areas for the MSB, inclusive of Houston. The MSB adopted the new floodplain mapping in Ordinance 11-018 on February 15, 2011. The flood insurance rate maps (FIRM) are now available in digital format from either the FEMA or MSB borough websites. The map panels that apply to Houston are: 7138E, 7139E, 7143E, 7144E, 7163E, 8001E, 8002E, 8006E, 8007E, and 8010E. The primary floodplain surrounds the Little Susitna River. A floodplain development permit from the MSB is required prior to building or development within a federally designated flood hazard area.

## **Fish and Wildlife**

According to the Alaska Department of Fish and Game, the Little Susitna River provides habitat for all five species of Pacific salmon: king (Chinook), silver (coho), chum (dog), pink (humpy), and red (sockeye) – as well as rainbow trout, dolly varden, and arctic char. Coho Creek contains rearing juvenile chinook and coho salmon. Prator, Loon and Bear Paw Lakes are stalked with rainbow trout, with several other fish species present.

Many species of birds occur in the Houston area. All birds in the area, with the exception of grouse and ptarmigan, are protected under the Migratory Bird Treaty Act.

## **Threatened and Endangered Species**

As of November 2012, no federally listed or proposed species or designated or proposed critical habit under the jurisdiction of the United States Fish and Wildlife Service occur in the Houston area. No new species have been added to the applicable federal lists.

## **Hazardous Waste and Contaminated Sites**

There are five documented contaminated sites within the city of Houston according to the Alaska Department of Environmental Conservation (DEC) – Division of Spill Prevention and Response Contaminated Sites Program Database. Four of the five sites have achieved “Cleanup Complete” status, including sites at the Houston Fire Hall, two Alaska Railroad sites, and the City of Houston Landfill near MP 59 of the Parks Highway. Although the City of Houston’s Landfill is no longer listed as a contaminated site, it is listed in DEC Brownfields Database as of 4/28/2005. One site remains “Open” and is located at a private residence on Meadowood Drive (*a stove was stolen from inside the residence, causing 175 gallons of fuel to spill inside the home and migrate into the soil below the home*). The open site was actively being monitored as of the last entry in the DEC database on 3/16/2011. Additionally, the potential for undocumented contamination always exists.

## **Historic Properties and Cultural Resources**

According to the National Register of Historic Places (NR) maintained by the National Park Service and available to the public, there are no NR listed sites within the City of Houston. While there are no listed sites within city limits, there are likely eligible sites present. The Matanuska-Susitna Borough established a Historic Preservation Commission by Ordinance of the Assembly in April 1982. The Commission is certified to carry out the purposes of the National Historic Preservation Act of 1966 and will aid in identification, evaluation, registration and protection of sites within the Borough.

## **Agriculture**

There are several areas within the City of Houston zoned as Low Density Residential Agricultural District (RA-5) and as Residential/Agricultural District (RA-2.5). Neither of these areas has been taken advantage of by any large-scale farms, but small homestead farms do exist. There is undeveloped potential for agriculture in Houston. Farming in other parts of the Matanuska-Susitna Borough has been very productive, including large farms in Knik and Palmer. Based on known soil data, soils present in parts of Houston are likely similar to those farmed in Knik approximately 15 miles to the southwest. The short growing season and long daylight hours are ideal for producing certain cold weather crops. Potatoes are the most common, but other fruits and vegetables including broccoli, cabbage, cauliflower, greens, onions, raspberries, peas and many others are grown. Many World Records for largest vegetable are held by farmers of the Matanuska-Susitna Borough including records for largest beet root, broccoli, cabbage, cantaloupe, carrot, celery, kale, kohlrabi, rutabaga, and turnip.

Popular demand for locally farmed produce has been increasing in recent years. The Houston Farmers Market is held at the Meadowood Mall on Big Lake Road from late-May through September on Fridays, Saturdays and Sundays. This is one of about 15 different weekly farmers markets held within the Matanuska-Susitna and Anchorage Boroughs.

The Alaska Department of Natural Resources Division of Agriculture launched a statewide "Alaska Grown" agricultural products certification program in 1986. The program was designed to highlight and promote farm products in the marketplace and the "Alaska Grown" logo now appears not only on certified products, but also clothing and merchandise. The campaign has been highly successful in encouraging pride in and loyalty to Alaska grown products. The program has been extended to include a Restaurant Rewards Program, any enrolled food service will be reimbursed 20% for buying Alaska Grown Specialty Crops from Alaska Grown members. Funding for the program comes from the USDA Specialty Crop Block Grant for the reimbursement of specialty crops. There are currently no certified "Alaska Grown" producers in Houston; there are 87 in the South Central region of Alaska.



## Parks and Recreation Facilities

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Like most of Alaska, parks and outdoor recreational facilities is essential to the quality of community for Houston residents and visitors. The Little Susitna River provides outdoor recreation in the form of camping, boating, and fishing. The Little Susitna Campground is located on the east side of the Parks Highway at Mile 57.3. The campground is open 24 hours a day between Memorial Day and Labor Day weekends; the facility includes a day use area, pavilion, play grounds, camp sites equipped with fire pits and trash cans, rest rooms, two public water wells, and RV facilities. The City of Houston maintains a Public Use Facility opposite this campground and provides additional access to the Little Susitna River.

The Riverside Camper Park is located in the core of Houston adjacent along the Parks Highway and adjacent to the Little Susitna River. This park provides shower and laundry facilities, electricity and a grocery store.

The Houston/Willow Creek Sled Trailhead recreation area is located at mile 59 of the Parks Highway off Zero Lake Road. This recreation area provides parking for approximately 60 vehicles with trailers and provides rest room facilities and trailhead access to the Hatcher Pass recreation area.



The Alaska Department of Fish and Game stocks four local lakes with various fish species for recreational purposes. Bearpaw Lake is stocked with rainbow trout and coho salmon; Loon and Morvro Lakes are stocked with rainbow trout, and Prator Lake is stocked with arctic char.

Most trails within the community are informal and do not have clearly dedicated public access. These trails are utilized as transportation corridors for snow machines, ATVs, dog sleds, bikers, horses, pedestrians, and skiers. The Haessler-Norris Trail System consists of 20 trails of various distances; the published map was created for the Willow Dog Musers Association in April 2011.

The Hatcher Pass/Independence Mine, Big Lake, the Susitna Flats State Game Refuge, the Mat-Su Visitor's Center, and Nancy Lake Recreation Areas are all located near the community of Houston and offer various recreational opportunities to local residents as well as regional, out of state, and international tourists.

## Community and Culture

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Houston is a rural-residential community that has experienced consistent growth over the past several decades. Houston's proximity to the commercial center of the Matanuska-Susitna Borough and its abundance of available land makes it a strategic location for residential, commercial and industrial development.

Houston's "Lakes District" includes popular recreation sites such as the Little Su Campground, Long Lake, Cheri Lake, Prator Lake, Loon Lake, Woody Lake, Zero Lake, Bear Paw Lake, and Birch Lake. Community events such as the Pike Derby is held during the winter months, and Founder's Day, a community celebration, boasts live entertainment, vendors, activities for kids, and a fireworks display in mid-August. Trails for hiking and ATVs crisscross most of Houston and are popular in the winter months for dog sledders and snowmachiners. During the summer months, a water trail is popular in the Nancy Lakes region.



## Community Centers, Services and Libraries

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The Homesteaders Community Center, located just west of Mile 53.5 of the Parks Highway on Community Drive, has been providing a meeting place and fellowship for area residents since its inception in 1957. The nonprofit organization consists of over 50 members and membership is open to any resident for a minimal yearly fee. The group organized social gatherings, holiday parties and bingo (which is the organization's main source of funding). The building is also rented out for functions. Amenities include ball





fields, a 24 by 34 foot main hall, kitchen facilities, restrooms, and a storage area. The building is also made available for Mid-Valley Seniors, Inc. for meal service and for local Boy Scouts of America meetings.

Mid-Valley Seniors, Inc. is a nonprofit organization founded in 1983. The association provides fellowship and a nutritional program to member seniors in Big Lake, Houston, Meadow Lakes, and Willow areas. In 1987, the Mid-Valley Senior Center opened in Houston, which includes a cafeteria, recreation room, and office.

There are no public libraries in Houston, although the Mat-Su Borough does have libraries in neighboring communities. There are libraries available to students at the Houston High School and Middle School. Libraries are located in Big Lake, Sutton, Talkeetna, Trapper Creek and Willow.

The Big Lake Country Club, founded in 2000, is a 24-hour services provider for developmentally delayed and emotionally challenged adults. The main campus is located in Houston and provides daily support, monitoring and supervision for adults in need. Amenities include a fenced and secure facility, group home and cabins, a game room, kitchen and meals, and a horse facility for therapeutic horseback riding.

## Public Safety Facilities and Services

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The City of Houston Emergency Services building is located at MP 57.3 of the Parks Highway. The building houses the Houston Fire Department and Police Department. The police facilities are presently unstaffed due to budget cuts. Local law enforcement is being handled by the Alaska State Troopers. In case of emergencies, the community is serviced by 911 and residents can call troopers in non-emergencies. According to the Mat-Su Borough Emergency Operations Plan (May 2010), the community has an active volunteer fire department with approximately 18 staff which also provide emergency medical services. The City has one fire engine, two tankers and one rescue truck.

# Land Use

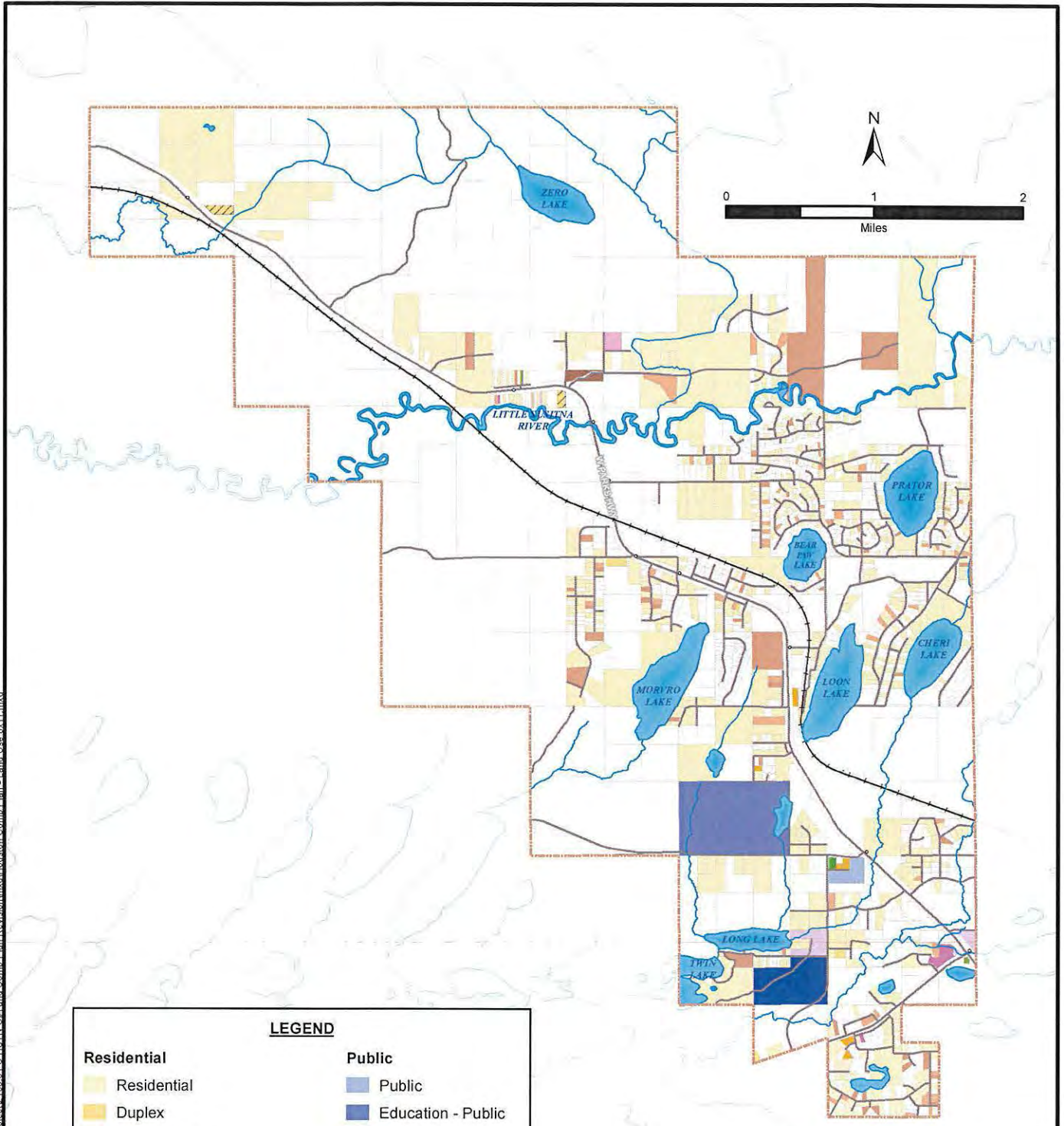
Currently there are 3,275 acres of developed land, making up 23% of the total 14, 175 acres of land area of Houston. Approximately 10, 900 acres or 77% of total land is undeveloped. Figure 1 graphically depicts existing land use including vacant land. Table 2 summarizes the vacant land suitability by type of land use.

**Table 1. Vacant Land Suitability by Subarea**

Land Use	Area (acres)	% Of Total
Churches	2	0.01%
Commercial – Heavy	12	0.08%
Commercial – Light	32	0.23%
Communications	10	0.07%
Duplex - 2Family	11	0.08%
Education – Public	241	1.70%
Mobile Home	97	0.68%
Mobile Home Parks	1	0.01%
Multi Family	12	0.08%
Public	18	0.13%
Public Safety	93	0.66%
Recreation	3	0.02%
Residential	2435	17.18%
Residential Garage	261	1.84%
Residential W/ Commercial Use	10	0.07%
Transient Lodging	11	0.08%
Vacant	10926	77.08%
<b>Total</b>	<b>14,175</b>	<b>100%</b>



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LEGEND	
<b>Residential</b>	<b>Public</b>
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Residential	<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Public
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Duplex	<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Education - Public
<span style="display:inline-block; width:15px; height:15px; background-color:darkorange; border:1px solid black;"></span> Multi Family	<span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> Public Safety
<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> Mobile Home	<b>Commercial</b>
<span style="display:inline-block; width:15px; height:15px; background-color:tan; border:1px solid black;"></span> Mobile Home Parks	<span style="display:inline-block; width:15px; height:15px; background-color:lightpink; border:1px solid black;"></span> Communications
<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> Residential Garage	<span style="display:inline-block; width:15px; height:15px; background-color:lightpurple; border:1px solid black;"></span> Commercial - Light
<span style="display:inline-block; width:15px; height:15px; background-color:darkred; border:1px solid black;"></span> Residential W/ Commercial Use	<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> Commercial - Heavy
<span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border:1px solid black;"></span> Transient Lodging	<b>Unclassified</b>
<b>Community</b>	<span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Vacant
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> Recreation	
<span style="display:inline-block; width:15px; height:15px; background-color:olive; border:1px solid black;"></span> Churches	

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EXISTING LAND USE
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Note: Land use designations based on the MSB GIS parcel dataset Building Use 1 attribute.

FIGURE 1

Table 2 below summarizes the type of land use by housing type as a percentage of total land area.

**Table 2. Land Use by Housing Type**

<b>Land Use</b>	<b>Area (acres)</b>	<b>% Of Total</b>
<b>Residential - 2F Duplex</b>	11	0.39%
<b>Mobile Home</b>	97	3.43%
<b>Mobile Home Parks</b>	1	0.04%
<b>Residential (MF) Multi Family</b>	12	0.42%
<b>Residential (SF)</b>	2435	86.13%
<b>Residential Garage</b>	261	9.23%
<b>Residential W/ Commercial Use</b>	10	0.35%
<b>Total</b>	<b>2827</b>	<b>100%</b>



# Zoning Districts

The City of Houston has 11 distinct Zoning Districts that implement the policies of the Comprehensive Plan. The Zoning Districts are a part of the City of Houston’s Chapter 10 Municipal Land Use Regulations. Table 3 Existing Zoning Districts summarizes the City of Houston’s zoning districts and their intent as a baseline for the Comprehensive Plan revision.

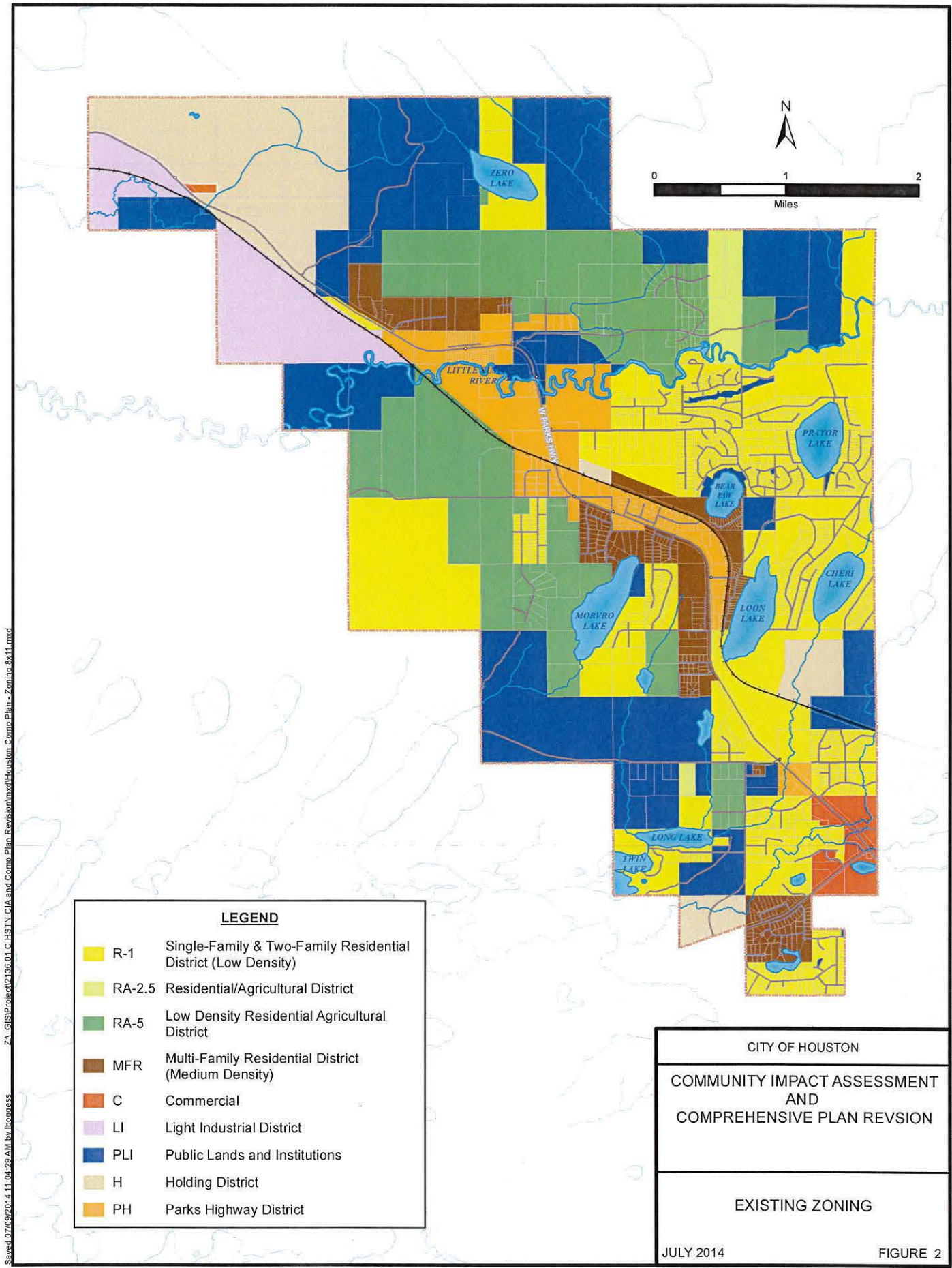
**Table 3. Existing Zoning Districts**

Zoning District	Zoning Designations	Intent
<b>PLI</b>	Public Lands and Institutions	Significant open lands and public park and recreation facilities and major public and institutional uses, including governmental office and public facilities.
<b>R-1</b>	Single-Family and Two-Family Residential District (low density)	Provide for low density, rural residential development with single-family and two-family dwellings and to provide for such community services and facilities that would serve the area populations while preserving the character of existing residential areas within the City of Houston.
<b>MFR</b>	Multifamily Residential District (medium density)	Allow these increased densities only where it is feasible to provide an increased level of community services, such as a community sewage disposal system or a community water system. This district is intended to act as a buffer area between the existing low density, rural residential areas of the community and the proposed higher intensity uses along the highways and near major intersections.
<b>RA-2.5</b>	Residential/Agriculture District	Provide for a low-density rural/agriculture single-family district identical to RA-5 in terms of permitted uses and structures, the only change being that lot sizes as small as two and one-half acres are allowed herein. The RA-2.5 district is intended to be located in areas either suited to agricultural uses and intended to be set aside for such uses on a long-term basis, or in areas where development trends and physical features indicate the appropriateness of a very low intensity of residential development. This small lot size may be justified when consistent with existing development and residential densities in the vicinity.
<b>RA-5</b>	Low-Density Residential Agricultural District	Provide for a very low-density rural/agriculture single-family district. The RA-5 district is intended to be located in areas either suited for agricultural uses and intended to be set aside for such uses on a long-term basis, or in areas where development trends and physical features indicate the appropriateness of a very

		low intensity of residential development. This larger lot size should be applied in such areas unless existing development and residential densities justify the two-and-one-half-acre minimum lot size allowed in the RA-2.5 district.
<b>NC</b>	Neighborhood Commercial District	Allow for the provision of goods and services on a retail basis within R-1, MFR, RA-2.5 and RA-5 districts in order to provide occupants of these residential districts with the convenience of neighborhood shopping. The NC neighborhood commercial district is intended to apply only to areas which are isolated from other commercial zones, are located on collector streets rather than local roads, but to which there is easy access for the surrounding residential district. This district is intended to be small and compact in design.
<b>C</b>	Commercial District	Provide a broad range of goods and services to meet the needs of the population of the City as well as the traveling public utilizing the Parks Highway.
<b>LI</b>	Light Industrial District	Provide area for light industrial uses, especially transportation related uses associated with the Parks Highway and the railroad corridor. Uses are intended to be low intensity industrial uses, and are not intended to have manufacturing or other uses which produce noise, smoke, glare, or other characteristics that could be detected from off site.
<b>HI</b>	Heavy Industrial District	Intended for industrial development, including heavy manufacturing, shipping terminals, natural resource extraction and other processes or operations which involve one or more of the following: employs large numbers of workers, heavy truck traffic, significant environmental effects or large-volume public water or sewer service or storage of hazardous materials under a conditional use permit. Commercial and retail uses are generally not allowed in the HI district.
<b>H</b>	Holding District	Certain undeveloped areas have yet to establish a clear land use trend. Because of a number of potential conflicting characteristics that may affect land use, the development plans for these areas deserve special attention. It is the intent of this district to designate those areas where future land use and development may be determined by a number of external factors which cannot be predicted at this time. provides for flexibility in land use regulations in areas where planning has been done, but where development trends will be established in the future. Development of these areas will be sensitive; it will affect immediate surrounding areas and the community as a whole by establishing



		<p>long-term development trends. The areas designated "holding district" are areas in transition that will respond to changing community characteristics. As definite development trends are established through the procedures set forth in this district, the community should consider amending the designation of the holding district areas to more definitive land use districts.</p>
<b>PH</b>	Parks Highway District	<p>Encourage a moderate level of growth which will provide an economic base in Houston adequate to allow provisions of employment opportunities in the area and to avoid becoming dependent upon external governmental or economic factors and activities. It is also intended to maintain the qualities that make the George Parks Highway corridor an attractive community entry and community center. These qualities include buildings set back from the street, predominance of trees and other vegetation and building sizes and styles that reflect Houston's history and natural setting. It is intended to encourage this area to support a mixture of residential and commercial activities.</p>



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LEGEND	
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>	R-1 Single-Family & Two-Family Residential District (Low Density)
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span>	RA-2.5 Residential/Agricultural District
<span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span>	RA-5 Low Density Residential Agricultural District
<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span>	MFR Multi-Family Residential District (Medium Density)
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span>	C Commercial
<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span>	LI Light Industrial District
<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span>	PLI Public Lands and Institutions
<span style="display:inline-block; width:15px; height:15px; background-color:tan; border:1px solid black;"></span>	H Holding District
<span style="display:inline-block; width:15px; height:15px; background-color:darkorange; border:1px solid black;"></span>	PH Parks Highway District

CITY OF HOUSTON	
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EXISTING ZONING	
JULY 2014	FIGURE 2

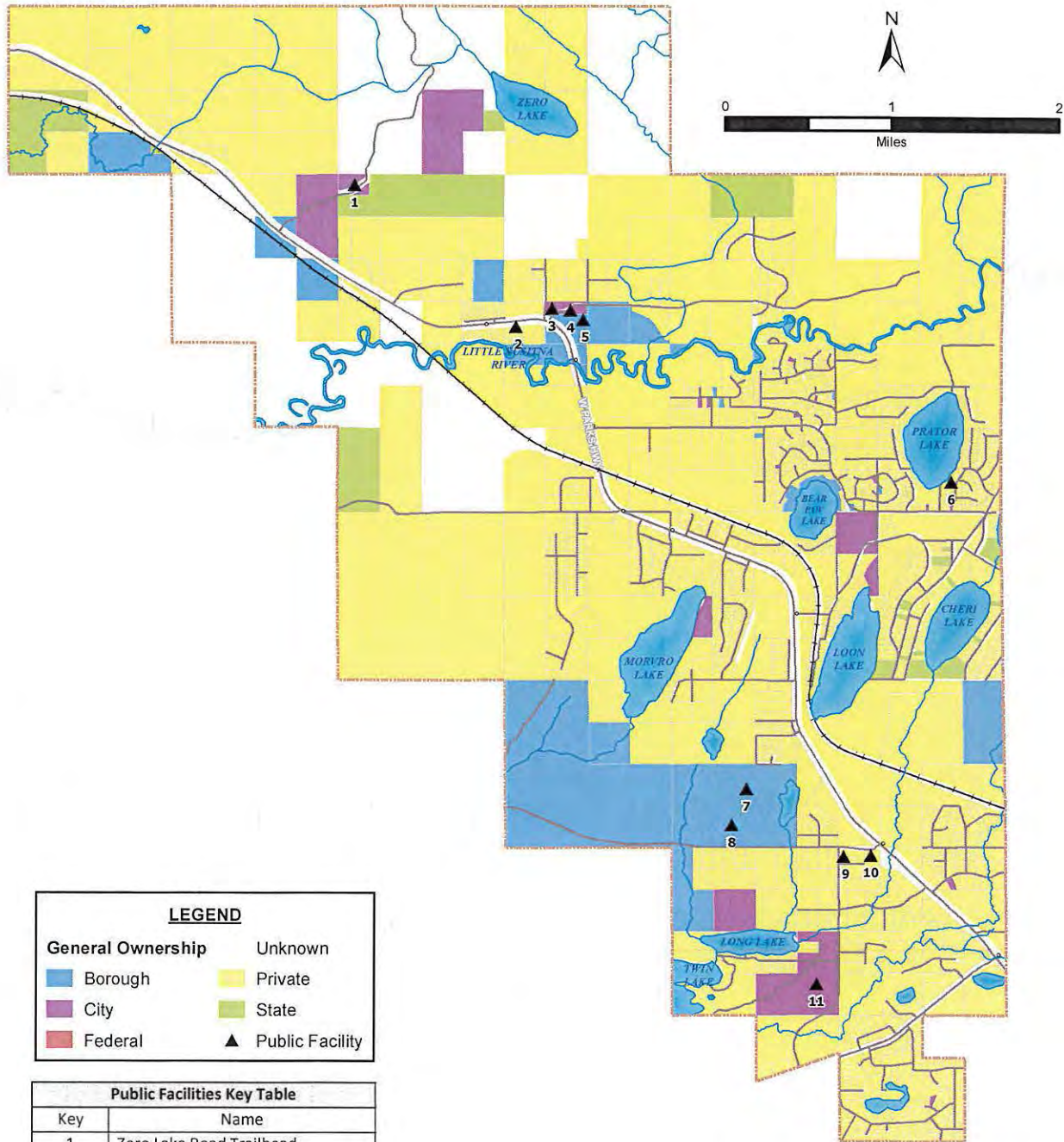


## Land Ownership

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Existing land ownership is depicted in Figure 3 and includes the landownership status for all parcels within the City of Houston's limits. The City of Houston owns approximately 422 acres. The majority of parcels is privately owned at 9068 acres and includes holdings from private residents, commercial and industrial businesses, and Native Corporations. Other large tract land owners include the Mat-Su Borough at 1206 acres. The State of Alaska owns 479 acres of land. Several large tracts of land have missing or inconclusive data that will need additional research.

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LEGEND	
General Ownership	Unknown
Blue	Borough
Purple	City
Red	Federal
Yellow	Private
Green	State
Black triangle	Public Facility

Public Facilities Key Table	
Key	Name
1	Zero Lake Road Trailhead
2	Houston US Post Office (CPU)
3	Houston PSB 9-1
4	Houston City Hall
5	Little Susitna River Campground
6	Prator Lake Park
7	Houston High School
8	Houston Middle School
9	Mid Valley Senior Center
10	Homesteaders Community Center
11	Houston PSB 9-2 & Water Supply

CITY OF HOUSTON
COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION
EXISTING LAND OWNERSHIP
JULY 2014

FIGURE 3

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# Community Demographic Profile

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The following socioeconomic profile of Houston depicts population demographics, household characteristics, and labor force data to give a current overview of the town. Data was collected from several sources. Statewide, borough, and community population estimates, median age, age categories, and worker characteristics are from the Alaska Department of Labor and Workforce Development (ADOLWD). School enrollment data are from the Alaska Department of Education and Early Development (ADEED). All other data are from a combination of the U.S. Census Bureau and the American Community Survey (ACS). Data from the U.S. Census Bureau includes data from the 2000 and 2010 decennial censuses. Household characteristics include median household income, household and family size, poverty level, and housing units; and labor force data include number of workers, worker class, industry employment, and educational attainment. Alaska Business Licenses from the Alaska Department of Commerce, Community, and Economics Development (DCCED) was examined understand the types of businesses active in Houston.

The quality of data falls drastically for a community the size of Houston. With a population slightly over 2,000, socioeconomic data from the sample-based ACS for Houston is accompanied with an elevated margin of error. These margins are reported when available to assist in understanding the uncertainty inherent in these data.

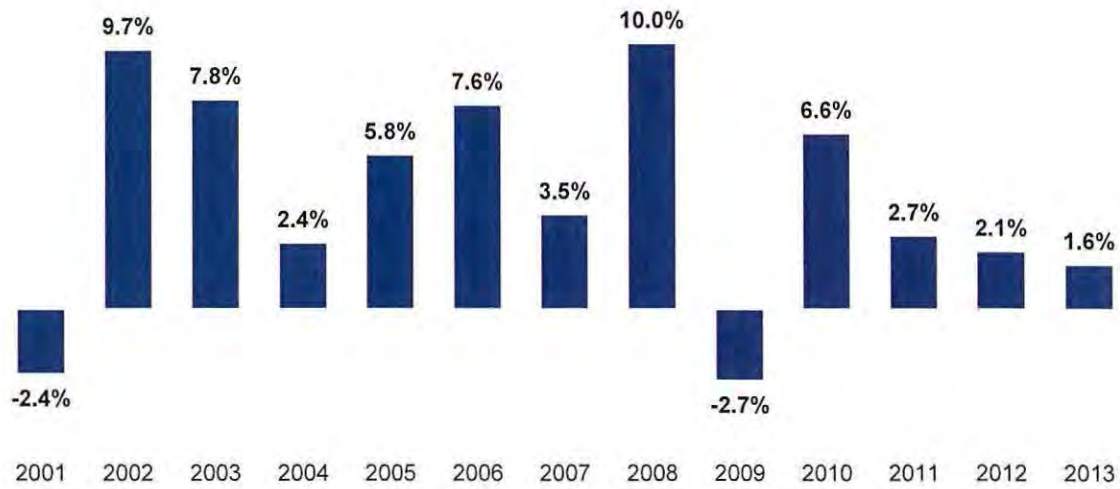
## Population Trends and Projections

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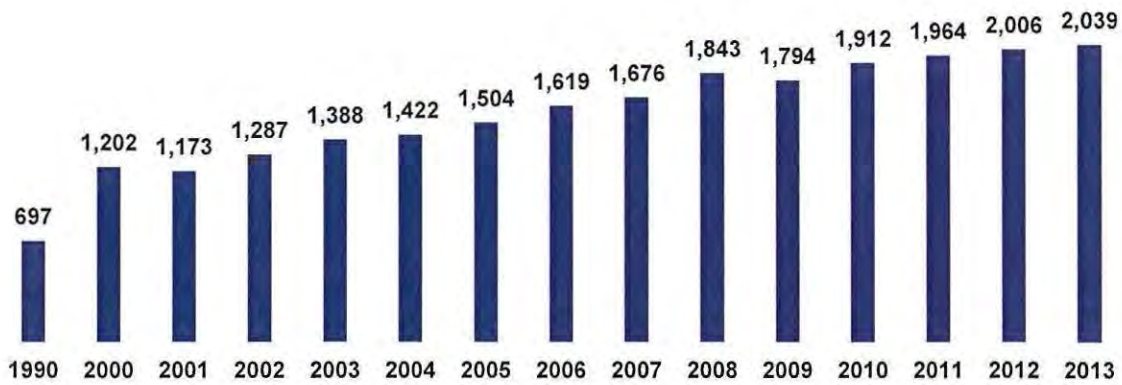
Houston has experienced steady population increase over the past two decades. In 2013, Houston's estimated population was 2,039 residents; nearly triple its 697 residents in 1990. In comparison, the entire Mat-Su grew from 39,600 to more than 96,000 over the same period.

Houston is expected to match the broader Mat-Su in terms of population growth. ADOLWD projects population growth in the Mt-Su to slow from the current annual growth rate of slightly more than 3.6 percent over to less than 2 percent by 2035. Because of Houston's strong ties to the Mat-Su economy and similar demographics McDowell Group projects Houston's population growing at a similar rate—approximately 2 percent over the current period to 2035. This would result in Houston growing to slightly more than 3,100 residents in 2035, an increase of around 50 percent from current population levels.

**Figure 4. Annual Population Growth Rate, Houston, 2001-2013**



**Figure 5. Houston Population, 1990 and 200-2013**



**AGE GROUPS AND MEDIAN AGE**

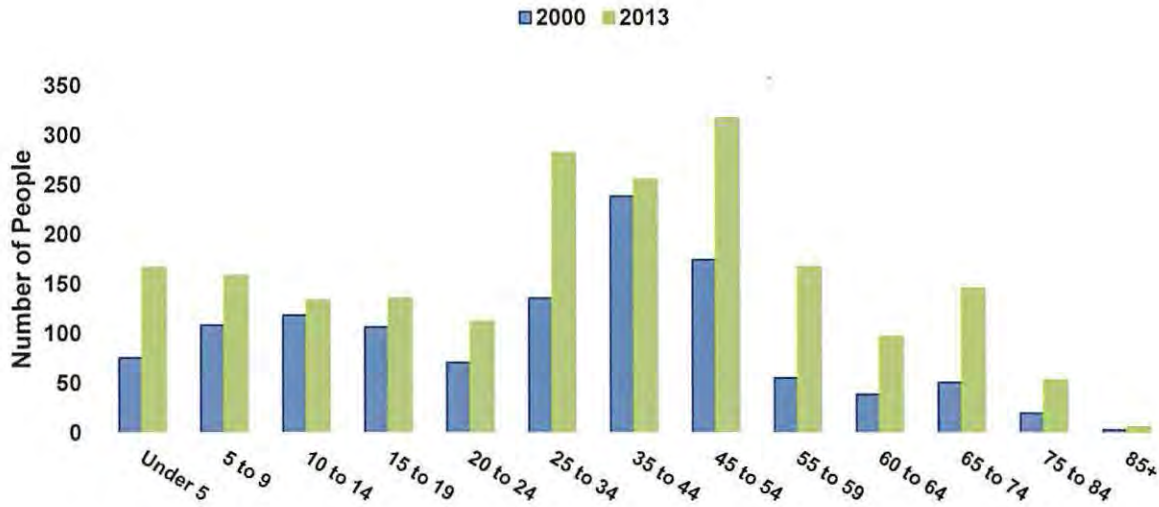
The median age of Houston residents in 2013 was just over 36 years, slightly higher than both the Alaska and Mat-Su Borough median age of 34 years and 35 years, respectively. The following table indicates that the fastest population growth rates over the past 13 years have been in the older age cohorts.



**Table 4. Houston Population by Age Category and Median Age, 2000, 2010, and 2013**

<b>Age Category</b>	<b>2000</b>	<b>2010</b>	<b>2013</b>
Under 5 years	76	157	167
5 to 9 years	109	125	159
10 to 14 years	119	144	134
15 to 19 years	107	154	136
20 to 24 years	71	125	113
25 to 34 years	136	241	283
35 to 44 years	239	252	256
45 to 54 years	175	343	318
55 to 59 years	56	120	168
60 to 64 years	39	87	98
65 to 74 years	51	122	146
75 to 84 years	20	36	54
85+ years	4	6	7
<b>Median Age</b>	<b>34.1 years</b>	<b>35.4 years</b>	<b>36.1 years</b>

**Figure 6. Houston Population by Age Category and Median Age, 2000 and 2013**



**Race**

Approximately 87 percent of Houston’s population self-identifies as White. This compares to Alaska overall at 67 percent and Mat-Su Borough’s 85 percent. More than 9 percent of Houston residents identify themselves as being multi-racial. American Indian and Alaska Native is the third largest group at 4 percent.



**Table 5. Houston Race Categories, 2000, 2010, and 2008-2012 Five-Year Average**

Race	2000	2010	2008-2012	2008-2012 Margin of Error
White	84%	82%	87%	+/-4%
Two or more races	6	8	9	+/-3
American Indian and Alaska Native	8	7	4	+/-2
Black or African American	<1	<1	<1	+/-<1
Asian	<1	<1	0	+/-1
Pacific Islander	<1	<1	0	+/-1
Other	<1	<1	<1	+/-1

Note: Due to rounding, some columns may not add to 100 percent.

Source: U.S. Census and American Community Survey.

### School Enrollment

According to the ACS, from 2008-2012 an average of 465 students at all levels (preschool, Kindergarten, elementary, high school, and college) were enrolled in school. Comparing this with the 351 students identified in 2000, all levels of school enrollment has risen 32 percent over this period.

**Table 6. Houston School Enrollment (Preschool through College),  
Population Age 3 Years and Over, 2000 and 2008-2012 Five-Year Average**

	2000	2008-2012	2008-2012 Margin of Error
Preschool	9	21	+/-18
Kindergarten	21	7	+/-8
Elementary school (grades 1-8)	198	219	+/-84
High school (grades 9-12)	94	141	+/-49
College or graduate school	29	77	+/-36
<b>Population 3+ years enrolled in school</b>	<b>351</b>	<b>465</b>	<b>+/-102</b>

Two schools are located in separate buildings in Houston's city limits—Houston Middle School and Houston High School.

The current practice for elementary school age students is to bus them to nearby elementary schools, namely Big Lake Elementary and Willow Elementary School. In 1992, it was determined to be financially advantageous for the City of Houston if the Mat-Su Borough School District built an elementary school serving the larger regional student population. The City has retained the land and its designation as a future site for an elementary school.

The table below outlines enrollment for Big Lake Elementary, Willow Elementary School, Houston Middle School, and Houston High School. It should be noted that similar to how elementary-aged students attend schools outside of Houston, middle and high school-aged students from outside of Houston attend Houston Middle School and Houston High School. Therefore, the totals below do not reflect the number of school age children that only live in Houston.



**Table 7. Big Lake Elementary, Willow Elementary School, Houston Middle School, and Houston High School Enrollment and Schools Personnel Count, 2013-2014 School Year**

	Students	School Personnel
Big Lake Elementary	439	52
Willow Elementary School	130	24
Houston Middle School	388	32
Houston High School	381	34

Source: ADEED, Matsu Borough.

### Household Income

The median household income in Houston is almost \$60,000, less than the roughly \$70,000 median in the Mat-Su Borough and Alaska. Per capita income averaged slightly more than \$25,000, less than the \$30,000 found in the Mat-Su Borough and \$32,000 for Alaska.

Approximately 12 percent of families and 16 percent of individuals in Houston live below the federal poverty line. According to 2014 Federal guidelines for Alaska, a household of four making less than \$29,440 or an individual with an income of less than \$14,350 are considered living in poverty. There are approximately 101 households that receive public assistance and 118 households utilize the Supplemental Nutrition Assistance Program (SNAP).

**Table 8. Houston Household and Family Income Indicators, 2000 and 2008-2012 Five-Year Average**

	2000	2008-2012	2008-2012 Margin of Error
Median household income	\$39,615	\$59,583	+/- \$11,475
Households with public assistance	58	101	+/- 39
Households in SNAP	-	118	+/- 38
Per capita income	\$17,213	\$25,876	+/- \$3,318
Families below poverty line (%)	13.1	11.6	+/- 5.9
Individuals below poverty line (%)	17.1	15.8	+/- 5.4

Source: U.S. Census and American Community Survey.

### **Employment Trends and Educational Attainment**

In 2012, ADOLWD estimated there were 768 employed residents (over age 16) in Houston, with total annual wages of \$26.5 million. Most workers were employed in the private sector (85 percent), followed by local government (11 percent), and state government (4 percent).

The top three industries in terms of employment included Trade (retail and wholesale), Transportation, and Utilities (22 percent), Education and Health Services (16 percent), and Construction (13 percent).

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**Table 9. Houston Worker Characteristics, 2012**

	2012
Residents 16 years and over	1,435
Residents employed	768
Total wages	\$26,502,620
<b>Sectors employed in...</b>	
Private	655
Local government	82
State government	31
<b>Industries employed in...</b>	
Trades, transportation, and utilities	167
Education and health services	125
Construction	96
Local government	82
Leisure and hospitality	70
Natural resources and mining	67
Professional and business services	63
State government	31
Manufacturing	23
Financial activities	15
Information	7
Other	22

Source: ADOLWD.



In addition to data compiled by the State of Alaska, the ACS offers insight into employment in Houston. According to these data, there were 782 residents over age 16 employed, and 166 unemployed. The unemployment rate is estimated to be 18 percent. Private wage and salary workers made up 80 percent of employed, followed by government workers (19 percent) and self-employed workers (7 percent). The industries with the highest level of employment were Retail Trade (17 percent), Educational, Health and Social Services (13 percent), Arts, Entertainment, Recreation, Accommodation and Food Services (11 percent); and Agriculture, Forestry, Hunting and Fishing, and Mining (11 percent).

**Table 10. Houston Employment Indicators, 2000 and 2008-2012 Five-Year Average**

	2000 (Number)	2008-2012 (Number)	2008-2012 Margin of Error (Number)
Population 16 years and older	881	1,487	+/-145
In labor force	549	948	+/-129
Employed	452	782	+/-114
Unemployed	97	166	+/-62
Unemployment - civilian labor force (%)	17.7	17.5	+/-5.8%
Not in labor force	332	539	+/-91
<b>Class of worker</b>			
Private wage and salary	325	579	+/-103
Government	70	152	+/-54
Self-employed	57	51	+/-23
Unpaid family worker	-	0	+/-10
<b>Industry</b>			
Retail trade	78	92	+/-32
Educational, health and social services	60	169	+/-51
Arts, entertainment, recreation, accommodation and food services	52	96	+/-44
Construction	50	87	+/-34
Agriculture, forestry, hunting and fishing, mining	49	70	+/-40
Transportation and warehousing, and utilities	34	87	+/-44
Professional, scientific, management, administrative, and waste management services	25	57	+/-32
Public administration	22	66	+/-38

	2000 (Number)	2008-2012 (Number)	2008-2012 Margin of Error (Number)
Wholesale trade	19	10	+/-11
Manufacturing	15	21	+/-22
Information	13	7	+/-9
Finance, insurance, real estate, and rental and leasing	8	0	+/-10
Other services	27	20	+/-16

Approximately 90 percent of the Houston population had a high school degree or higher, while 17 percent had a bachelor's degree or higher. Overall, educational attainment has increased since 2000.

**Table 11. Houston Educational Attainment, Population 25 Years and Over, 2000 and 2008-2012 Five-Year Average**

	2000	2008-2012	2008-2012 Margin of Error
High school, no diploma	16%	11%	+/-5%
High school diploma or GED	43	36	+/-6
Some college	26	31	+/-5
Associate's degree	6	5	+/-2
Bachelor's degree	8	9	+/-4
Graduate or professional degree	2	8	+/-4

Note: Columns may not add to 100 percent due to rounding.  
Source: U.S. Census and American Community Survey.

### Houston Businesses

There are 82 business licenses that list their physical address in Houston and are considered active. When filing for a business license, a company determines the NAICS code that best fits with the service they plan to offer.<sup>1</sup> While not completely accurate, this classification system offers some insight into the structure of a local private sector economy. A more detailed account of these businesses can be found in the Appendix.

<sup>1</sup> The North America Industrial Classification System (NAICS) is a taxonomy that categorizes businesses by sector of activity.



**Table 12. Composition of Houston Businesses, 2014**

2 Digit NAICS Code	Description	Number of Houston Businesses
11	Agriculture, Forestry, Fishing and Hunting	1
23	Construction	11
31	Manufacturing	4
42	Trade	15
48	Transportation and Warehousing	5
53	Real Estate, Rental and Leasing	5
54	Professional, Scientific and Technical Services	5
56	Administrative, Support, Waste Management and Remediation Services	6
61	Educational Services	1
62	Health Care and Social Assistance	3
71	Arts, Entertainment and Recreation	5
72	Accommodation and Food Services	4
81	Services	17
<b>TOTAL</b>		<b>82</b>

<sup>1</sup> The North America Industrial Classification System (NAICS) is a taxonomy that categorizes businesses by sector of activity.

An estimated 19,000 vehicles per day travel through the city of Houston on the Parks Highway. This number tends to be higher in the summer and on the weekends. A number of businesses are sustained by this traffic as a percentage of these travelers stop for a meal, to rent a room, or purchase fireworks. The largest concentration of businesses selling fireworks in Alaska is located in Houston.

At this time, no large grocery store is located in Houston. Residents typically will go to Wasilla or Big Lake for their shopping needs. Medical services are limited in Houston with a few small clinics offering primary care services. The closest hospital is Mat-Su Regional Medical Center located in Wasilla, where there are also a full suite of dental, chiropractic, and other health services.

The summer brings an influx of anglers fishing the nearby Little Susitna River. Alaska Fish and Game estimated 4,538 anglers fished a total of 10,115 days in 2012 in the Little Susitna River. At least one guiding service is located in Houston and a range of other local businesses rely on these anglers who purchase ice, meals, and refreshments. Float trips on the Little Susitna River frequently start at the Parks Highway Bridge.



During the winter, proximity to Hatcher Pass and Nancy Lake Recreation Area attracts enthusiasts wanting to snowmachine, ski, ice fish, dog-mush, or conduct other winter activities. Compared to the summer, traffic through the community is much less in the winter but local businesses are able to attract some customers.

## City Services

The City of Houston offers fire and limited police services. The Houston Emergency Services building houses both the Houston Fire Department and Houston Police Department. At this time, no local police are active and law enforcement is handled by the Alaska State Troopers.

**Table 13. Houston Fire Department Response Information, 2007-2011**

	2007	2008	2009	2010	2011
Total Call Volume	77	111	235	261	329
Average Response Time in Minutes	8:56	6:57	4:49	2:52	2:57
Percent of Response Under 2 Minutes	22	32	32	56	58
Percent of Response Under 8 Minutes	53	69	85	93	93

Source: Houston Fire Department

The closest public libraries are located in Willow and Big Lake.

## Housing Trends, Characteristics and Future Housing Needs

As population has increased in Houston, the number of housing units (single-housing units, apartments, duplexes, etc.) has risen. In 2012, an estimated 732 units were occupied with 245 vacant. Houston has a large number of relatively new housing units with 32 percent built after 2000. This is a reflection of the steady population growth the community has experienced and the availability of land to develop.

More than 50 percent of housing units are heated with fuel oil and 20 percent rely on wood as their primary heat source. Median rent in the community is \$869; an amount less than the greater Mat-Su.

**Table 14. Houston Housing Indicators, 2000, 2010, and 2008-2012 Five-Year Average**

	2000	2010	2008-2012	2008-2012 Margin of Error
<b>Total housing units</b>	<b>581</b>	<b>973</b>	<b>977</b>	<b>+/-36</b>
Occupied housing units	445	731	732	+/-47
Owner-occupied	356	538	573	+/-53
Renter-occupied	89	193	159	+/-43
Vacant housing units	136	242	245	+/-41
Homeowner vacancy rate (%)	1.4	4.2	6.4	+/-3.5
Rental vacancy rate (%)	11.0	10.6	7.2	+/-7.8
Median value owner-occupied units	\$91,400	-	\$177,000	+/- \$19,724

Source: U.S. Census and American Community Survey.

## Composition of Houston Business Licenses

**Table 15. Composition of Houston Businesses, 2014**

6 Digit NAICS Code	Description	Number of Houston Businesses
113310	LOGGING	1
236115	NEW SINGLE-FAMILY HOUSING CONSTRUCTION (EXCEPT OPERATIVE BUILDERS)	2
236220	COMMERCIAL AND INSTITUTIONAL BUILDING CONSTRUCTION	1
238130	FRAMING CONTRACTORS	3
238160	ROOFING CONTRACTORS	1
238210	ELECTRICAL CONTRACTORS AND OTHER WIRING INSTALLATION CONTRACTORS	1
238310	DRYWALL AND INSULATION CONTRACTORS	2
238350	FINISH CARPENTRY CONTRACTORS	1

311942	SPICE AND EXTRACT MANUFACTURING	1
321113	SAWMILLS	2
339914	COSTUME JEWELRY AND NOVELTY MANUFACTURING	1
423110	AUTOMOBILE AND OTHER MOTOR VEHICLE MERCHANT WHOLESALERS	1
423330	ROOFING, SIDING, AND INSULATION MATERIAL MERCHANT WHOLESALERS	1
	PIECE GOODS, NOTIONS, AND OTHER DRY GOODS MERCHANT	
424310	WHOLESALERS	1
441210	RECREATIONAL VEHICLE DEALERS	1
444220	NURSERY, GARDEN CENTER, AND FARM SUPPLY STORES	1
445110	SUPERMARKETS AND OTHER GROCERY (EXCEPT CONVENIENCE) STORES	1
451211	BOOK STORES	1
453220	GIFT, NOVELTY, AND SOUVENIR STORES	1
453998	ALL OTHER MISCELLANEOUS STORE RETAILERS (EXCEPT TOBACCO STORES)	7
454113	MAIL-ORDER HOUSES	1
484110	GENERAL FREIGHT TRUCKING, LOCAL	1
484220	SPECIALIZED FREIGHT (EXCEPT USED GOODS) TRUCKING, LOCAL	1
485310	TAXI SERVICE	1
488999	ALL OTHER SUPPORT ACTIVITIES FOR TRANSPORTATION	1
493110	GENERAL WAREHOUSING AND STORAGE	1
531110	LESSORS OF RESIDENTIAL BUILDINGS AND DWELLINGS	3
531390	OTHER ACTIVITIES RELATED TO REAL ESTATE	2
541310	ARCHITECTURAL SERVICES	1
541340	DRAFTING SERVICES	1
541690	OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES	1
541990	ALL OTHER PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	2
561499	ALL OTHER BUSINESS SUPPORT SERVICES	1
561720	JANITORIAL SERVICES	1
561790	OTHER SERVICES TO BUILDINGS AND DWELLINGS	3
562111	SOLID WASTE COLLECTION	1
611430	PROFESSIONAL AND MANAGEMENT DEVELOPMENT TRAINING	1
621610	HOME HEALTH CARE SERVICES	2
623311	CONTINUING CARE RETIREMENT COMMUNITIES	1
711510	INDEPENDENT ARTISTS, WRITERS, AND PERFORMERS	2
713990	ALL OTHER AMUSEMENT AND RECREATION INDUSTRIES	3
721211	RV (RECREATIONAL VEHICLE) PARKS AND CAMPGROUNDS	1
722110	FULL-SERVICE RESTAURANTS	4
811111	GENERAL AUTOMOTIVE REPAIR	1
811121	AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE	1
811198	ALL OTHER AUTOMOTIVE REPAIR AND MAINTENANCE	1
811411	HOME AND GARDEN EQUIPMENT REPAIR AND MAINTENANCE	1
811420	REUPHOLSTERY AND FURNITURE REPAIR	1
811490	OTHER PERSONAL AND HOUSEHOLD GOODS REPAIR AND MAINTENANCE	1
812112	BEAUTY SALONS	2
812199	OTHER PERSONAL CARE SERVICES	1
812910	PET CARE (EXCEPT VETERINARY) SERVICES	1



812990	ALL OTHER PERSONAL SERVICES INCLUDING HANDYMAN	6
813110	RELIGIOUS ORGANIZATIONS	1
813312	ENVIRONMENT, CONSERVATION AND WILDLIFE ORGANIZATIONS	1

## Transportation Network

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This section summarizes the existing transportation network conditions within the City of Houston. The City of Houston is approximately 7.5 miles west along the Parks Highway from the City limits of Wasilla, and approximately 220 driving miles south along the Parks Highway from the city limits of Fairbanks Alaska. The Parks Highway is part of the Federal Highway's interstate road network. The eastern edge of the city limits of Houston contains the intersection of Big Lake Road, and the first commercialized mile of Big Lake Road is within the jurisdiction of Houston.

### The Parks Highway

The Parks Highway's primary function is to serve statewide mobility for travel and freight transportation through the city limits of Houston for passage to Fairbanks and interior Alaska. Within the national network, the Parks Highway is the primary link between Anchorage, the Matanuska-Susitna Borough (MSB), and interior Alaska. Anchorage is the commercial hub of the state, and therefore freight and materials shipped to interior Alaska by road must pass through the city of Houston on the Parks Highway. The Parks Highway is also a key element of the Houston Road network, serving local traffic throughout the City of Houston.

### Classification and Function

The Parks Highway is an interstate highway classified as a Rural Interstate by the Alaska Department of Transportation and Public Facilities (ADOT&PF), and is Route 3 of the National Highway System (NHS). As part of the NHS it has the function of providing mobility on a statewide level, in addition to its secondary function of local area service. The Parks Highway is owned by the State of Alaska and maintained by the ADOT&PF.

### Lane Configuration

The Parks Highway is a 2-lane, undivided facility with 12 foot lanes and 8 foot paved shoulders. Within Houston there are periodic passing lane sections for the northbound and southbound lanes, as well as a center two-way left turn lane (CTWLTL). Figure 7 shows the location of the changes in lane configuration.

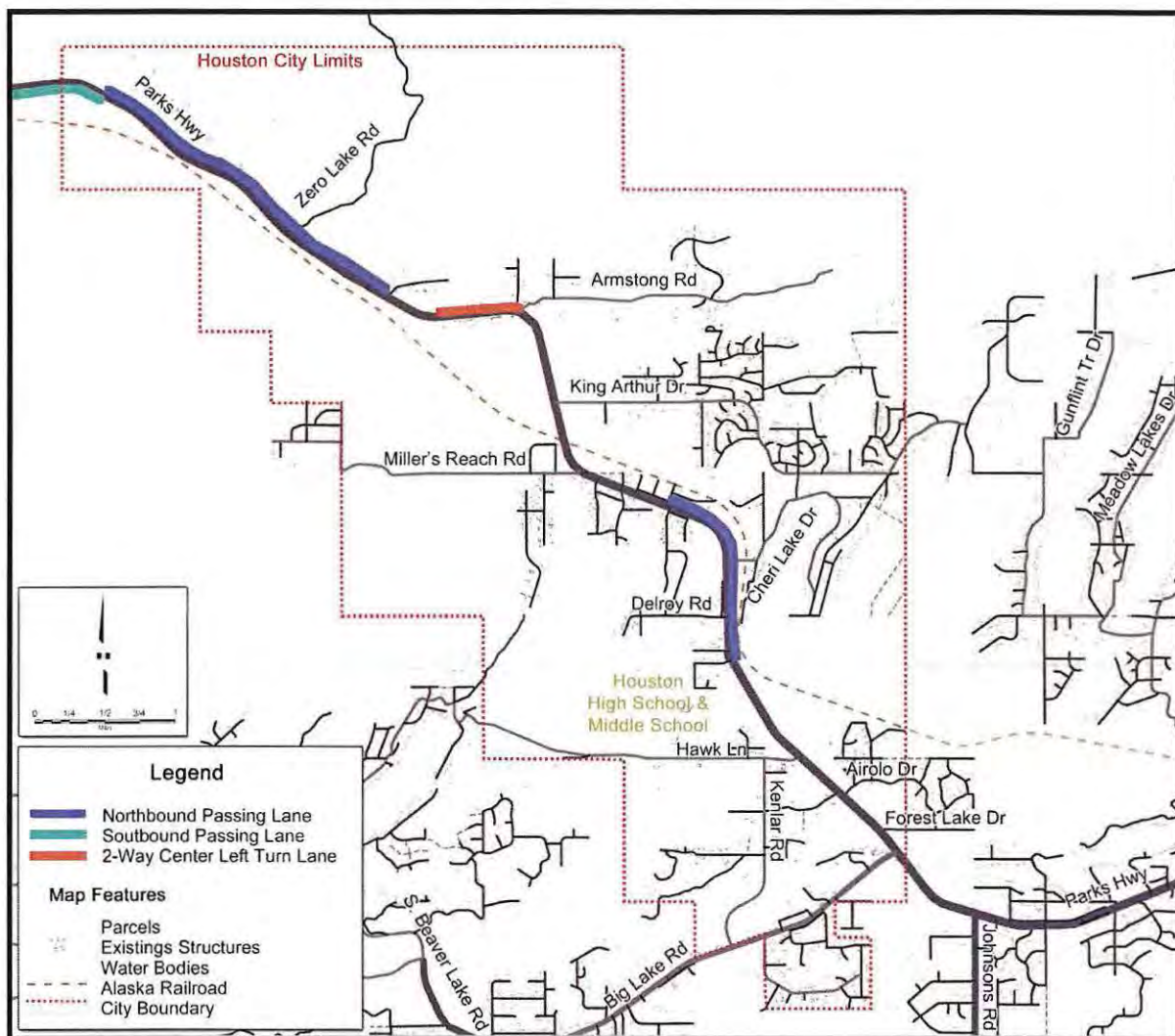
The intersection of The Parks Highway and Big Lake Road is a T-Intersection. The Parks Highway approaches have both a southbound right turn lane and a northbound left turn lane, in addition to their single through lanes. Big Lake Road has a left turn lane, and a separate right turn lane. The right turn lane off of Big Lake Road onto the Parks Highway enters its own added southbound

lane that continues south out of Houston's city limits and merges with the through lane at Johnson's Road.

The intersection of the Parks Highway and Cheri Lake Road has both a northbound right turn lane and a south bound left turn lane onto Cheri Lake Road.

The northbound approach to the intersection of Armstrong Road develops a left turn lane within the median which services access to a frontage road leading to various storefronts parallel to the Parks Highway. North of this intersection is the start of the 3,000 foot long CTWLTL shown in Figure 7.

**Figure 7. Parks Highway Lane Configurations**



### **City of Houston Road Network Layout**

The City of Houston's road network branches east and west from the Parks Highway, which operates as a backbone for the regional network. The Parks Highway is the only arterial level roadway within the city limits. The remaining roads are either local roads providing access to the surrounding lots, or collector roads that provide access to and from the Parks Highway.

A majority of the parcels within the city limits of Houston access the Parks Highway within the city limits of Houston. Alternative access out of the city is available to the west via Kiowa Street which leads to Big Lake and King Arthur Drive to the east which accesses the Meadow Lakes Loop and Pittman Road areas. Additionally, Big Lake Road leads west into Big Lake.

There are currently no signalized intersections within the city.

### **Little Susitna River**

The Parks Highway crosses the Little Susitna River at approximately MP 57. On the south side of the river crossing there is a parking area on either side of the Parks Highway. This parking area provides river access and connects to the separated pathways that are on both sides of the Parks Highway. The parking areas provide ten marked parking spaces per side with additional pull offs for RVs and trailer equipped trucks. Figure 8 shows a map of the Little Susitna River crossing and the nearby parking area.



**Figure 8. Alaska Railroad Separated Grade Crossing of the Parks Highway**

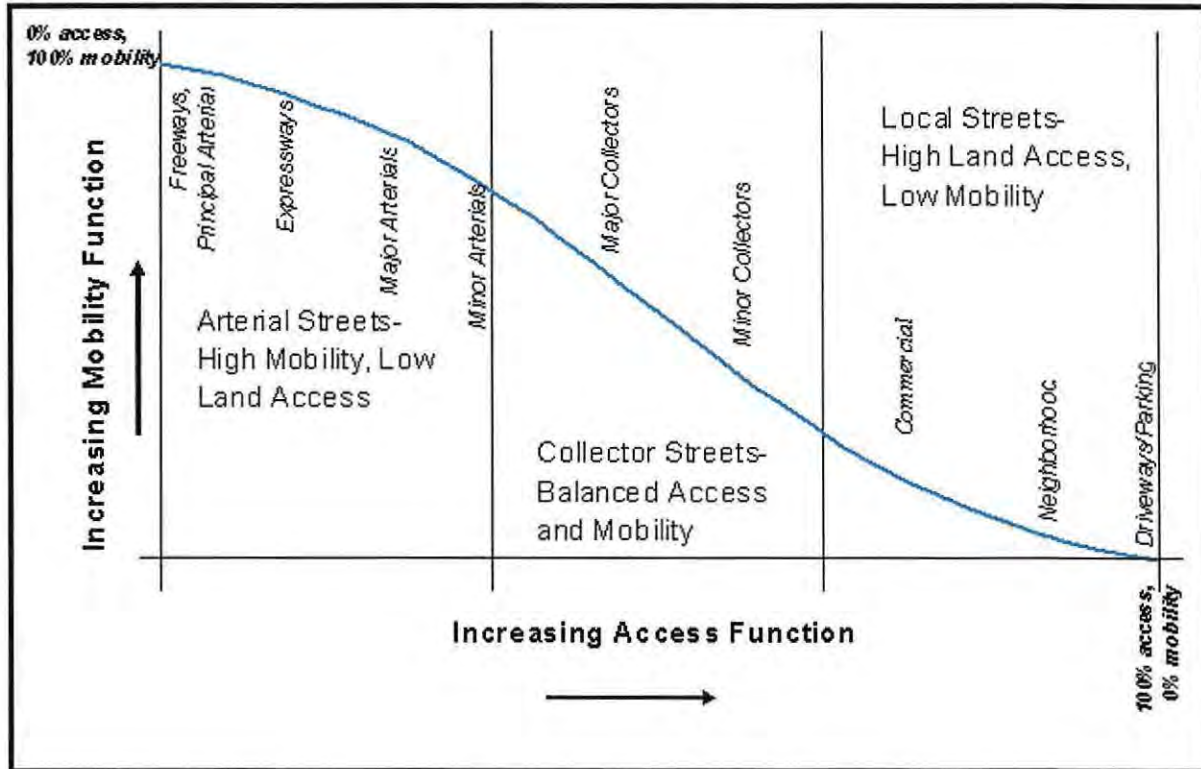


### **Road Functional Classifications**

A functional classification system is a method of identifying the intended use of a road or corridor. It is an important planning level tool to facilitate clear communication about road networks between different agencies, designers and the public.

The function of a road typically falls somewhere between the conflicting purposes of mobility (high speed mobility through a region) and access (lower speed movements with frequent turns to adjacent parcels). Figure 9, illustrates the mobility and access balance for each functional class.

Figure 9. Functional Classification: Mobility and Access Relationship

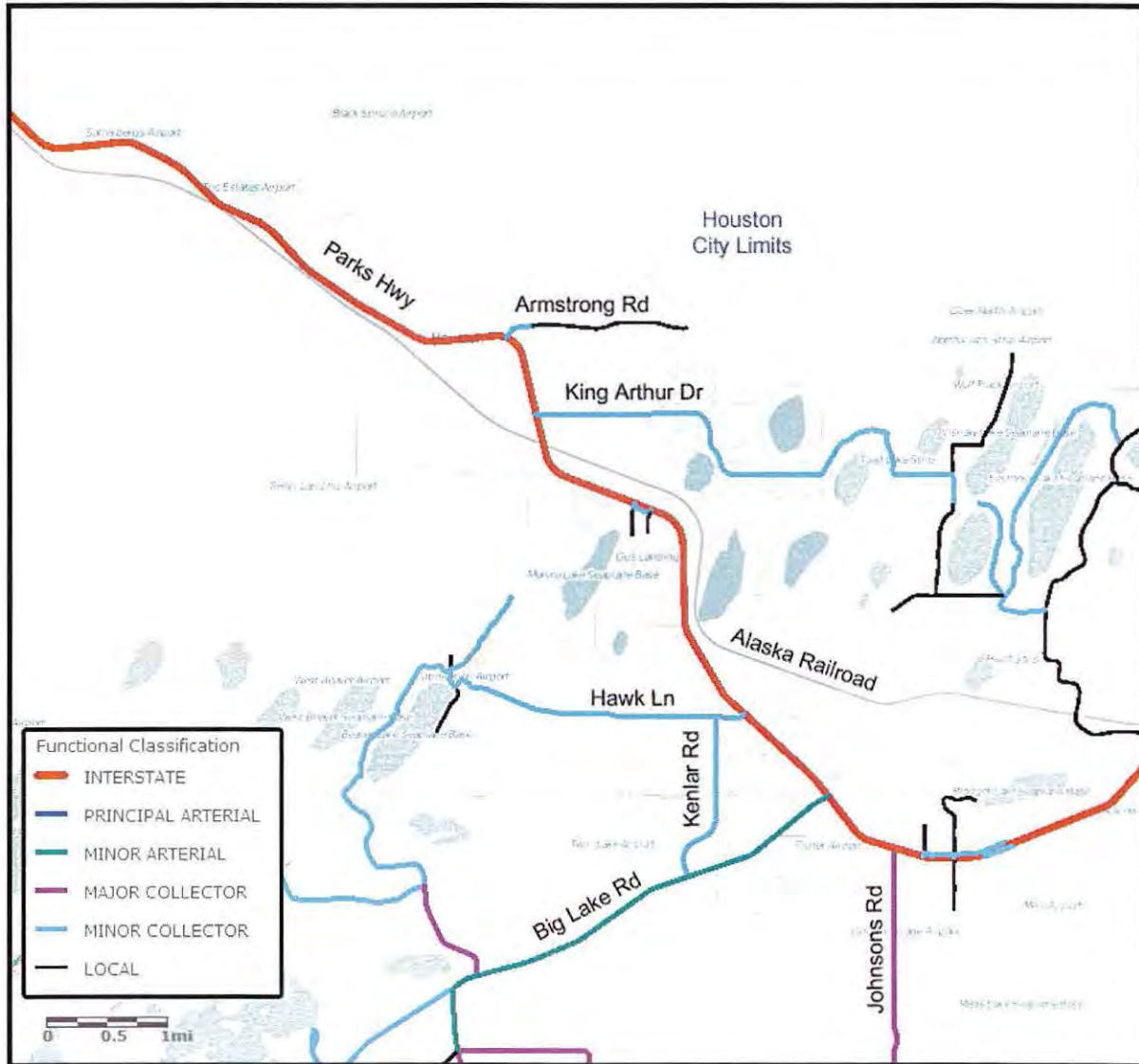


Both ADOT&PF and the MSB manage road networks that fall within the City of Houston. Each of these agencies individually identifies functional classifications for roads that they own and maintain or that are adjacent to their roadways.

### ADOT&PF Classifications

ADOT&PF publishes functional classifications in a Geographic Information Systems (GIS) database. The current system was updated as part of a 2011 Functional Classification Update project following the 2010 census. Figure 10 shows the functional classifications identified in the 2011 study by ADOT&PF.

**Figure 10. ADOT&PF Functional Classification System**



Source: ADOT&PF 2011 Functional Classification System Update GIS viewer



### **MSB Classifications**

The Borough maintains a database of roads within the MSB which includes functional classification definitions. A current study of this database is in the process of reapplying functional classification criteria to update the definition of road classes on the collector and local road level. Figure 11 shows the functional classifications currently identified in the MSB system.

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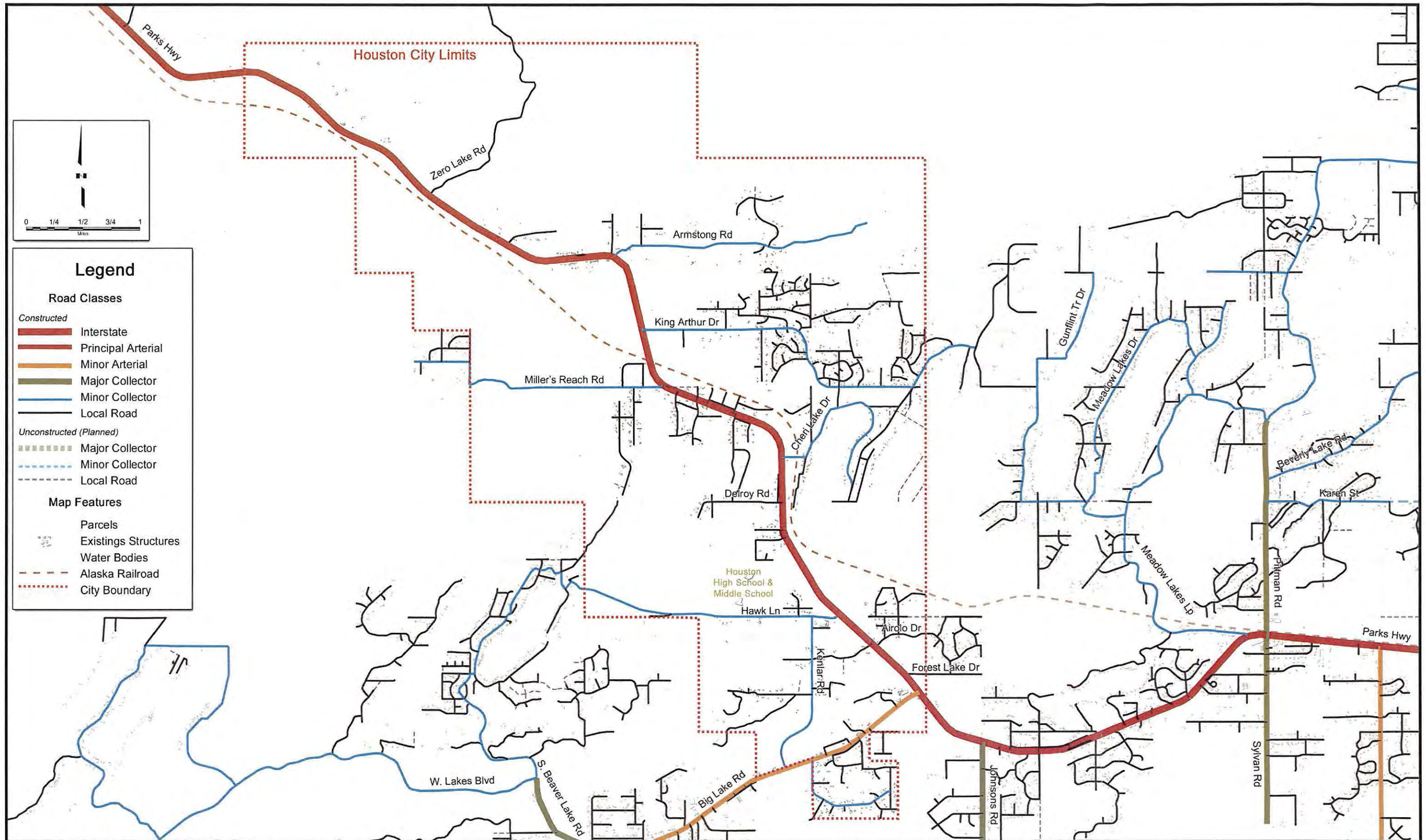


Figure 11. MSB Functional Classification System



### **Traffic Volumes**

Historical traffic volume estimates on road segments within the limits of Houston are collected by both the ADOT&PF and the MSB, for different roads depending on ownership. These agencies each count traffic in the summer months and then convert the data into an estimated average annual daily traffic (AADT) value.

### **DOT&PF Volume Counts**

Historical AADTs as shown in Figure 12, presents data showing the calculated growth rate history between the oldest recorded AADTs (1996) and the most recent (2012).

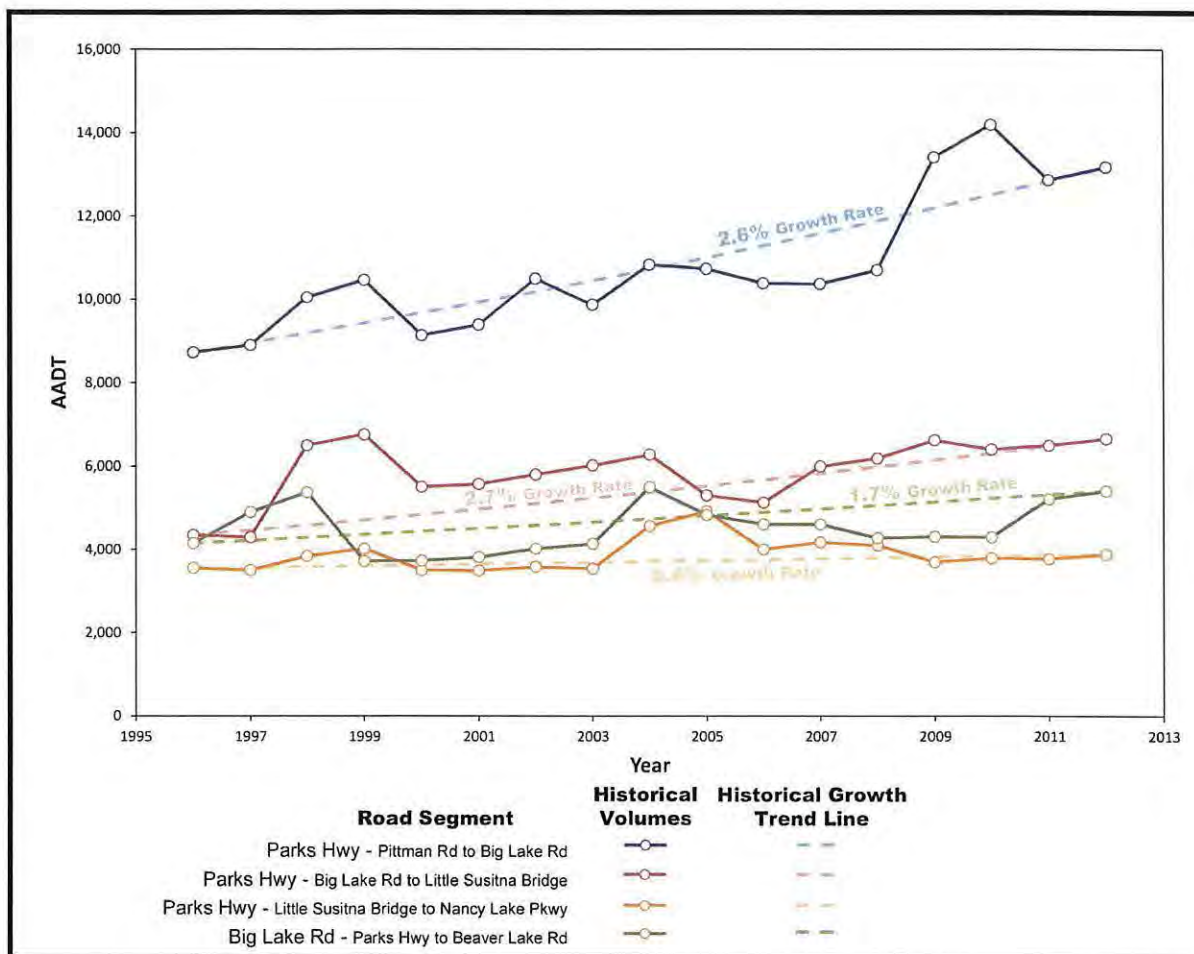
Note that, historically, the Parks Highway traffic volumes are almost evenly split between Big Lake Road and the Parks Highway, as traffic proceeds north in the direction of Houston. However, the growth on the Parks Highway heading into Houston and beyond is significantly greater than the growth on Big Lake Road.

### **MSB Volume Counts**

Traffic levels on several major cross streets within the city of Houston have been observed by the MSB and published in annual reports. However, due to staff and funding every link is not counted every year. Estimated AADT for observed years, per road can be found in Appendix A.



Figure 12. Historical AADTs



### Road Surface Conditions

There are approximately 45 miles of road within the Houston residential road network, not including the Parks Highway and Big Lake Road. Of these 45 miles of road, 90% (40 miles) of the roads are unpaved with a 3" gravel surface. The remaining 5 miles of paved roadway account for most of the collector road network as defined by the MSB.

The paved road network includes all, or segments of the following roads:

- Cheri Lake Drive
- Hawk Lane
- King Arthur Drive
- Miller's Reach Road
- Wasey Way

- White Rabbit Drive

Armstrong Road is identified by the MSB as a collector road and is currently unpaved beyond the first quarter mile. The first quarter mile of Armstrong Road serves the Little Susitna River Camp Ground, and the public safety building for Houston which houses both the city Police and Fire Departments. City Hall is also accessed from Armstrong Road.

### **Alaska Railroad**

The Alaska Railroad generally parallels the Parks Highway corridor throughout the limits of the City of Houston. To the southeast the railroad is on the north side of the highway. The Parks Highway crosses the railroad at a separated grade crossing at approximately milepost 56.5. The separated grade crossing includes a rail bridge that proceeds over the Parks Highway. On the northwest end of the city the rail corridor is on the south side of the highway. Figure 12 shows the separated grade rail crossing of the Parks Highway.

There is an at-grade crossing of the railroad on Cheri Lake Drive approximately 750 feet east of the intersection of Cheri Lake Drive and the Parks Highway. This crossing is equipped with gates, crossbucks, advanced warning flashers, and stop bars. There are no other crossings of the Alaska Railroad within the limits of Houston. Figure 13 shows the current configuration of the at-grade crossing of Cheri Lake Drive and the Alaska Railroad.

**Figure 13. Alaska Railroad Separated Grade Crossing of the Parks Highway**





**Figure 14. Cheri Lake Drive at-grade Railroad Crossing**



### **Speed Limits**

The Parks Hwy and Big Lake Rd are currently posted at 55 mph, with a reduction to 45 mph in a 1.25 mile section of the Parks Hwy. This section of road begins just south of the parking area at the Little Susitna Bridge and continues northbound until MP 58, just beyond the CTWLTL section.

Hawk Lane, King Arthur Drive, and Kenlar Road are all posted at 35mph. All other roads within the City of Houston are posted at 25mph.

### **Pedestrian Pathways**

There is a separated pedestrian pathway on the south side of the Parks Highway that begins east of the Houston city limits and ends at mp 58 within Houston. There is a second pathway on the north side of the Parks Highway that begins at the intersection of the Parks Highway and Cheri Lake Road and continues west beyond the city limits.

### **Road Inventory**

The road inventory for all named roads within the City of Houston can be found in Appendix B.



# APPENDIX A

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Parks Highway (CDS Route 170000)																	
Segment	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pittman Road to Big Lake Road	8,730	8,900	10,050	10,470	9,138	9,390	10,503	9,871	10,842	10,742	10,393	10,380	10,710	13,415	14,199	12,870	13,180
Big Lake Road to Little Susitna River Bridge	4,350	4,300	6,501	6,760	5,504	5,573	5,800	6,020	6,280	5,300	5,130	5,997	6,190	6,624	6,402	6,500	6,660
Little Susitna River Bridge to Nancy Lake Parkway	3,550	3,500	3,840	4,020	3,498	3,490	3,580	3,540	4,568	4,918	4,003	4,180	4,100	3,695	3,790	3,770	3,885

Source: Alaska Department of Transportation Volume Reports  
**Historical Traffic Volume Counts: Parks Highway**

Big Lake Road (CDS Route 170073)																	
Segment	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Parks Hwy to Beaver Lake Rd	4,154	4,900	5,375	3,719	3,730	3,810	4,019	4,140	5,502	4,836	4,610	4,610	4,278	4,310	4,300	5,218	5,410

Source: Alaska Department of Transportation Volume Reports  
**Historical Traffic Volume Counts: Big Lake Road**

IM 17-030  
OR 17-019

Airolo Drive															
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
AADT	107	113						309	284		302			286	

Source: Matanuska-Susitna Borough Volume Reports

Table 1 - Historical Traffic Volume Counts: Airolo Drive

Forest Lake Drive															
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
AADT	162	179				244	257		311		394				

Source: Matanuska-Susitna Borough Volume Reports

Table 2 - Historical Traffic Volume Counts: Forest Lake Drive

Hawk Lane															
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
AADT		792												831	

Source: Matanuska-Susitna Borough Volume Reports

Table 3 - Historical Traffic Volume Counts: Hawk Lane

Kenlar Road															
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
AADT		262					399								

Source: Matanuska-Susitna Borough Volume Reports

Table 4 - Historical Traffic Volume Counts: Kenlar Road

King Arthur Drive															
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
AADT	569	584						674				720	636		654

Source: Matanuska-Susitna Borough Volume Reports

Historical Traffic Volume Counts: King Arthur Drive

IM 17-030  
OR 17-019



Miller's Reach Road															
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
AADT														329	488

Source: Matanuska-Susitna Borough Volume Reports  
**Table 5 - Historical Traffic Volume Counts: Miller's Reach Road**

Wasey Way															
Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
AADT	277	273					343		389		396				

Source: Matanuska-Susitna Borough Volume Reports  
**Historical Traffic Volume Counts: Wasey Way**



IM 17-030  
 OR 17-019

# APPENDIX B

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Road Name	MSB Route Number	ADOT&PF Route Number	Length (mi)	Speed Limit	MSB Functional Class	ADOT&PF Functional Class
Big Lake Road	4804	170073	1.18	55 mph	Minor Arterial	Minor Arterial
Parks Hwy	2132	170000	5.42	45 - 55 mph	Interstate	Interstate
Adrian Place	41		0.14	25 mph	Local Road	Local Road
Airolo Drive	50		0.46	25 mph	Local Road	Local Road
Anastasia Avenue	99		0.80	25 mph	Local Road	Local Road
Anning Drive	3856		0.12	25 mph	Local Road	Local Road
Anthony Road	111		1.16	25 mph	Local Road	Local Road
Armstrong Road	125		1.51	25 mph	Minor Collector	Minor Collector, Local Road
Aspen Cove Drive	135		0.19	25 mph	Local Road	Local Road
Backhaus Street	4596		0.86	25 mph	Local Road	Local Road
Ballyshannon Drive	170		0.84	25 mph	Local Road	Local Road
Bench Lake Drive	226		0.50	25 mph	Local Road	Local Road
Birch Harbor Road	269		0.36	25 mph	Local Road	Local Road
Birch Road	271		0.76	25 mph	Local Road	Local Road
Birchwood Lane	276		0.45	25 mph	Local Road	Local Road
Black Knight Drive	283		0.23	25 mph	Local Road	Local Road
Brian Circle	357		0.09	25 mph	Local Road	Local Road
Britt Avenue	4594		0.06	25 mph	Local Road	Local Road
Brittany Drive	4691		0.20	25 mph	Local Road	Local Road
Brittany Lou Avenue	4595		0.19	25 mph	Local Road	Local Road
Bruce Way	379		0.28	25 mph	Local Road	Local Road
Bryan Street	384		0.19	25 mph	Local Road	Local Road
Calonder Way	4603		0.25	25 mph	Local Road	Local Road
Cannon Drive	434		0.26	25 mph	Local Road	Local Road
Castle Drive	479		0.16	25 mph	Local Road	Local Road
Cattail Circle	490		0.08	25 mph	Local Road	Local Road

IM 17-030  
OR 17-019



Road Name	MSB Route Number	ADOT&PF Route Number	Length (mi)	Speed Limit	MSB Functional Class	ADOT&PF Functional Class
Cheri Lake Drive	4773		1.78	25 mph	Minor Collector	Local Road
Cheshire Circle	524		0.03	25 mph	Local Road	Local Road
Claudia Court	570		0.09	25 mph	Local Road	Local Road
Claudia Road	571		0.38	25 mph	Local Road	Local Road
Cole Circle	5444		0.15	25 mph	Local Road	Local Road
Commerce Street	3504		0.09	25 mph	Local Road	Local Road
Commercial Park Drive	3858		0.19	25 mph	Local Road	Local Road
Corn Street	3505		0.25	25 mph	Local Road	Local Road
Dana Court	706	170147	0.15	25 mph	Local Road	Minor Collector
Dawn Road	726		0.48	25 mph	Local Road	Local Road
Debra Jean Lane	731		0.25	25 mph	Local Road	Local Road
Delroy Road	741		0.80	25 mph	Local Road	Local Road
Denlow Drive	753		0.24	25 mph	Local Road	Local Road
Derrick Avenue	4400		0.24	25 mph	Local Road	Local Road
Diana Way	764		0.06	25 mph	Local Road	Local Road
Dodge Drive	780		0.25	25 mph	Local Road	Local Road
Donnybrook Drive	797		0.40	25 mph	Local Road	Local Road
Drawbridge Circle	819		0.07	25 mph	Local Road	Local Road
Duke Drive	830		0.21	25 mph	Local Road	Local Road
Duley Road	3530		0.53	25 mph	Local Road	Local Road
Durado Drive	835	170102	0.14	25 mph	Local Road	Minor Collector
Dutchess Circle	836		0.13	25 mph	Local Road	Local Road
Easy Street	865		0.31	25 mph	Local Road	Local Road
Elf Circle	889		0.04	25 mph	Local Road	Local Road
Emerald Isle Circle	902		0.08	25 mph	Local Road	Local Road
Enchanted Circle	908		0.25	25 mph	Local Road	Local Road

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Road Name	MSB Route Number	ADOT&PF Route Number	Length (mi)	Speed Limit	MSB Functional Class	ADOT&PF Functional Class
Friar Tuck Circle	1062		0.13	25 mph	Local Road	Local Road
Frog Circle	5016		0.07	25 mph	Local Road	Local Road
Gallagher Circle	3825		0.14	25 mph	Local Road	Local Road
Gaunt Lane	1091	170105	0.23	25 mph	Local Road	Minor Collector
Gina Circle	1112		0.04	25 mph	Local Road	Local Road
Hawk Lane	4190	170109	2.25	35 mph	Minor Collector	Minor Collector
Heath Drive	1246		0.42	25 mph	Local Road	Local Road
Hidden Drive	1278		0.26	25 mph	Local Road	Local Road
Hobbit Road	1300		0.11	25 mph	Local Road	Local Road
Horizon Boulevard	1323		0.37	25 mph	Local Road	Local Road
Horizon Way	1325		0.20	25 mph	Local Road	Local Road
Hubner Circle	5962		0.06	25 mph	Local Road	Local Road
Janet Road	1401		0.22	25 mph	Local Road	Local Road
Jeffrey Lane	1411		0.19	25 mph	Local Road	Local Road
Jerry Circle	1420		0.08	25 mph	Local Road	Local Road
John Circle	4881		0.03	25 mph	Local Road	Local Road
Johnathon Circle	5409		0.25	25 mph	Local Road	Local Road
Kar Drive	1464		0.11	25 mph	Local Road	Local Road
Karami Lane	1465		0.30	25 mph	Local Road	Local Road
Karen Avenue	1467		0.25	25 mph	Local Road	Local Road
Kathy Lane	1482		0.09	25 mph	Local Road	Local Road
Kenlar Road	1496	170145	1.42	35 mph	Minor Collector	Minor Collector
King Arthur Circle	1522		0.03	25 mph	Local Road	Local Road
King Arthur Drive	4772	170108	2.91	35 mph	Minor Collector	Minor Collector
King David Street	5428		0.25	25 mph	Local Road	Local Road
King John Drive	1526		0.19	25 mph	Local Road	Local Road



Road Name	MSB Route Number	ADOT&PF Route Number	Length (mi)	Speed Limit	MSB Functional Class	ADOT&PF Functional Class
Kreja Circle	5261		0.12	25 mph	Local Road	Local Road
Lake Horizon Circle	1586		0.07	25 mph	Local Road	Local Road
Lakeway Loop	4775		0.34	25 mph	Local Road	Local Road
Larae Road	1578		0.54	25 mph	Local Road	Local Road
Leprechaun Drive	1654		0.32	25 mph	Local Road	Local Road
Little John Drive	1688		0.74	25 mph	Local Road	Local Road
Little Meadow Creek Road	4690		0.37	25 mph	Local Road	Local Road
Little Millers Road	6375		0.13	25 mph	Local Road	Local Road
Longbow Circle	1717		0.09	25 mph	Local Road	Local Road
Looking Glass Drive	1723		0.68	25 mph	Local Road	Local Road
Loon Boulevard	4557		0.35	25 mph	Local Road	Local Road
Loon Street	1728		0.44	25 mph	Local Road	Local Road
Louise Lane	1739		0.19	25 mph	Local Road	Local Road
Mad Hatter Street	1771		0.07	25 mph	Local Road	Local Road
Maid Marian Drive	1776		0.12	25 mph	Local Road	Local Road
Majors Drive	1781		0.65	25 mph	Local Road	Local Road
Marginal Access Road	4771		0.25	25 mph	Local Road	Local Road
Marian Circle	1802		0.03	25 mph	Local Road	Local Road
Meadowood Drive	1869		0.58	25 mph	Local Road	Local Road
Melissa Circle	1878		0.06	25 mph	Local Road	Local Road
Merlin Drive	1887		0.54	25 mph	Local Road	Local Road
Meti Avenue	4593		0.06	25 mph	Local Road	Local Road
Mid Valley Way	4506		0.13	25 mph	Local Road	Local Road
Miller Circle	6376		0.03	25 mph	Local Road	Local Road
Miller's Reach Road	1909		1.50	25 mph	Minor Collector	Local Road
Miller'S Ridge Road	6103		0.08	25 mph	Local Road	Local Road

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Road Name	MSB Route Number	ADOT&PF Route Number	Length (mi)	Speed Limit	MSB Functional Class	ADOT&PF Functional Class
Moat Circle	1921		0.05	25 mph	Local Road	Local Road
Nichols Drive	2009		0.21	25 mph	Local Road	Local Road
No Name Hill Drive	4632		0.24	25 mph	Local Road	Local Road
Nottingham Circle	2048		0.08	25 mph	Local Road	Local Road
O'Keefe Court	4624		0.04	25 mph	Local Road	Local Road
O'Megan Circle	5461		0.12	25 mph	Local Road	Local Road
One Horse Lane	5628		0.22	25 mph	Local Road	Local Road
Owlhaven Drive	2104		0.08	25 mph	Local Road	Local Road
Pay Dirt Road	2146		0.25	25 mph	Local Road	Local Road
Pepper Street	3506		0.17	25 mph	Local Road	Local Road
Phyllis Lane	2177		0.16	25 mph	Local Road	Local Road
Pick-A-Dilley Street	4586		0.48	25 mph	Local Road	Local Road
Pinecrest Circle	2187		0.09	25 mph	Local Road	Local Road
Prince Charming Drive	2236		0.28	25 mph	Local Road	Local Road
Princess Circle	2238		0.11	25 mph	Local Road	Local Road
Princess Kylie Drive	6326		0.28	25 mph	Local Road	Local Road
Queen Of Drive	2272		0.09	25 mph	Local Road	Local Road
Railside Drive	3857		0.39	25 mph	Local Road	Local Road
Rainbow Circle	2279		0.13	25 mph	Local Road	Local Road
Rainee Street	2287		0.17	25 mph	Local Road	Local Road
Ray Street	2307		0.33	25 mph	Local Road	Local Road
Rel Street	2330		0.13	25 mph	Local Road	Local Road
Rex Street	2340		0.10	25 mph	Local Road	Local Road
Rippy Road	2365		0.13	25 mph	Local Road	Local Road
Robin Hood Drive	2383		0.22	25 mph	Local Road	Local Road
Ross Street	2417		0.10	25 mph	Local Road	Local Road

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Road Name	MSB Route Number	ADOT&PF Route Number	Length (mi)	Speed Limit	MSB Functional Class	ADOT&PF Functional Class
Round Table Drive	2419		0.55	25 mph	Local Road	Local Road
Schutt Drive	4995		0.44	25 mph	Local Road	Local Road
Sherwood Forest Park Circle	4880		0.03	25 mph	Local Road	Local Road
Sluice Box Drive	2578		0.06	25 mph	Local Road	Local Road
Spruce Haven Drive	2673		0.20	25 mph	Local Road	Local Road
Spruce Street	5001		0.03	25 mph	Local Road	Local Road
Squire Drive	2679		0.22	25 mph	Local Road	Local Road
Stetson Circle	4382		0.05	25 mph	Local Road	Local Road
Susan Lane	2746		0.07	25 mph	Local Road	Local Road
Susitna Way	2756		0.12	25 mph	Local Road	Local Road
Swingle Road	3533		0.23	25 mph	Local Road	Local Road
Tara Street	4398		0.21	25 mph	Local Road	Local Road
Tea Party Drive	2802		0.12	25 mph	Local Road	Local Road
Telsitna Street	4063		0.34	25 mph	Local Road	Local Road
Twiddle Dee Circle	2911		0.06	25 mph	Local Road	Local Road
Valois Drive	2944		0.24	25 mph	Local Road	Local Road
Wasey Circle	4909		0.14	25 mph	Local Road	Local Road
Wasey Way	3000		1.00	25 mph	Minor Collector	Local Road
Westen Drive	3046		0.31	25 mph	Local Road	Local Road
White Knight Drive	3056		0.54	25 mph	Local Road	Local Road
White Rabbit Circle	3057		0.03	25 mph	Local Road	Local Road
White Rabbit Drive	5011		0.47	25 mph	Local Road	Local Road
White Stag Circle	3058		0.11	25 mph	Local Road	Local Road
Wild Rose Drive	3216		0.13	25 mph	Local Road	Local Road
Wilderness Court	3069		0.10	25 mph	Local Road	Local Road
Wilhelm Street	3077		0.41	25 mph	Local Road	Local Road

IM 17-030  
 OR 17-019



Road Name	MSB Route Number	ADOT&PF Route Number	Length (mi)	Speed Limit	MSB Functional Class	ADOT&PF Functional Class
Wilson Road	3553		0.19	25 mph	Local Road	Local Road
Winfield Way	3109		0.27	25 mph	Local Road	Local Road
Winterhaven Drive	3113		0.36	25 mph	Local Road	Local Road
Wonderland Circle	3132		0.07	25 mph	Local Road	Local Road
Wonderland Drive	3133		0.40	25 mph	Local Road	Local Road
Woody Lake Drive	4774		0.60	25 mph	Local Road	Local Road
Yellow Cub Drive	3763		0.13	25 mph	Local Road	Local Road
Zero Lake Road	4879		0.42	25 mph	Local Road	Local Road

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## APPENDIX B. PUBLIC INVOLVEMENT SUMMARY



## Meeting Record

**Project Number:** 2136.01 (R&M)

**Project Title:** City of Houston CIA and Comprehensive Plan Revision

**Subject:** Future's Workshop and Open House #1

**Author:** Taryn Oleson

**Site Visit Location:** City of Houston Fire Station

**Meeting Date:** Thursday, September 18, 2014

**Distribution Date:** September 3, 2014

**Attendees:**

Van Le, AICP	Planning & Public Involvement Coordinator	R&M Consultants, Inc.
Taryn Oleson	Public Involvement Coordinator	R&M Consultants, Inc.
Kristi McLean	CIA Lead	R&M Consultants, Inc.
Virgie Thompson	Mayor	City of Houston
Len Anderson	Steering Committee	City of Houston
Ron Jones	Steering Committee	City of Houston
Christopher Johnson	Steering Committee	City of Houston
Rebecca Rein	Steering Committee	City of Houston
Gina Jorgensen	Steering Committee	City of Houston
Lance Wilson	Steering Committee	City of Houston
Donna Logan	Economist	McDowell Group
Allen Kemplen, AICP-CTP	Mat-Su Area Planner	AK State DOT

35 attendees signed in on the sign in sheet, including some project team members and Steering Committee members. At least two additional residences who were in attendance did not sign in.

The objective of this open house was to "Establish a Community Vision to be used as a guiding principle for the Community Impact Assessment and Comprehensive Plan." The use of a Future's Workshop is considered to be best practices for community visioning, as a way to begin a Comprehensive Plan Update. This visioning session was successful in gauging

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community ideals and ideal futures, but a single vision statement was not generated in consensus by the resident attendees.

The meeting started at 4:30 PM at the Houston Fire Station.

As attendees entered the Future's Workshop, they were greeted and asked to fill out the sign in sheet. A City of Houston Fact Sheet was available as a handout, agendas were posted throughout the meeting space, and cookies and refreshments were served.

In the truck bay, half the space was used for display of the following maps: three historic maps from the 1979 Plan, existing zoning, existing land use, existing land use by zoning, existing land ownership, and the project area (City of Houston boundaries). Also on display were three posters showing aspects of the City of Houston's history, including the planning timeline and photographs of community members and events. Attendees were encouraged to examine the displays so as to better understand their City's past and present conditions.

At 5:00 PM all attendees were gathered into the main room and seated at seven small tables of 4-7 people for the small breakout session entitled "Creating ideal futures". Each table was hosted by a pre-designated facilitator and had at least 5 blank City of Houston Mind Maps which were used as a tool for note-taking and idea generation. Van Le and Taryn Oleson presented the purpose of the meeting and the small group task.

Over the next hour and fifteen minutes, small groups discussed what the City of Houston should be like 20 years from now. The small group session was not limited in scope and all relevant ideas were recorded in each group by the facilitator. Instructions were provided to the facilitators three days prior to the meeting, and again during the meeting, which included suggested questions to consider posing if conversation stified. The small group session was scheduled to be last about a half hour, but was allowed to continue due to highly active participation by the attendees.

At 5:50 PM pizza was delivered and served. Small groups continued to work through the meal until Van and Taryn cut the conversation to reconvene as a large group for the second session.

Tasked with finding "Common Ground on the Future," small groups took turns sharing an emerging theme developed by the group. Each theme was then recorded on one of six large City of Houston Mind Map, which Van and Taryn were writing on at the front of the room. Five of the six Mind Maps had pre-determined categorical titles: Transportation, Housing, Community Character, Community Facilities and Services, and Economic Development. The sixth Mind Map was given the title 'Planning' after multiple themes were presented within this category. Though overall successful, groups struggled to prioritize themes, ideas, or aspects of the future they felt were most important. It was also difficult for groups to limit their turn to sharing to only one of those items on their list at a time.

Establishing consensus was the overarching goal of the whole group session. While there was discussion and disagreement on specifics of certain contributed themes, the overall intent of the theme was agreed upon more often than not.

All Mind Maps, produced by both small group and whole group sessions, were collected and are available in hard copy and digital formats.

The Future's workshop concluded at 7:30 PM.



Draft Summary Statements have been developed by Taryn Oleson of R&M post-workshop from the whole group Mind Maps and are as follows;

- **Transportation:** There is a need to increase safety, accessibility, and mobility through much of the City and improvements shall be beneficial to all users including pedestrians, bicyclists, and other non-motorized uses such as dog sleds, while maintaining community character.
- **Housing:** Housing in the City of Houston should be available to a wide range of incomes, while providing opportunities for satisfactory, safe living for all residents, including the elderly.
- **Planning:** Effective, implementable planning is a recognized need for successful growth, development, and overall health of the community, as defined by its residents.
- **Community Character:** To be developed by Steering Committee
- **Economic Development:** While maintaining the current tax structure, the City of Houston aims to develop economically by capitalizing on its current amenities and natural resources; allowing commercial and light industrial development as long as it aligns with the community character and will be to the benefit of City residents.
- **Community Facilities and Services:** The City of Houston recognizes the need to expand its facilities and services in order to provide safe and satisfactory living for its residents, while enhancing the City's autonomy, economy, and unique identity.

## City of Houston at a Glance

### Demographics

- Rural-residential community experiencing consistent growth;
- 2013 estimated population of 2,039 residents
- Median age is 36; older age groups experiencing the fastest growth rate
- Estimated growth rate of 2% - population of 3,100+ residents in 2035
- Median household income almost \$60,000;
- About 12% of families and 16% of individuals are below federal poverty line

### Economic Development

- 82 active business licenses have physical addresses in City
- Top three business types; Services, Trade, and Construction
- Private sector employment is 85% with Trade (retail and wholesale), Transportation and Utilities, and Education and Health services being the top employment industries
- Unemployment rate is about 18%

### Education

- Houston High school of the Mat-Su Borough School District
- Land designated for a future elementary school
- Approximately 90% of residents has a high school

### Land Use

- City limits encompass 23 square miles
- 77% of land is vacant - 18% is residential
- Minor homestead agricultural activity but several areas are zoned for mixed agriculture (RA-)
- Major Parks and Recreation facilities; Little Susitna Campground, Riverside Camper Park, Houston/Willow Creek Sled Trailhead rec. area, and Haessler-Norris Trail System

### Community Services

- City Fire Department, law enforcement by Alaska State Troopers
- Homesteaders Community Center and Mid-Valley Senior, Inc. provide fellowship and services
- No large grocery store or medical facilities exist within the City; Wasilla and Big Lake are the closest providers





The City of Houston is conducting a Community Impact Assessment (CIA) and revising its Comprehensive Plan to guide future growth. Since the Comprehensive Plan was updated in 2003, population growth, transportation infrastructure projects and industrial development are on the rise. Participate in developing the plan for the future and prepare for growth and development while preserving community values.

Several major, regional-serving projects are currently underway that will require close coordination with the CIA and Plan including:

- Port MacKenzie Rail Extension
- Port MacKenzie to Parks Highway Connection
- Future Parks Highway segment upgrades
- Parks Highway Alternative Corridor Plan
- The annexation of Native corporation-owned land into City of Houston's boundaries

Visit the Project Website:  
[www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)  
to sign up for updates

For More Information Please  
Contact:  
Van Le, AICP, Project Manager  
R&M Consultants, Inc.

E-mail:  
[comments@rmconsult.com](mailto:comments@rmconsult.com)  
Phone: 907-646-9659





# City of Houston Future's Workshop 9/18/14

## Mind Maps Summary

### *Whole Group Session – Sharing common themes and findings*

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#### Community Character:

- Houston as a destination for tourism and recreation
- Have a unique identity or theme for us to be recognized by- distinguish Houston Alaska from the rest of the country and state
- Preservation of residential character – keeping “Houston Houston” with larger parcels for housing and minimal light pollution and noise
- Own a recreational identity; more than just trail heads
- Design standards for development
- Establish a Town Center keeping to the Houston feel
- Preservation of existing trails and ecology
- Involving community in the development and construction of community facilities
- Maintaining the quiet dark character – open for growth but keep it rural
- Community needs to be proactive
- Family friendly
- Make both sides of the river and railroad tracks feel like one community
- Wide reaching community government and development- increased involvement

#### Transportation:

- Train station in the City
- More connectivity – more emergency access
- Town center that is accessible and multiuse
- Multiuse pathways
- Better signage
- Main road be protected – increased vegetation
- Maintain multiuse trails
- Improved lighting and roadways
- Eventually expand availability of utilities and services
- Safety on the Parks corridor
- Development of King Arthur Rd.
- Hawk lane bike path – improvement of pedestrian safety via pathways and lighting

# City of Houston Future's Workshop 9/18/14

## Mind Maps Summary

- Industrial development along the rail lanes- light industrial
- Increase vegetative buffers in roadways
- Main artery needs proper planning for controlled access and the expansion of the Parks highway and the secondary roadways – *proper planning for corridor*
- *Port to Parks*
- Bus stop marker, signage, and lighting
- Park and ride with Valley-movers throughout Mat-Su and Anchorage Bowl

### Planning

- More staffing for City, Fire department should not be responsible for all emergency and police services
- Evolve into a 1<sup>st</sup> class city
- Corridor study
- Planning land use (one comment on no zoning restrictions)
- Water resource planning –special attention to the flood planes
- Development suitability study
- MSB build out- match with community growth
- Program to reduce junk cars
- Transfer centers
- Incentive for people to come here – education, recreation facilities, design
- Encourage subdivision with more high income development

### Housing

- Incentivize Dr. and medical facilities to move here
  - Assisted care facilities
- Plan for multi-family and senior housing with the aging population
- Conveniences for high end houses for a higher tax base – designate areas for high end housing

### Community Facilities and Services

- Education – elementary school

# City of Houston Future's Workshop 9/18/14

## Mind Maps Summary

- Town Center with; pedestrian friendly facilities, landscaping, panels and walk theme, restaurants, mixed use, near river or railroad, building codes (Form based codes)
- Youth summer programs
- Opportunities for post-secondary education/carter school
- Public safety; EMS expansion, year round water flow for fire
- Flood control response planning
- Community watch
- Recreation; trails, multiuse, designated facilities for recreation (rinks, pools, ball courts), preservation of natural areas, facility maintenance for motorized and non-motorized users including horses and dogs
- Animal shelter
- Utility expansion dependent on road alignment ; natural gas, coal, alternative energy
- Recreation destination; use Little Su for business services (tourism)
- Cemetery
- Veterinary clinic
- Daycare
- Business districts; planned, designed, and built
- Pharmacy
- Dentist
- Medical facilities
- Assisted care facilities
- Gas station and goods services
- Grocery store or food shops

### Economic Development

- Keep tax base
- Local jobs
- Riverwalk
- Community identity for economic development (using it to draw in visitors and residents)
- Centralized for recreation for Hatcher Pass, Deskha, etc. – capitalize on natural location
- Facilities at King Arthur; Laundromat, shower, gym, meeting place
- Daycare
- Natural resource development; coal mines, power plant, city owned utility





**June 4, 2015 Community Impact Assessment & Comp. Plan Review Open House 2 – CIA**

**Project:** City of Houston Community Impact Assessment & Comprehensive Plan Revision  
**Project No:** R&M 2136.01  
**Purpose:** Open House for public to review and comment on draft CIA findings  
**Date:** Thursday, June 4<sup>th</sup>, 2015  
**Time:** 4:30PM – 6:30PM  
**Location:** City of Houston Fire Station  
**Meeting Attendance:** 28 members of the public and Steering Committee member were present

**Project Team in Attendance:**

R&M Consultants

Van Le, AICP Project Manager  
Taryn Oleson Planner & PI Coordinator  
Kristi McLean Environmental Specialist, CIA Lead

City of Houston Steering Committee Members

Mayor Virgie Thompson  
Lance Wilson, Deputy Mayor  
Len Anderson, Chair Steering Committee  
Ron Jones  
Chris Johnson



## MEETING SUMMARY

As the public entered the Fire Station, they were greeted by a member of the R&M project team who provided a brief explanation on what the CIA is and the purpose of the open house. Attendees signed in, picked up a Fact Sheet on the transportation alternatives assessed in the CIA, and helped themselves to snacks and refreshments. In the truck hull of the Fire Station a variety of boards were on display.

The maps on display were the focus of the open house. Three graphics on large 34x44" boards depicted the potential impacts identified in the CIA to this point. Each graphic showed impacts for one of three impact categories; Transportation, Land Use, and Economic impacts. Impacts were shown geographically on a map of the City of Houston. In addition to the three main boards, a copy of each graphic was printed on the same large size paper and placed on tables for attendees to write directly on. See Attachment A. Supporting the three City of Houston CIA graphics were maps of the existing conditions within Houston, including zoning, land use, land use by zoning. A board showing the Transportation Plan map from the adopted City of Houston 1982 Comprehensive Plan was also on display for reference.

Members of the public were encouraged to read the three CIA maps and provide any comments, concerns, or opinions regarding the information shared. Markers and pens were provided on each table with a CIA map on it and any feedback provided by attendees could be written directly on the map. Comment forms were provided throughout the Open House space to allow written comments to be recorded.

Members of the project team and the Steering Committee engaged in conversations with the public about the process and the goals of performing a CIA. Generally, the public in attendance concurred with the impacts identified. Little new information emerged during the open house; most discussion focused around the opportunities that could emerge due to some of the impacts identified. The Economic Impacts map yielded discussion around the potential development that could occur around the new Port-MacKenzie Rail Extension, including zoning the new areas for industrial development and Knikatnu Inc developing an LED Assembly Facility south of Millers Reach Road. The information and opinions gathered on the impacts identified in the CIA will be incorporated into the CIA report.

Additional comments not directly related to the CIA impacts were largely related to the development of parks and establishment of more services and amenities, such as a gas station and grocery store, in the area. This information will be incorporated into the Comprehensive Plan Revision effort.

The public was made aware of the open house through direct postcard mailings, an e-notification reminder, and information posted to both the project website as well as the City of Houston's website. The draft CIA will be made available for review by the public via the project website once it has been approved for release by the Steering Committee.





# Community Impact Assessment INFO SHEET

## What is a CIA and why is the City of Houston conducting one?

A Community Impact Assessment (CIA) is an evaluation of potential impacts transportation projects could have on the community of Houston. Each project analyzed has the potential to impact the socioeconomics, physical environment, and future growth and development in Houston. The CIA will serve as a planning tool and reference for the City and the Mat-Su Borough by ensuring the needs, opinions, vision and goals of the community are acknowledged and documented to help guide compatible growth and development within and around Houston. The CIA is being conducted concurrently in support of the City's Comprehensive Plan Update.

### TRANSPORTATION PROJECTS ANALYZED

#### Parks Highway Upgrade MP 44-52 Phase 3 Pittman Road to Big Lake Road

PLANNED - AKDOT&PF

- Proposed signalized intersection at Parks Hwy and Big Lake Road and at S. Johnson Road in Wasilla
- Pedestrian improvements include realignment of the pathway along Parks Hwy and Big Lake Rd; a pedestrian island and crosswalk at the intersection of Big Lake Rd and Parks Hwy
- Proposed four-lane divided Hwy from MP 44 in Wasilla returning to a two-lane Hwy after Forrest Lake Drive in Houston
- Proposed lighting at the intersection of Big Lake Road and the Parks Hwy; along the Parks Hwy
- Proposed access and driveway consolidation
- Construction planned for 2017-2018

#### Port MacKenzie Rail Extension

PLANNED AND IN CONSTRUCTION - ARRC & MSB

- 32-mile extension of the ARRC system to connect Port MacKenzie to the mainline along Parks Hwy
- Extension passes Houston Lake Loop Trail and Horseshoe Lake with connection to the mainline north of Miller's Reach Road
- Grade-separated crossings planned at officially recognized trails and roads
- No support facilities planned as part of the extension

#### Port MacKenzie to Parks Highway Roadway Corridor

CONCEPTUAL PROJECT

- Road alignment reflects concept shown in the adopted 1982 City of Houston Comprehensive Plan, Transportation Plan Map
- Road alignment parallels the Port MacKenzie Rail Extension alignment
- Conceptual corridor is 800' wide centered on the Rail Extension alignment, designed for a 2-lane 65 mph Hwy
- Anticipated primary use for freight and truck traffic to and from the Port

### FOR MORE INFORMATION PLEASE CONTACT

PROJECT MANAGER: **VAN LE, AICP** | R&M Consultants, Inc. | vle@RMConsult.com | 907.646.9659

PLANNER & PUBLIC INVOLVEMENT COORDINATOR: **TARYN OLESON** | R&M Consultants, Inc. | Comments@RMConsult.com | 907.646.9645

VISIT THE PROJECT WEBSITE: [WWW.HOUSTONAKCOMPPLAN.COM](http://WWW.HOUSTONAKCOMPPLAN.COM)

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OR 17-019





**May 5, 2016 Community Impact Assessment & Comprehensive Plan Revision:  
Open House #3 – Draft Comprehensive Plan Review**

- Project:** City of Houston Community Impact Assessment & Comprehensive Plan Revision
- Purpose:** Open House for public to review and comment on Draft Comprehensive Plan
- Date:** Thursday May 5<sup>th</sup>, 2016
- Time:** 5:00 PM- 7:00 PM
- Location:** City of Houston Fire Station
- Meeting Attendance:** 14 members of the public and Steering Committee member were present
- Outreach:** The public was made aware of the open house through postcards distributed at frequented locations throughout the City, an e-mailed invitation, and information posted to both the project website as well as the City of Houston’s website. The Draft Comprehensive Plan Revision is available for public review on the project website.

**Project Team in Attendance:**

**R&M Consultants**

- |                      |                                |
|----------------------|--------------------------------|
| Van Le, AICP         | Project Manager                |
| Taryn Oleson         | Planner & PI Coordinator       |
| Lance DeBernardi, PE | Senior Transportation Engineer |

**City of Houston Steering Committee Members**

- Mayor Virgie Thompson
- Lance Wilson, Deputy Mayor
- Len Anderson, Chair Steering Committee
- Ron Jones
- Chris Johnson



## MEETING SUMMARY

As the public entered the Fire Station, they were greeted by a member of the R&M project team who provided a brief explanation on the purpose of the open house and the materials on the table. Attendees signed in, picked up a Comprehensive Plan Summary Handout, a copy of the draft Comprehensive Plan and helped themselves to snacks and refreshments. Draft Comprehensive Plan boards were on display on easels in the truck bay of the Fire Station.

The maps on display were the focus of the open house. Four maps highlighted the significant changes proposed in the Draft Comprehensive Plan Revision. The maps included:

- Draft Land Use Plan Map
- Draft transportation recommendations for Freight and Industry, Local Road Network, and Parks Highway.
- Four boards of proposed improvements
- Copies of the graphics were printed on the same large size paper and places on tables for attendees to write comments on. See Attachment A.

Supporting the four draft Comprehensive Plan Revision graphics were maps of the existing zoning and land use conditions within Houston as well as the Transportation Plan map from the adopted City of Houston 1982 Comprehensive Plan was for reference.

Members of the public were encouraged to examine the maps, specifically on the proposed Land Use Plan and Transportation Plan Maps, and provide any comments, concerns, or opinions regarding the information shared. Markers and pens were provided on each table with comment forms and a copy of a transportation plan map on it. Attendees could provide feedback by written directly on the map or filling out a comment form. Comment forms were also provided at the sign-in table as well as throughout the Open House space.

Members of the project team and the Steering Committee engaged in conversations with the public about the process, goals of the Revision, and the Land Use Plan and Transportation recommendations.





### Public Comments

The most discussed topics included the proposed Parks Highway Bypass and interchange with a future Port MacKenzie to Parks Highway, specifically how that would affect the development of Houston's economy and future Town Center. A resident and local business owner provided comments about two major items for further consideration in the Draft Comprehensive Plan:

- **Proposed Parks Highway bypass:** *A bypass to foster development of a Town Center may not work because Houston is dependent on Parks Highway travelers to support local businesses. A bypass will not ensure that travelers keep going to Wasilla or Willow instead of stopping even though the plan is to allow the Town Center to develop before the bypass is built in the next 20+ years.*
- **Parks Highway Design:** *Would like the Comprehensive Plan Revision to include a policy that will require DOT to build the Parks Highway into a 5 lane with center turn lane, with direct access to properties adjacent to the Parks Highway, versus a 4 lane divided highway with consolidated access. Gas station companies such as Tesoro are considering building a station in Houston near the Big Lake intersection or what is being called the future Commercial Center, and consolidated access on a divided highway will remove this potential.*

The Steering Committee and Project Team will take the comments into consideration at the next Steering Committee meeting and may edit the Draft Comprehensive Plan accordingly.

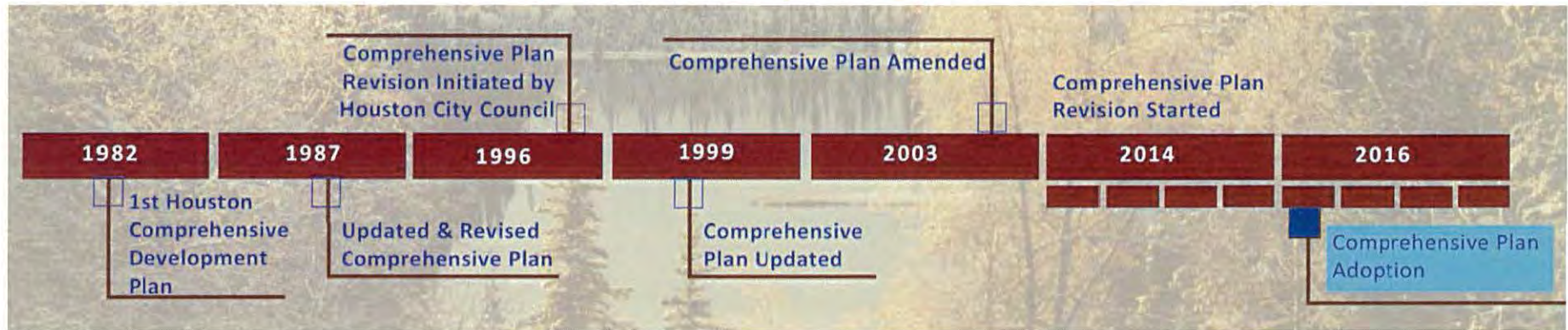
### **Attachments:**

- Draft Comprehensive Plan Info Sheet
- Draft Comprehensive Plan Open House Comment Form
- Postcard Open House Notice





**What is a Comprehensive Plan and why is the City of Houston revising its Plan?**



A Comprehensive Plan is a community’s blueprint for future growth, development and change. Houston’s Comprehensive Plan will serve as a planning tool and reference for the City and the Mat-Su Borough by ensuring the needs, opinions, vision and goals of the community are acknowledged and well documented to help guide compatible growth and development within and around Houston.

This Draft Plan is based on updated census, population and land use data. This Plan is an articulation of the community’s core values based on a community wide survey and business and community stakeholder interviews conducted in 2015 and two public workshops in 2014 and 2015.

The Draft City of Houston’s Comprehensive Plan revision reflects the goals, objectives and policies for Houston to govern future land uses and a desired future for the next 20 years through the year 2035.

The Draft Comprehensive Plan is available on the project website: [www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)



IM 17-030  
OR 17-019





**Land Use Recommendations Summary**

(See Land Use Plan Map)

**New Land Use Districts**

- Town Center/Civic Center (*City Hall & Little Su Campground*)
- Commercial Core (*Parks Hwy & Big Lake Intersection*)
- Commercial Mixed Use (*North of Parks Hwy & Big Lake Intersection*)
- Transportation Facility (*Parks Highway & ARRC*)
- Development Reserve
- Parks and Natural Resource

**New Zoning Districts**

- Town Center
- Development Reserve (formerly Holding District)
- Parks and Natural Resource

**Transportation Recommendations Summary**

(See Transportation Plan Maps)

**Parks Highway Bypass**

- Facilitates the development and growth of a Town Center at City Hall and the Little Su Campground area
- Provides efficient and safe freight movement
- Access management & consolidation for Parks Highway movement

**Port MacKenzie to Parks Highway Roadway Corridor**

- Road alignment parallels the Port MacKenzie Rail Extension alignment & reflects concept in Adopted 1982 City of Houston Transportation Plan Map

**Parks Highway/Port McKenzie Interchange**

- Connects Parks Highway, Proposed Parks Highway Bypass and future Port to Parks corridor

**Local Roads Network**

- Improved neighborhood connectivity
- Improved emergency response and access

[www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)

IM 17-030  
OR 17-019

APPENDIX C.  
HOUSTON HOUSEHOLD  
OPINION SURVEY REPORT



# *City of Houston Comprehensive Plan and Community Impact Assessment: Household Survey Results*

*Prepared for:*



*Prepared by:*



*February 2015*

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## Executive Summary

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The City of Houston contracted with R&M Consultants to help update its Comprehensive Plan and Community Impact Assessment. As part of this effort, R&M Consultants' subcontractor, McDowell Group, an Alaska research and consulting firm, conducted a mail survey (with an online option) of both City of Houston residents and nonresident property owners. The purpose of the survey was to gather input from City residents and property owners on a variety of comprehensive planning issues, such as transportation and recreation needs. The survey also asked residents about environmental issues, economic development, city services, and other aspects of their community. Key findings are summarized below.

### Quality of Life

Respondents rated quality of life in Houston an average of 6.9 on a scale of one-to-ten (with 10 being "high"). Just over four in ten respondents (42 percent) said their quality of life was high (rating of 8, 9, or 10 combined).

- More than eight of ten respondents (83 percent) agreed or strongly agreed with the statements that Houston is a good place to live with respect to outdoor recreation and enjoying a rural lifestyle.
- More than two-thirds of respondents (68 percent) agreed or strongly agreed that Houston could use more community planning.
- Houston residents were more likely to agree or strongly agree that Houston is a safe place to live compared to nonresident property owners, 64 percent versus 39 percent. Approximately two respondents in ten disagreed or strongly disagreed that Houston is safe (22 percent).

### Transportation-Related Projects

Improved roads and road maintenance are the most widely held transportation concerns in Houston and are considered very important by 62 percent of respondents.

- Younger respondents were more likely than older respondents to rate a new road between Houston and Port MacKenzie very important (38 percent versus 23 percent), and more of them said a Hawk Lane bike path is very important (41 percent versus 24 percent).

### Recreation-Related Projects

The top recreation issues for most respondents are creation of recreation programs for youth and maintenance of existing trails and pathways, which both were rated important or very important by 76 percent of respondents.

Houston residents were more likely than nonresident property owners to:

- Rate the creation of recreation programs for youth very important (33 percent versus 24 percent).
- Rate the creation or expansion of an indoor recreation facility very important (32 percent versus 22 percent).



- Rate more motorized trails and pathways very important (36 versus 17 percent).
- Rate non-motorized trails and pathways not important (40 percent versus 27 percent).

### **Support for Environmental-Related Issues**

When asked about their level of support for three environmental-related issues, more than two-thirds of respondents (69 percent) said they are very supportive of protecting drinking water quality, while 29 percent are very supportive of stricter enforcement of flood plan development regulations, and 27 percent are very supportive of stricter regulation of land near rivers, lakes, and streams.

### **Economic Development Initiatives**

When asked the importance of seven economic development initiatives, more than half of respondents (52 percent) said supporting extension of utility services is very important, followed by recruiting new business (42 percent), and supporting natural resource development (35 percent).

- Attracting industrial development along the railroad tracks, attracting more tourism, developing a tourism attraction along the Little Susitna River, developing a “town center” with pedestrian-friendly facilities, and recruiting new business all have somewhat less support among residents than among nonresident property owners.

### **City Services**

Eight in ten respondents said continuing to provide fire and emergency services and road maintenance are very important, while 43 percent and 36 percent respectively rated community planning and animal control and shelter very important. All four services were considered very important by more than one-third of respondents.

- Residents were more likely to rate nearly all of the city services very important compared to nonresidents, with the exception of animal control and shelter.

### **Willingness to Pay for New or Improved City Services or Facilities**

Approximately one-third of respondents said they are very willing to pay for improved city fire and emergency response and improved road maintenance through increased property taxes. Only 6 percent of respondents were very willing to pay for cemetery development and maintenance, and 58 percent were not willing to pay for this service at all.

- Men were more likely than women to say they are not willing to pay for city services through increased taxes.

### **Land Use Regulation**

Four in ten respondents said there is just enough regulation of private-property land use, two in ten said there is too much regulation, and an equal number said there is too little regulation.

- Men were more likely to say there is too much private property regulation compared to women, 26 percent versus 11 percent.

## **Respondent Demographics**

- Nearly two-thirds of respondents (65 percent) lived in Houston at least nine months during the past year. The average number of years a Houston resident respondent had lived in the community was 13.3 years.
- Only 4 percent of the Houston residents who responded are renters.
- Fifty-nine percent of respondents were male, and 41 percent were female. The average age of all respondents was 56.7 years.
- Average Houston resident household size for all respondents was 2.6 people. The average number of children in Houston households with children was 2.1 children.
- The median annual household income for all respondents was \$63,000.



## Methodology

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The City of Houston contracted with R&M Consultants to update its Comprehensive Plan (completed in 1999 and amended in 2003), as well as conduct a Community Impact Assessment. As part of that process, R&M Consultants subcontracted with McDowell Group, an Alaska research and consulting firm, to conduct a community household survey. The purpose of the survey was to gather opinions of Houston property owners (including non-Houston residents) and residents about the city's priorities for the next 20 years. The survey enhances community engagement and survey results will inform the planning process.

McDowell Group met with the City of Houston Comprehensive Impact Assessment and Comprehensive Plan Revision Steering Committee in August and October committee meetings to discuss survey content, as well as review of and pre-test the survey instrument. McDowell Group also attended the September 18 "Future's Workshop" held in Houston to hear community concerns and issues that were also considered for incorporation into the survey design.

On November 7, 2014, a postcard was mailed to 1,651 Houston resident households (including renters and home owners), and property owners. The purpose of the postcard was to provide advance notice of the survey. There were 209 returned post cards with bad addresses. These addresses were removed from the sample (new total of 1,442). The survey was mailed on November 12, 2014. Households were given the option to complete the survey by mail or go online to a secure website, enter their assigned password, and complete the survey. On November 21, another postcard was mailed to thank residents who had completed the survey and encourage those that had not to do so at their earliest convenience. On December 5, a second survey was sent to 1,259 nonrespondents of the first survey mailing. Responses were accepted until January 15, 2015. A total of 365 surveys were completed for a response rate of 25.3 percent.

A self-reported survey has the potential for self-selection bias. While the survey results may be representative, if this was a statistically random survey (such as a telephone administered survey), all responses would have a potential margin of error at the 95 percent confidence interval of +/-5.0 percent. In addition to reporting totals for all questions, this report identifies potentially statistically significant differences in responses for the following major subgroups:

- **Residency** – Residents of Houston and individuals who own property in Houston but whose primary residence is elsewhere (termed "nonresidents").
- **Age** – For sub-group analysis by age groups, "young" respondents are defined as those who indicated they were under 35 years old, "middle age" respondents are defined as 35 to 54 years old, and "older" respondents are defined as those who are 55+ years old.
- **Gender** – Male and female.

A total of 170 respondents (47 percent) provided verbatim responses to an open-ended statement, "*Please feel free to comment about any other planning issues you feel are important for the City of Houston to consider as it develops its new Comprehensive Plan and Community Impact Assessment.*" These comments are sorted by general theme and are found under separate cover, *Appendix – Verbatim Comments*.

## Residency Status

### Residency

Nearly two-thirds of respondents (65 percent) lived in Houston at least nine months during the past year.

Did you live in Houston for more than 9 months in the past year?

	All Responses n=357	Houston Residents n=233	Nonresident Property Owners n=124
Yes	65%	100%	-
No	35	-	100%

### Houston Resident Length in Community

Houston resident respondents were evenly distributed by length of residency and lived an average of 13.3 years in Houston.

How many years have you lived Houston?

n=228	Houston Residents
1 to 5 years	24%
6 to 10 years	32
11 to 20 years	23
21+ years	21
<b>Average (Years)</b>	<b>13.3 years</b>

### Home Ownership

Only 4 percent of the Houston resident respondents are renters.<sup>1</sup>

Do you own or rent your Houston residence or property?

n=228	Houston Residents
Own	94%
Rent	4
Some other arrangement	3

Note: Due to rounding, results may not add to 100 percent.

<sup>1</sup> In comparison, the U.S. Census American Community Survey 2009-2013 Five-Year Average for Houston was 17 percent rental units of all housing units.



Of the nonresident property owners, 94 percent said they do not rent their Houston property to others.

**Do you rent your Houston property to others?**

<b>n=113 Nonresident Property Owners</b>	
Yes	6%
No	94

## Perceptions of Community Life

### Rating of Quality of Life

All respondents were asked to rate their quality of life in Houston on a scale from 1 (very poor) to 10 (very good). Eighteen percent of respondents chose to not answer the question because they did not live in Houston. Of the remaining respondents, four in ten respondents (42 percent) reported their quality of life as high (8, 9, 10 combined), and 51 percent rated it medium (4, 5, 6, 7 combined). Only 7 percent of respondents said their quality of life is low (1, 2, 3 combined). The average response for quality of life was 6.9.

Young respondents were more likely to rate their quality of life as high (52 percent 8, 9, 10 combined) compared to middle age (39 percent 8, 9, 10 combined) and older respondents (41 percent 8, 9, 10 combined).

Quality of Life Rating (1 to 10)

n=344	Percent of Total
<b>High rating (8, 9, 10 combined)</b>	<b>42%</b>
10 – Very good	16%
9	9
8	18
<b>Medium rating (4, 5, 6, 7 combined)</b>	<b>51%</b>
7	20%
6	11
5	15
4	4
<b>Low rating (1, 2, 3 combined)</b>	<b>7%</b>
3	2%
2	4
1 – Poor	1
<b>Average rating</b>	<b>6.9</b>

Note: Due to rounding, results may not add to 100 percent.



## Level of Agreement with Statements about Community Life

Most respondents agreed or strongly agreed that Houston is a good place to live with respect to outdoor recreation (83 percent) and enjoying a rural lifestyle (83 percent). Approximately two in ten disagreed or strongly disagreed that Houston is affordable (21 percent), safe (22 percent), or family friendly (20 percent), however.

More than two-thirds (68 percent) agreed or strongly agreed Houston could use more community planning, and 49 percent agreed or strongly agreed the community could use more landscaping of public spaces.

Please indicate your level of agreement regarding the following statements about the community of Houston...

	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure/ Don't know
Houston is a good place for outdoor recreation.	30%	53%	6%	3%	9%
Houston is a good place to enjoy a rural lifestyle.	25	58	5	3	8
Houston could use more community planning.	33	35	10	6	16
Houston is a good place for people to live affordably.	13	57	14	7	10
Houston is family-friendly.	9	56	16	4	16
Houston is a safe place to live.	9	55	15	7	14
Houston could use more landscaping of public spaces.	23	26	22	12	16

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

There were several statistically significant differences between Houston residents and nonresident property owners on the above statements about community life.

- Houston residents were *more* likely to agree Houston is a safe place to live compared to nonresident property owners (64 percent versus 39 percent, respectively).
- Residents were *more* likely to disagree Houston is family-friendly than nonresidents (21 percent versus 7 percent, respectively).
  - Likewise, young respondents were *more* likely to disagree Houston is family-friendly (31 percent) compared to middle age and older respondents (both 15 percent).
- Residents were *more* likely to strongly agree Houston is a good place to enjoy a rural lifestyle compared to nonresidents (30 percent versus 18 percent, respectively).

- Residents were *more* likely to disagree and strongly disagree Houston is a good place for people to live affordably (17 and 9 percent, respectively), compared to nonresidents (6 and 1 percent, respectively).
- Residents were *more* likely to agree and strongly agree Houston could use more community planning (37 and 40 percent, respectively), compared to nonresidents (24 and 25 percent, respectively).
- Residents were *more* likely to agree Houston could use more landscaping of public spaces than nonresidents (30 percent versus 20 percent, respectively).



## Transportation Issues

### Level of Importance

Of the nine transportation issues presented in the survey, more respondents considered improved road maintenance very important (62 percent) than any other. Paved roads (38 percent) and more road lighting (36 percent) received the next highest percentages of “very important” ratings. All nine issues were considered very important by at least 20 percent of respondents.

Please indicate how important it is for the City of Houston to support each of the following transportation-related projects...

	Very Important	Somewhat important	Not important	Unsure/ Don't know
Improved road maintenance	62%	27%	5%	6%
More paved roads	38	33	23	6
Improved lighting on road	36	34	23	7
New road between Houston and Port Mackenzie	28	30	30	13
Development of a Hawk Lane bike path	26	29	32	12
Improved street/road signage	25	42	25	8
Public transportation (bus service) between Houston and other parts of the Mat-Su Borough	24	35	31	10
New Alaska Railroad depot/train stop	23	35	30	12
Development of a “Park and Ride” lot for commuters	22	36	32	11

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

Many of the statistically significant differences between Houston residents and nonresident property owners were related to Houston’s roads. The “very important” percentages of the various road issues for residents and nonresidents are as follows:

- Improved road maintenance: 70 percent of residents versus 48 percent of nonresidents.
- More paved roads: 45 percent of residents versus 26 percent of nonresidents.
- Improved road lighting: 38 percent of residents versus 29 percent of nonresidents.

Residents were *more* likely to consider improved street/road signage as not important compared to nonresidents (29 percent versus 19 percent, respectively). Other differences between residents and nonresidents include the following:

- Residents were *more* likely to say public transportation between Houston and the Mat-Su Borough is very important or somewhat important (27 and 38 percent, respectively), compared to nonresidents (16 and 28 percent, respectively).
  - However, residents were *more* likely to say a new Alaska Railroad depot/train stop is not important compared to nonresidents (33 percent versus 23 percent, respectively).
  - Residents also were *more* likely to say development of a “Park and Ride” lot for commuters is not important compared to nonresidents (37 percent versus 24 percent, respectively).
- Residents were *more* likely to say development of a Hawk Lane bike path is very important compared to nonresidents (30 percent versus 19 percent, respectively).

### OTHER DIFFERENCES

Men were *more* likely than women to say various transportation-related issues were not important. The “not important” percentages of men and women are shown below:

- Improved road lighting: 28 percent not important for men versus 16 percent for women.
- Public transportation between Houston and the Mat-Su Borough: 38 percent of men versus 23 percent of women.
- New Alaska Railroad depot/train station: 34 percent of men versus 23 percent of women.
- Development of Hawk Lane bike path: 40 percent of men versus 22 percent of women.
  - Women were *more* likely to rate a Hawk Lane bike path very important compared to men: 36 percent versus 20 percent, respectively.

There were also statistically significant differences among age groups:

- Young and middle age respondents were *more* likely to rate a new road between Houston and Port MacKenzie as very important compared to older respondents (38 and 34 percent, respectively, versus 23 percent).
- Young respondents were *more* likely to rate the development of a Hawk Lane bike path very important compared to older respondents (41 percent versus 24 percent, respectively).
- Young respondents were *more* likely to rate more paved roads not important (38 percent) compared to middle age and older respondents (both 21 percent).
- Young respondents were *more* likely to rate improved road/street signage not important (48 percent) compared to middle age (27 percent) and older respondents (22 percent).

## Highest Transportation-Related Priority

When respondents were asked to identify the single most important priority among the transportation issues listed, improved road maintenance again rose to the top, with 37 percent of respondents saying it is most important. More paved roads and a new road between Houston and Port MacKenzie were considered most important among those on the list by 15 percent and 12 percent of respondents, respectively.

**Of the transportation-related projects listed, which one should be the most important priority for the City?**

n=335	Percent of Total
Improved road maintenance	37%
More paved roads	15
New road between Houston and Port MacKenzie	12
Improved lighting on road	7
Public transportation (bus service) between Houston and other parts of the Mat-Su Borough	7
Development of a Hawk Lane bike path	6
New Alaska Railroad depot/train stop	4
Development of a "Park and Ride" lot for commuters	3
Improved street/road signage	1
Unsure/Don't know	10

Note: Due to rounding, results may not add to 100 percent.

Answers given for "the most important transportation project" did not vary significantly by subgroups.



## Recreation Issues

### Level of Importance

Respondents were asked the importance of seven recreation-related projects/issues in Houston. The percentage of “very important” ratings for the top five recreation issues are all similar (within the statistical margin of error). Combining “very important” and “somewhat important” categories suggests the top issues for recreation are creation of recreation programs for youth and maintenance of existing trails and pathways, which both had a combined rating of 76 percent.

Please indicate how important it is for the City of Houston to support each of the following recreation-related projects...

	Very Important	Somewhat important	Not important	Unsure/ Don't know
Creation of recreation programs for youth	30%	46%	17%	8%
Maintenance of existing trails and pathways	29	47	16	7
More motorized trails and pathways	29	33	30	8
Creation or expansion of indoor recreation facilities, such as an ice rink, swimming pool, or running track	29	32	31	7
Improved public access to lakes	27	43	23	6
More non-motorized trails and pathways	22	34	35	9
Creation of new parks with playground	19	44	30	7

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

The following are the statistically significant differences between Houston resident respondents and nonresident property owners on recreation-related issues.

- Residents were *more* likely to rate the creation of recreation programs for youth as very important compared to nonresidents (33 percent versus 24 percent, respectively).
- Residents were also *more* likely to rate the creation or expansion of an indoor recreation facility very important compared to nonresidents (32 percent versus 22 percent, respectively).
- Residents were *more* likely to rate the maintenance of existing of trails and pathways not important compared to nonresidents (19 percent versus 12 percent, respectively).
  - However, residents were *more* likely to rate more motorized trails and pathways as very important compared to nonresidents (36 and 17 percent, respectively), and they were *more* likely to rate non-motorized trails and pathways not important (40 percent and 27 percent, respectively).

**OTHER DIFFERENCES**

- Female respondents were *more* likely to rate the creation of new parks with playgrounds very important compared to men (25 percent versus 14 percent, respectively).
- Women were *more* likely to rate maintenance of existing trails and pathways very important compared to men (37 percent versus 24 percent, respectively).
- Men were *more* likely to say more non-motorized trails and pathways were not important compared to women (44 percent versus 24 percent, respectively).
- Middle age respondents were *more* likely to say more motorized trails and pathways were very important compared to older respondents (39 percent versus 25 percent, respectively).
- Young respondents were *more* likely to rate the expansion of indoor recreation facilities very important compared to older respondents (45 percent versus 26 percent, respectively).

**Highest Recreation-Related Priority**

The four top issues for “most important priority” among the recreation issues listed were creation of recreation youth programs (16 percent), improved public access to lakes (16 percent), creation or expansion of indoor recreation facilities (15 percent), and more motorized trails and pathways (14 percent).

**Of the recreation-related projects listed, which one should be the most important priority for the City?**

n=335	Percent of Total
Creation of recreation programs for youth	16%
Improved public access to lakes	16
Creation or expansion of indoor recreation facilities, such as an ice rink, swimming pool, or running track	15
More motorized trails and pathways	14
Maintenance of existing trails and pathways	11
More non-motorized trails and pathways	9
Creation of new parks with playground	7
Unsure/Don't know	13

Note: Due to rounding, results may not add to 100 percent.

**DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS**

Residents were *more* likely than nonresidents to say more motorized trails and pathways and the creation or expansion of indoor recreation facilities are the most important recreation projects, 18 percent resident versus 8 percent nonresident for trails and pathways, and 17 percent resident versus 10 percent nonresident for indoor facilities. There was no statistically significant difference between residents and nonresidents in their responses to the other recreation options.



## Environmental Issues

### Level of Support

Respondents were asked about their support of three environmental-related issues. More than two-thirds of respondents (69 percent) were very supportive of the protection of drinking water quality, more than twice the “very supportive” percentages for stricter enforcement of flood plain development regulations (29 percent) and stricter regulation of land near rivers, lakes, and streams (27 percent).

Please indicate how supportive you are for the City of Houston to strengthen each of the following environmental-related issues...

	Very supportive	Somewhat supportive	Not supportive	Unsure/ Don't know
Protection of drinking water quality	69%	20%	6%	5%
Stricter enforcement of flood plain development regulations	29	36	25	11
Stricter regulation of land near rivers, lakes, and streams	27	37	27	9

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

With respect to environmental issues,

- More residents were very supportive of the protection of drinking water quality than nonresident property owners (78 percent versus 52 percent, respectively).
- Residents were *more* likely to be very supportive of flood plain development regulations compared to nonresidents (33 percent versus 21 percent, respectively).

### OTHER DIFFERENCES

- More men said they were not supportive of stricter regulation of land near water sources than women (33 percent versus 19 percent, respectively), and stricter enforcement of flood plain development (29 percent versus 19 percent, respectively).
- More women were very supportive of drinking water quality compared to men (76 percent versus 66 percent, respectively).



## Economic Development Initiatives

### Level of Importance

When asked the importance of seven economic development initiatives, more than half of respondents (52 percent) said supporting extension of utility services is very important, followed by recruiting new business (42 percent), and supporting natural resource development (35 percent). All issues were considered very important by at least one-quarter of respondents; however, developing a “town center,” developing a tourism attraction, attracting more tourism, and attracting more industrial development were all described as not important by more than one-quarter of respondents as well.

Please indicate how important it is for the City of Houston to support new development or expansion in each of the following areas of economic development...

	Very Important	Somewhat important	Not important	Unsure/ Don't know
Supporting extension of utility services	52%	30%	12%	6%
Recruiting new business	42	40	13	5
Supporting natural resources development in the area	35	34	22	8
Developing a “town center” with pedestrian-friendly facilities	31	33	28	8
Developing a tourism attraction along the Little Susitna River	29	33	31	8
Attracting more tourism development	27	39	29	6
Attracting industrial development along the railroad tracks	26	39	26	9

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

Residents are *more* likely to rate several of the economic development issues not important compared to nonresidents:

- Attracting industrial development along the railroad tracks: 31 percent of residents versus 17 percent of nonresidents rated it not important.
- Attracting more tourism development: 35 percent of residents versus 16 percent of nonresidents rated it not important.
- Developing a tourism attraction along the Little Susitna River: 36 percent of residents versus 21 percent of nonresidents.

- Developing a “town center” with pedestrian-friendly facilities: 32 percent of residents versus 20 percent of nonresidents.
- Recruiting new business: 15 percent of residents versus 8 percent of nonresidents.

Residents are *more* likely to say the extension of utility services is very important compared to nonresidents, 55 percent of residents compared to 44 percent of nonresidents.

**OTHER DIFFERENCES**

- Young respondents were *more* likely to say recruiting new business is very important compared to middle age and older respondents (62 percent versus 44 and 38 percent, respectively).
- Young respondents were *more* likely to say supporting natural resource development is very important compared to older respondents (56 percent versus 31 percent).
- Middle age respondents were *more* likely to say supporting the extension of utility services is very important compared to older respondents (64 percent and 46 percent, respectively).
- Male respondents were *more* likely than women to say attracting more tourism development is not important (32 percent versus 23 percent, respectively) and developing a tourism attraction along the Little Susitna River is not important (35 percent versus 22 percent, respectively).

## Highest Economic Development Priority

When asked to identify the single most important priority among the economic development initiatives, 30 percent of respondents said supporting extension of utility services is most important. Recruiting new businesses and developing a “town center” followed, with 16 percent and 12 percent of respondents respectively.

**Of the economic development projects listed,  
which one should be the most important priority for the City?**

n=345	Percent of Total
Supporting extension of utility services	30%
Recruiting new business	16
Developing a “town center” with pedestrian-friendly facilities	12
Attracting industrial development along the railroad tracks	10
Supporting natural resources development in the area	9
Developing a tourism attraction along the Little Susitna River	6
Attracting more tourism development	6
Unsure/Don’t Know	12

Note: Due to rounding, results may not add to 100 percent.

#### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

- Residents were more likely than nonresidents to say supporting extension of utility services is the most important economic development initiative (34 percent versus 21 percent, respectively).

There was no other statistically significant difference in responses between residents and nonresidents, or by age or gender.



## City Services

### Level of Importance

When asked the importance of four city services, eight in ten respondents said continuing to provide fire and emergency services and road maintenance are very important (80 percent and 79 percent, respectively). All four services were considered very important by more than one-third of respondents.

Please indicate how important it is for the City of Houston to continue providing the following services...

	Very Important	Somewhat important	Not important	Unsure/ Don't know
Fire and emergency services	80%	16%	1%	4%
Road maintenance	79	16	2	4
Community planning	43	38	12	7
Animal control and shelter	36	38	20	6

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

Residents were *more* likely to rate nearly all of the city services very important compared to nonresidents. The "very important" percentages of residents and nonresidents are shown below for the various services:

- Road maintenance: 84 percent of residents rated it *very important* versus 67 percent of nonresidents.
- Fire and emergency services: 84 percent of residents versus 72 percent of nonresidents.
- Community planning: 46 percent of residents versus 36 percent of nonresidents.

On the remaining city service, residents were *more* likely to consider animal control and shelter not important compared to nonresidents (22 percent versus 13 percent, respectively).

- Male respondents were also *more* likely to consider animal control and shelter as not important compared to female respondents (26 percent versus 10 percent, respectively).

## Willingness to Pay for City Services or Facilities

Approximately one-third of respondents said they were very willing to pay for improved city fire and emergency response (35 percent) and improved road maintenance (34 percent) through increased property taxes. Only 6 percent of respondents were very willing to pay for cemetery development and maintenance, and 58 percent were not willing to pay for this service at all.

Please indicate how willing you are to pay for the following suggested new or improved City of Houston services or facilities through increased property taxes...

	Very willing	Somewhat willing	Not willing	Unsure/ Don't know
Improved city fire and emergency services	35%	44%	17%	4%
Improved road maintenance	34	40	21	5
Funding of Public Safety Officers	26	29	40	6
Cemetery development and maintenance	6	24	58	12

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

Residents were *more* likely to say they are not willing to pay for funding for public safety officers through increased property taxes than nonresidents (45 percent versus 30 percent, respectively), and not willing to pay for cemetery development and maintenance (63 percent versus 48 percent, respectively).

### OTHER DIFFERENCES

Men were *more* likely than women to say they are not willing to pay for all the city services through increased taxes. The "*not willing*" percentages of male respondents and female respondents are shown below:

- Funding of public safety officers: 46 percent of men said they are not willing versus 31 percent of women.
- Improved city fire and emergency services: 22 percent of men versus 9 percent of women.
  - *Conversely*, women were *more* likely to say they are very willing to pay for this improved fire and emergency services than men (43 percent versus 31 percent, respectively).
- Cemetery development and maintenance: 63 percent of men versus 50 percent of women.
- Improved road maintenance: 24 percent of men versus 17 percent of women.
  - *Conversely*, women were *more* likely to say they are very willing to pay for improved road maintenance than men (41 percent versus 28 percent, respectively).

### Solid Waste Fee

Respondents were evenly split between very willing (28 percent), somewhat willing (30 percent), and not willing (30 percent) to pay a fee for using a solid waste transfer station.

Please indicate how willing you are to pay a fee to drop off your garbage at a solid waste transfer station in Houston...

n=345	Very willing	Somewhat willing	Not willing	Unsure/ Don't know
Solid waste drop off fee	28%	30%	30%	12%

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

Residents were *more* willing to pay a garbage drop off fee than nonresidents, 31 percent said they are very willing versus 22 percent, respectively.



# Private Property Regulation

## Perceptions on Land Use Regulations

Approximately four in ten respondents said there is just enough regulation of private-property land use, slightly more than two in ten said there is too much regulation, and about another two in ten said there is too little regulation. The remaining one-fifth of respondents were unsure/do not know.

**In Houston, do you feel there is too much, too little, or just enough private property regulation?**

n=356	Percent of Total
Too much regulation	21%
Too little regulation	19
Just enough regulation	41
Unsure/Don't Know	20

Note: Due to rounding, results may not add to 100 percent.

### DIFFERENCES BETWEEN HOUSTON RESIDENTS AND NONRESIDENT PROPERTY OWNERS

- Twenty-four percent of residents said there is too much regulation compared to 14 percent of nonresidents, while 45 percent of residents said there is just enough regulation compared to 33 percent of nonresidents.
- Men were *more* likely to say there is too much private property regulation compared to women (26 percent versus 11 percent).

## Respondent Demographics

This section provides a demographic profile of survey respondents, including age, gender, household size and characteristics, and educational attainment. Demographic data is presented for the total sample, as well as for Houston residents and nonresident property owners.

### Age and Gender

Fifty-nine percent of respondents were male, and 41 percent were female.<sup>2</sup> The average age of all respondents was 56.7 years. Houston resident respondents had an average age of 54.8 years, and the average age of nonresident property owners was 60.2 years.

Age and Gender

	All Responses	Houston Residents	Nonresident Property Owners
<b>Age</b>	<b>n=343</b>	<b>n=223</b>	<b>n=114</b>
Less than 25 years	1%	1%	1%
25 to 34 years	8	11	2
35 to 44 years	8	8	7
45 to 54 years	24	23	24
55 to 64 years	32	33	31
65+ years	28	24	36
<b>Average age</b>	<b>56.7 years</b>	<b>54.8 years</b>	<b>60.2 years</b>
<b>Gender</b>	<b>n=356</b>	<b>n=229</b>	<b>n=121</b>
Male	59%	59%	59%
Female	41	41	41

Note: Due to rounding, results may not add to 100 percent.

<sup>2</sup> In comparison, the U.S. Census American Community Survey 2009-2013 Five-Year Average gender breakout for Houston was 51 percent male and 49 percent female.

## Houston Resident Household Characteristics

Average household size for Houston resident respondents was 2.6 people.<sup>3</sup> For households with children under age 18, the average number of children in the household was 2.1.

### Household Size and Children in the Houston Household

	Houston Residents
<b>Household Size</b>	<b>n=223</b>
0	0%
1	17
2	47
3	12
4+	22
<b>Average household size</b>	<b>2.6 people</b>
<b>Children in Household**</b>	<b>n=229</b>
0	69%
1	12
2	9
3	5
4+	3
<b>Average # children for households with children</b>	<b>2.1 children</b>
<b>Average # children for all households</b>	<b>0.6 children</b>

Note: Due to rounding, results may not add to 100 percent.

<sup>3</sup> In comparison, the U.S. Census American Community Survey 2009-2013 Five-Year Average average household size for Houston was 2.61 (+/-0.35).



## Household Income

The median household income for all respondents was \$63,000, and that did not vary among residents and nonresidents.<sup>4</sup>

Annual Household Income (Self-Reported)

	All Responses n=312	Houston Residents n=207	Nonresident Property Owners n=100
Less than \$15,000	7%	7%	6%
\$15,001 to \$25,000	8	9	6
\$25,001 to \$35,000	9	12	4
\$35,001 to \$50,000	13	15	8
\$50,001 to \$75,000	23	21	27
\$75,001 to \$100,000	17	17	17
Over \$100,000	23	18	32
<b>Median household income</b>	<b>\$63,000</b>	<b>\$63,000</b>	<b>\$63,000</b>

Note: Due to rounding, results may not add to 100 percent.

## Educational Attainment

The educational attainment of Houston resident respondents and nonresident property-owner respondents are similar in most respects. Nonresident property owners were slightly more likely to have a bachelor's degree than Houston residents (29 percent versus 18 percent, respectively).

Educational Attainment

	All Responses n=352	Houston Residents n=228	Nonresident Property Owners n=119
Less than high school degree	3%	3%	3%
High school diploma/GED	16	18	13
Vocational/technical certificate	9	11	6
Some college	28	28	28
Associate's degree	9	10	7
Bachelor's degree	22	18	29
Master's degree	12	11	12
Doctorate	1	1	3

Note: Due to rounding, results may not add to 100 percent.

<sup>4</sup> In comparison, the U.S. Census American Community Survey 2009-2013 Five-Year Average median household income for Houston was \$51,974 (+/- \$8,656).

APPENDIX D.  
COMMUNITY IMPACT ASSESSMENT &  
APPENDICES



**Community Impact Assessment  
& Comprehensive Plan Revision**

# **City of Houston**

## **Community Impact Assessment**

### **Final Report**

Prepared by R&M Consultants, Inc. for the City of Houston

October, 2015

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# CITY OF HOUSTON COMMUNITY IMPACT ASSESSMENT

## EXECUTIVE SUMMARY

The City of Houston is conducting a Community Impact Assessment in conjunction to the update of the city's Comprehensive Plan. The Matanuska-Susitna Borough wrote the city's Comprehensive Plan in 1999 and its amendment in 2003, and this is the first Community Impact Assessment (CIA) and Comprehensive Plan revision conducted by the City of Houston. Recent increases in population growth, demand for services, as well as major transportation infrastructure projects underway within or adjacent to the City of Houston have prompted the City to prepare and plan for the opportunities for change in the community's infrastructure, economy, and development. The following CIA will assist the planning process by analyzing potential impacts major transportation projects may have on the City of Houston and its quality of life. The evaluation will allow the city and its residents to prepare for positive impacts and mitigate any negative potential impacts within their community and assist Houston in maintaining its unique community character.

The process used to develop the CIA is based on the process defined in the US Department of Transportation Federal Highway Administration's (FHWA) "Community Impact Assessment; A Quick Reference for Transportation." The study area assessed is the City of Houston as defined by its existing boundaries, including the newly annexed Knikatnu Inc. land. A community profile and the existing conditions report on Houston are used as a baseline for considering impacts. Analysis of the relationship between the proposed transportation projects and the City of Houston consists of identifying and investigating impacts through eleven impact categories.

Categories used to assess impacts of the transportation projects include:

- social and psychological aspects;
- physical aspects;
- visual environment;
- land use;
- economic conditions;
- traffic and circulation;
- mobility and access;
- provision of public services;
- safety, displacement; and
- environmental justice.

Each category is assessed for direct (temporary and long-term), indirect, and cumulative impacts for each alternative and community goals and values identified through various public involvement outreach methods, including open houses and interviews, were considered whenever possible.

Four transportation alternatives are assessed in this CIA including a No Build Alternative. The No Build scenario, Alternative One in the CIA, is evaluated for the direct and indirect impacts that are incurred without action or development and serves as a standard with which to compare impacts of action alternatives to. The second project assessed is the Parks Highway Milepost 44-52

Upgrade. While the majority of the proposed upgrades are occurring outside City boundaries, the terminus of the project is at Big Lake Road where an intersection traffic light is proposed, is within City boundaries and has the potential to impact land use, traffic and circulation, economic conditions and more within Houston.

Alternative three in the CIA is the Port MacKenzie Rail Extension. Segments of the rail extension are currently in the construction phase and will connect Port MacKenzie to the ARRC mainline north of Miller's Reach Road in Houston upon its completion. Newly annexed Knikatnu Inc. land into Houston is crossed by the rail extension. Currently, the ARRC does not intend to develop any additional facilities in Houston other than the rail line, though it was expressed by ARRC that the idea of a loading facility would be entertained if private development initiated the establishment of such a facility. The fourth alternative analyzed in this CIA is a Port MacKenzie to Parks Highway Roadway Corridor. This alternative is conceptual but has been considered since the planning phases of the Port MacKenzie rail extension. The roadway corridor analyzed parallels the rail extension and is based on historical studies supporting the rail extensions development and the City of Houston's 1982 Transportation Plan Map.

The transportation alternatives were chosen for assessment based on their potential to have significant impacts on the City of Houston, both positive and negative. After analyzing each alternative using the FHWA based methodology, minimal to null impacts were identified at large for the City of Houston. The Rail Extension and the conceptual roadway corridor from Port MacKenzie to the Parks Highway would have minimal impacts for the City of Houston. This is largely because the rail extension and roadway corridor would be constructed on currently vacant land, resulting in minimal change. Additional facilities supporting economic growth and development are not a part of the rail extension. Services and amenities necessary for the local economy to benefit from increased traffic along the Parks Highway as a result of the Port-to-Parks roadway are not yet established. While the Parks Highway MP 44-52 Upgrade is proposed to improve travel time throughout that corridor, it does not have any cumulative impacts to the land use or development within Houston, according to FHWA guidelines. Significant adverse impacts were not identified for any of the alternatives.

Despite a lack of short-term direct impacts, members of the community and identified stakeholders believe the City of Houston is poised for expansion and has the right attributes to turn the community into a place that would attract residents, new business, and visitors. While the alternatives assessed may not directly produce a significant change in the community, the long-term cumulative impacts have the potential to be significant. Changes in land use and traffic volumes may encourage new business development, bring more residents and the Rail Extension could provide a more attractive market for industrial and natural resource development. Houston is becoming a key connection point for material goods as well as people traveling between Interior and Southcentral Alaska and that provides greater growth potential for the City. If new developments or information emerge pertaining to the alternatives assessed in this CIA, additional analysis will be conducted in order to provide the most reasonably to-date analysis on anticipated impacts for the City of Houston.



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## 1. INTRODUCTION

The City of Houston is conducting a Community Impact Assessment (CIA) to evaluate potential effects transportation projects could have on the community of Houston and its quality of life. The CIA will serve as a planning tool and reference for the City of Houston and the Matanuska-Susitna Borough by ensuring the needs, opinions, vision, and goals of the community are acknowledged and well documented to help guide compatible growth and development within and around Houston.

Transportation projects, hereafter referred to as alternatives, assessed in this CIA are: the Parks Highway Milepost (MP) 44-52 Upgrade project, the planned rail extension from Port Mackenzie to the existing Alaska Railroad mainline at Houston, and a conceptual roadway connection from Point MacKenzie Road to the Parks Highway at Houston.

Houston is a growing rural residential community which has developed around the Parks Highway, a National Highway Systems Highway bisecting the community. Each alternative has the potential to significantly impact the socioeconomics, physical environment, and future growth and development of Houston. The CIA will identify potential impacts and recommend mitigation to impacts that conflict with the needs and goals of the community. The documented findings will provide usable information for future development decisions-making processes that will help the community maintain its high quality rural residential living environment, and provide a useful tool for accommodating orderly growth.

### 1.1 Relationship to the Comprehensive Plan

In conjunction to the CIA, the City of Houston is in the process of updating its Comprehensive Plan and is conducting a Parks Highway Corridor Study in partnership with the Alaska Department of Transportation. Comprehensive Plans are a tool to plan for future growth, development, and constant change within a community. This CIA will support an effective comprehensive plan by providing city decision makers with information on potential positive and negative impacts major transportation projects could have on the city, assisting the development of effective policies that reflect the community's best interests.

Houston's natural resources provide countless recreational opportunities and attractions. Houston is defined by its rural-residential character and its abundance of available land, popular recreation sites within its "Lakes District", and proximity to the Mat-Su commercial center. There is potential for residential, commercial, and industrial development within Houston and residents are requesting an increase in services and amenities. Planning for development that aligns with the community's rural-residential character and improves residents' quality of life is the goal of the Comprehensive Plan update and the CIA.

## 1.2 Process Used in this Study

The process used to develop the City of Houston’s Community Impact Assessment (CIA) is based on the process defined in the US Department of Transportation Federal Highway Administration’s (FHWA) “Community Impact Assessment; A Quick Reference for Transportation”. Generally, the process consists of defining the project area, developing a community profile of existing conditions, identifying alternatives, analyzing the impacts for each alternative, identifying solutions for any adverse impacts and documenting the findings.

Transportation alternatives were identified through research of current and planned major transportation infrastructure projects within or around Houston. They were selected for analysis based on their potential to have significant impacts on Houston and their proximity to the city. Impacts analyzed include changes in:

- social and psychological characteristics of the community;
- physical aspects;
- visual environment;
- land use;
- economic conditions;
- mobility;
- access;
- traffic and circulation;
- provision of public services; and
- safety.

The CIA will also analyze any environmental justice (EO 12898) concerns and the potential displacement of residents, businesses or facilities. Environmental justice is the fair and equal treatment and meaningful involvement of all peoples regardless of whom they are or where they come from with respect to development, implementation, and enforcement of policies, laws and regulations.

The public plays a crucial role throughout the process by serving as a dynamic source of information. Public involvement for the CIA included meetings with the City of Houston CIA and Comprehensive Plan Revision Steering Committee, public meetings and open houses, newsletters, and a project website. Interviews were conducted as part of the economic analysis for the CIA and Comprehensive Plan Revision and key stakeholders were actively involved in the assessment review process. *See Appendix A for Public Involvement materials.*

## 1.3 Study Area

The area of study for the Community Impact Assessment is the City of Houston as defined by its existing boundaries, from milepost 52 of the Parks Highway to milepost 62, and includes the newly annexed 1,555 acres of Knikatnu, Inc. land. See Figure 1 City of Houston. The annexation was approved by the Local Boundary Commission on April 15, 2015.



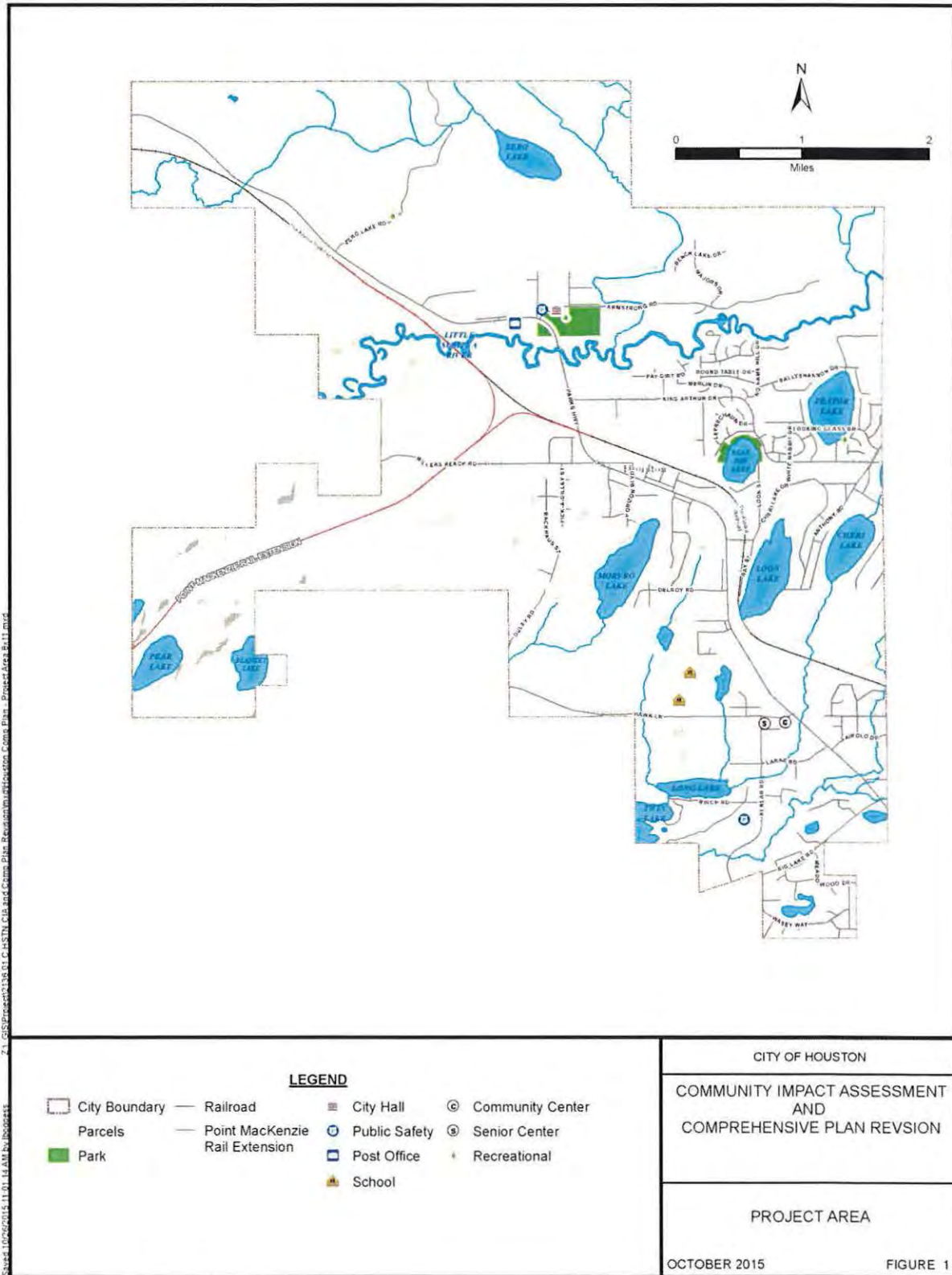


Figure 1 Study Area

## 2. COMMUNITY PROFILE

The community profile establishes an understanding of the City of Houston's history, existing conditions, anticipated conditions, and of the values residents of the community hold. An understanding of these community elements provides the basis for determining potential affects any given transportation action may have on the City of Houston.

### 2.1 Community History and Background

Houston, Alaska was first listed on a 1917 blueprint Alaska Railroad map as "Houston Siding," named after Tennessee Congressman William Cannon Houston. The City's origins began with natural resource development and the Herning Trail (now Willow Creek Sled Trail) for freighting supplies to the Willow Creek Mining District, according to the State of Alaska's Community and Regional Affairs database. Several coal mines were developed in the area in 1917-1918 and a railroad spur was constructed that supplied coal to Anchorage and the LaTouche Mining Company in Prince William Sound. The coal from Houston was heavily mined through World War II, after which the mine operations shut down. In 1953-1954 gravel roads and power lines were extended west of Wasilla, and Houston quickly settled. Houston incorporated as a third-class city in 1966 and was reclassified in 1973 to a second-class city.

### 2.2 Physical Environment

#### Soils

Soils in Houston generally range from well-drained, well-sorted gravel to hydric wetland soils. A number of small lakes dot the central and southern portions of the community limits and are bordered by glacial moraines consisting of non-sorted glacial till. In general, soils located south of the Little Susitna River and east of the Parks Highway are well drained sand and gravels of pitted outwash and till material. Larger intermittent areas of poorly drained soils and peat bogs occur to the west of the Parks Highway.

The northern topography is characterized by rolling hills and perched silty areas. These soils are fine grained and poorly draining. Development within the area is sparse with only a few gravel pits cut in glacial moraine and esker/kame complexes

Soils in the central portion of Houston are suitable for cultivated crops and agricultural development. Portions of these areas are presently zoned for low density residential and agricultural use.



### **Waterbodies**

Approximately 864 acres, or 5%, of Houston consists of surface waters. The most notable is the Little Susitna River which crosses the Parks Highway in the middle of the community. This river originates in the Talkeetna Mountains in Hatcher Pass and flows southwest ultimately into Cook Inlet. The Little Susitna River, Coho Creek, and a number of contributing unnamed streams are listed in the Anadromous Waters Catalog.

Several popular lakes exist within the City limits including Zero Lake, Bear Paw Lake, Prator Lake, Frog Lake, Cheri Lake, Loon Lake and Morvro Lake. Bear Paw, Prator, Morvro, and Loon Lake are stocked annually with various fish species.

According to "Alaska's Final 2010 Integrated Water Quality Monitoring Report" (July 15, 2010), there are no designated "Impaired Waterbodies" within the city of Houston.

### **Wetlands**

A number of riverine, lacustrine, and palustrine wetlands are present within Houston. Most wetlands are riparian buffers along the Little Susitna River, Coho Creek and surrounding ponds. Several other wetlands are present in low lying areas between Zero Lake and the Little Susitna River.

### **Floodplains**

The Federal Emergency Management Agency (FEMA) completed a Flood Insurance Study and remapped the Special Flood Hazard Areas for the Mat-Su Borough. The Borough adopted the new floodplain mapping in 2011. The primary floodplain surrounds the Little Susitna River. A floodplain development permit from the Borough is required prior to building or development within a federally designated flood hazard area.

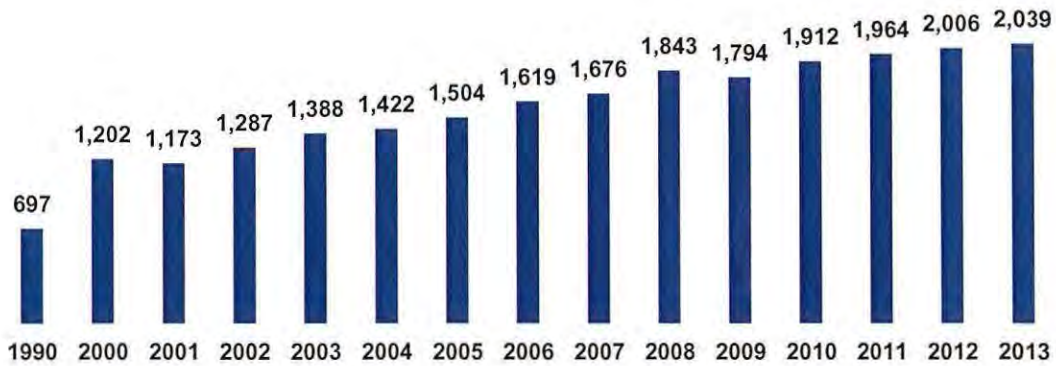
## **2.3 Population and Demographics**

### **Trends in Population Growth and Demographics:**

Houston has experienced steady population growth over the past two decades; its 2013 population of 2,039 is almost triple that of 1990 which had 697 residents (see figure 2). This growth rate is higher than that of the entire Mat- Su Borough, which grew 2.4 times in size from 1990 to 2013.



**Figure 2. Houston Population, 1990 and 2000-2013**

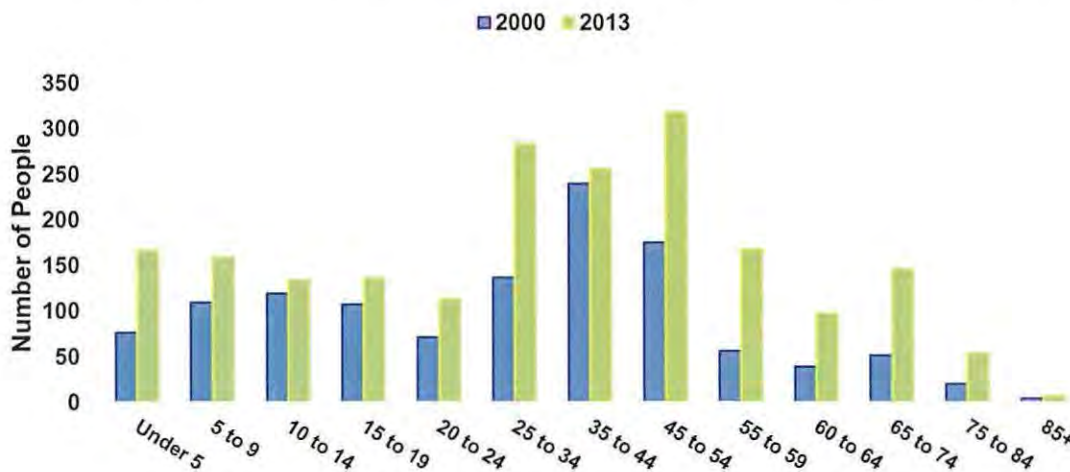


Population growth in the Mat-Su is projected to slow from the current annual growth rate of 3.6% to less than 2% by the year 2035. Since Houston is tied to the Mat-Su economy and has comparable demographics, McDowell Group projects that Houston’s population growth will reflect that of the larger Mat-Su, growing approximately 2% over the current period to 2035. With this growth rate, the City of Houston would grow by about 50% of its current population level to slightly more than 3,100 residents in 2035.

**Age**

The median age of Houston residents in 2013 was just over 36 years of age. This is slightly higher than the average age for the Mat-Su Borough and Alaska, which have median ages of 35 and 34 years respectively. The majority of the population growth has occurred in the older age cohorts.

**Figure 3. Houston Population by Age Category and Median Age, 2000 and 2013**



**Race**

The majority of Houston’s residents, 87%, self-identify as White. About 4% of Houston residents identify themselves as American Indian and Alaska Native and the remaining 9% of Houston residents identify as multi-racial. These categories reflect the five year average distribution from 2009-2012.

**Household Income**

The median household income in the City of Houston is almost \$60,000, which is about \$10,000 less than the median household income in the Mat-Su Borough and the state. Per capita income averaged slightly more than \$25,000, less than the \$30,000 found in the Mat-Su Borough and \$32,000 for Alaska.

Approximately 12 percent of families and 16 percent of individuals in Houston live below the federal poverty line. According to 2014 Federal guidelines for Alaska, a household of four making less than \$29,440 or an individual with an income of less than \$14,350 are considered living in poverty. There are approximately 101 households that receive public assistance and 118 households utilize the Supplemental Nutrition Assistance Program (SNAP).

**Educational Attainment**

*Availability of Facilities:* Two schools are located in separate buildings within Houston: Houston Middle School and Houston High School. Elementary school age students currently take a bus to the nearby elementary schools, namely Big Lake Elementary and Willow Elementary School.

According to the U.S. Census and American Community Survey, approximately 90% of Houston’s population had a high school degree or higher with 17% holding a bachelor’s degree or higher. Educational attainment has increased since the 1990s, see Table 1.

The Household Opinion Survey conducted by the McDowell Group for the City of Houston Comprehensive Plan and CIA in 2014 suggests that 18% of Houston residents have a bachelor’s degree.

**Table 1. Houston Educational Attainment, Population 25 Years and Over, 2000 and 2008-2012 Five- Year Average**

	2000	2008-2012	2008-2012 Margin of Error
High school, no diploma	16%	11%	+/-5%
High school diploma or GED		36	+/-6
Some college		31	+/-5
Associate’s degree		5	+/-2
Bachelor’s degree		9	+/-4
Graduate or professional degree		8	+/-4



Note: Columns may not add to 100 percent due to rounding.  
Source: U.S. Census and American Community Survey.

### **Employment**

In 2012, Alaska Department of Labor and Workforce Development (ADOLWD) estimated there were 768 residents over age 16 employed in Houston, with total annual wages of \$26.5 million. Most workers were employed in the private sector (85 percent), followed by local government (11 percent), and state government (4 percent). The top four industries in terms of employment included Trade (retail and wholesale), Transportation and Utilities (22 percent), Education and Health Services (16 percent), and Construction (13 percent).

In addition to data compiled by the State of Alaska, the American Community Survey offers insight into employment in Houston. According to these data, 782 residents over age 16 were employed and 166 unemployed. The unemployment rate is estimated to be 18 percent. Private wage and salary workers made up 80 percent of employed, followed by government workers (19 percent) and self-employed workers (7 percent). The industries with the highest level of employment were Retail Trade (17 percent), Educational, Health and Social Services (13 percent), Arts, Entertainment, Recreation, Accommodation and Food Services (11 percent); and Agriculture, Forestry, Hunting and Fishing, and Mining (11 percent). Many residents are employed outside of Houston.

### **Disabled Groups**

According to the American Community Survey, about 12% of the civilian population in the Mat-Su Borough is estimated to have a disability. It is assumed that Houston generally reflects the greater Mat-Su in this trend. Services for disabled groups are extremely limited with the City with most persons receiving care in Wasilla or Anchorage.

### **Alaska Native Entities**

Knikatu, Inc. and Cook Inlet Region, Inc. are adjacent land owners to the City of Houston. Some properties owned by CIRI and Knikatu are within the City of Houston boundaries and the roadways on those properties are managed and owned by the City but are listed within the BIA TTP inventory.

## **2.4 Economics**

### **Economic Base**

The economic base for the City of Houston is made up of local tax revenues including sales tax, property tax, and motor vehicle tax, licenses and permits, service fees, and income from outside sources. Collectively the City of Houston has an annual budget of less than one million dollars. Houston's largest expenses are for road service and maintenance and providing fire services.



Seasonal tourism and travel along the Parks Highway provides increased revenue opportunities for the City of Houston. Increasing recreational tourism has been identified as a method of establishing a larger economic base, along with commercial and industrial development along transportation corridors.

**Taxes**

The City of Houston generates income from local sales taxes, property taxes, and motor vehicle taxes. The current sales tax rate is 2% and the City has budgeted for anticipated revenue of \$151,500 in sales tax for the fiscal year 2015. Property taxes are anticipated to provide \$361,607 in income to the City for the same fiscal year. Overall, the tax base in Houston is proposed to provide \$526,007 in revenues to the City. Residents have stated that an appeal of Houston is its affordable property values; allowing first time homeowners and young families the opportunity to invest.

**Houston Businesses**

There are 82 business licenses that list their physical address in Houston and are considered active. When filing for a business license, a company determines the North American Industrial Classification System code that best fits with the service they plan to offer. While not completely accurate, this classification system offers some insight into the structure of a local private sector economy. See Table 2 for the composition of businesses in Houston by business type.

**Table 2. Composition of Houston Businesses, 2014**

2 Digit NAICS Code	Description	Number of Houston Businesses
11	Agriculture, Forestry, Fishing and Hunting	1
23	Construction	11
31	Manufacturing	4
42	Trade	15
48	Transportation and Warehousing	5
53	Real Estate, Rental and Leasing	5
54	Professional, Scientific and Technical Services	5
56	Administrative, Support, Waste Management and Remediation Services	6
61	Educational Services	1
62	Health Care and Social Assistance	3
71	Arts, Entertainment and Recreation	5
72	Accommodation and Food Services	4
81	Services	17
<b>TOTAL</b>		<b>82</b>

The North America Industrial Classification System (NAICS) is a taxonomy that categorizes businesses by sector of activity.

During the summer months, traffic through Houston tends to increase. A number of businesses are sustained by this traffic because some travelers stopped to eat a meal, to rent RV space, or purchase fireworks. The City of Houston has the largest concentration of businesses selling fireworks in Alaska. The Little Susitna River is an attraction for anglers as well as river adventurers during the summer months.

At this time, there is no grocery store in Houston: typically residents will travel to Wasilla or Big Lake for their shopping needs. No medical clinics or facilities are in operation within Houston. The closest hospital is Mat-Su Regional Medical Center in Wasilla, along with a full suite of dental, chiropractic and other health services. Currently no gas stations exist within the Houston City limits.

## 2.5 Physical and Social Community Characteristics

### **Community Values and Issues (from the 2003 Comprehensive Plan Update, Futures Workshop, Household Opinion Survey and Existing Conditions Report)**

The City of Houston is a rural-residential community. Its abundance of available land, popular recreation sites within the “Lakes District” of Houston, and proximity to the commercial center of the Mat-Su Borough has made it a desirable area which has experienced consistent growth. There is potential for residential, commercial, and industrial development within Houston and residents are open to limited development of amenities to enhance their quality of life as long as the city maintains the rural-residential character and preserves the recreational opportunities and ecology within Houston. Finding a balance between development for amenities such as a medical facility, pharmacy, daycare provider, or grocery store and maintaining the current community character is a top priority for the City moving forward.

The City of Houston values its unique identity, independence, rural and recreational lifestyle, affordability, and family-friendliness.

### **Community Goals (from the 2003 Comprehensive Plan Update)**

The goals and objectives of the community play a vital role in assessing the impacts of each alternative. The goals and objectives of the community, as stated in the amended City of Houston Comprehensive Plan (Mat-Su Borough 2003), are as follows:

#### *Primary Goal:*

To maintain the high quality residential living environment that currently exists in Houston and to continue to take advantage of the characteristics of the community’s rural setting. The community should work toward encouraging a moderate level of growth which will provide an economic



base in Houston adequate to allow provision of employment opportunities in the area and to avoid becoming dependent upon external governmental or economic factors and activities.

*Economic Goal:*

To help develop a broadly-based economy that is responsive to the requirements of the community by providing opportunities for employment, commercial service and economic growth while maintaining an economical, aesthetically high standard of living not in conflict with established residential, commercial and industrial development goals.

*Land Use Goal:*

To develop a realistic and responsive land-use plan for Houston, based upon the goals and objectives of the community as well as the economic, environmental and social characteristics of the area.

*Recreational Goal:*

To provide a broad spectrum of recreational opportunities for all segments of the community and for visitors who come to the community for recreational purposes, while at the same time develop and maintain a neighborhood-scale recreational facilities system.

*Governmental Organization Goals:*

To assure that the local, borough, state and federal government agencies with jurisdiction in and around Houston are directed in a positive, creative and responsive manner when providing governmental services and facilities needed by the residents of Houston, as well as to ensure responsiveness to public concerns by providing for citizen participation in the planning process at all levels of government.

*Environmental Goal:*

To work actively toward ensuring that the natural environment of Houston, including but not limited to air and water quality, fish and wildlife habitat and natural vegetation, is enhanced and maintained by encouraging land uses and development that are consistent with the natural characteristics of the community.

*Public Services Goal:*

To take whatever actions are necessary to provide or encourage the provision of a broad variety of community services within the community on a quality rather than a quantity basis that will improve and enhance the already desirable living environment.

### **Historic Properties and Cultural Resources**

According to the National Register of Historic Places (NR) maintained by the National Park Service and available to the public, there are no NR listed sites within the City of Houston. While there are no listed sites within city limits, there could be eligible sites present. The Matanuska-Susitna Borough established a Historic Preservation Commission by Ordinance of the Assembly in April 1982. The Commission is certified to carry out the purposes of the National Historic Preservation Act of 1966 and will aid in identification, evaluation, registration and protection of sites within the Borough.



**Public Services**

The City of Houston offers fire and road services. The Houston Emergency Services building houses the Fire Department, see Table 3 for response times of the Houston Fire Department. The City is in the process of constructing a new Fire Station 9-2 to support the function of the existing Interim Fire Station 9-2. At this time, no local police are active and law enforcement is handled by the Alaska State Troopers. The closest public libraries are located in Willow and Big Lake.

**Table 3. Houston Fire Department Response Information 2007-2011**

	2007	2008	2009	2010	2011
Total Call Volume	77	111	235	261	329
Average Response Time in Minutes	8:56	6:57	4:49	2:52	2:57
Percent of Response Under 2 Minutes	22	32	32	56	58
Percent of Response Under 8 Minutes	53	69	85	93	93

Source: Houston Fire Department

Public educational facilities within Houston include Houston High School and Houston Middle School. Currently elementary students attend schools in Big Lake or Willow.

**Community Facilities**

The Homesteaders Community Center provides a meeting place for the public and fellowship for area residents. The nonprofit organization, which started the Community Center in 1957, has over 50 members and is open to anyone in the community. The group organized social gatherings and holiday parties and also rents out the center for functions. The building is made available for the Mid-Valley Seniors, Inc. which provides fellowship, nutritional programs, and meal services to member seniors in the Big Lake, Houston, Meadow Lakes, and Willow areas.

There are no public libraries in Houston, but there are libraries available to students at the Houston High School and Middle School. The Big Lake Country Club, founded in 2000, is a 24 hour services provider for developmentally delayed and emotionally challenged adults. The Country Club’s main campus is in Houston and provides daily support, monitoring, and supervision for adults in need.

**Parks and Recreational Facilities**

The Little Susitna River provides outdoor recreation in the form of camping, boating, and fishing. On the east side of the Parks Highway, the City of Houston operates the Little Susitna Campground which is open 24 hours a day from Memorial Day to Labor Day weekends. The Campground provides a day use area, pavilion, playgrounds, defined camp sports, fire pits, restrooms, trash disposal and an RV pump station. The City also maintains a public day-use facility on the west side of the Parks Highway with access to the Little Susitna River that includes a

parking area suitable for boat trailers, restrooms and trash receptacles. The Riverside Camper Park is located in the core of Houston, adjacent to the Parks Highway and the Little Susitna River. This Camper Park provides shower and laundry facilities, electricity and a small concession store.

The Houston/Willow Creek Sled Trailhead and recreation area is located at mile 59 of the Parks Highway off Zero Lake Road, providing both day-use and overnight spaces for approximately 60 vehicles or RVs with trailers, picnic tables, BBQ grills, restrooms and trash disposal. There are permanent map signs for two trailheads that lead into Hatcher Pass recreation area.

Five local lakes are stocked with various fish species for recreational purposes, providing even more opportunity for anglers to enjoy Houston. Most trails within the community are informal and do not have clearly dedicated public access. Trails are utilized as transportation corridors for snow machines, ATVs, dog sleds, bikers, horses, pedestrians, and skiers. The Haessler-Norris Trail System is made up of 20 trails of various distances and a published map of this trail system was created for the Willow Dog Musers Association in 2011.

The Hatcher Pass/Independence Mine, Big Lake, the Susitna Flats State Game Refuge, the Mat-Su Visitor's Center, and Nancy Lake Recreation Areas are all located near the community of Houston and offer various recreational opportunities to local residents as well as regional, out of state, and international tourists.

### **Infrastructure**

There is no public utility system within Houston. Most homes and businesses have private wells and septic systems and some residents do not have indoor plumbing. Electricity is available through Matanuska Electric Association in most of Houston. Natural gas is available in several areas of the City, including areas as far northwest as the north end of Prator Lake on Ballyshannon Drive, but has been identified by residents of Houston as a service they would like to see expanded. Increased accessibility to internet services has been identified by residents as well.

### **Transportation**

The Parks Highway runs through the City of Houston from the southeast boundary to the northwest, bisecting the community. The Parks Highway serves statewide mobility for travel and freight transportation through the city limits of Houston for passage to Fairbanks and interior Alaska. The Alaska Railroad main line also runs through Houston in a route similar to the Parks Highway corridor.

The City of Houston's road network contains about 45 miles of road branching east and west from the Parks Highway, which operates as a backbone for the regional network. The Parks Highway is the only arterial level roadway within the city limits. The remaining roads are either local roads providing access to the surrounding lots or collector roads that provide access to and from the Parks Highway. The majority of roadway network in Houston has a gravel surface with only 10% of the roadways (mainly collector roads) being paved.

A majority of the parcels within the city limits of Houston access the Parks Highway within the city limits of Houston. Alternative access out of the city is available to the west via Kiowa Street which leads to Big Lake and King Arthur Drive to the east which accesses the Meadow Lakes Loop and Pittman Road areas. Additionally, Big Lake Road leads west into Big Lake. There are currently no signalized intersections within the city.

Public transportation services are limited in Houston to a single stop at Gorilla Fireworks for commuters heading south to Wasilla or on to Anchorage. This service began in August of 2014.

### **Land Use**

Currently there are about 3,275 acres of developed land, making up 20% of the total 16,210 acres of land area of Houston. Approximately 12,961 acres or 80% of total land is undeveloped. [Figure 4](#) graphically depicts existing land use including vacant land. The majority of Houston's land is privately owned and other large tract land owners include the City of Houston, the Mat-Su Borough and the State of Alaska. The Alaska Rail Road's rail line, including the Rail Extension from Port MacKenzie to Houston, will be using approximately 161 acres in the City of Houston once the Extension is constructed. This acreage does not include any support facilities such as maintenance buildings or access roads which may be built.



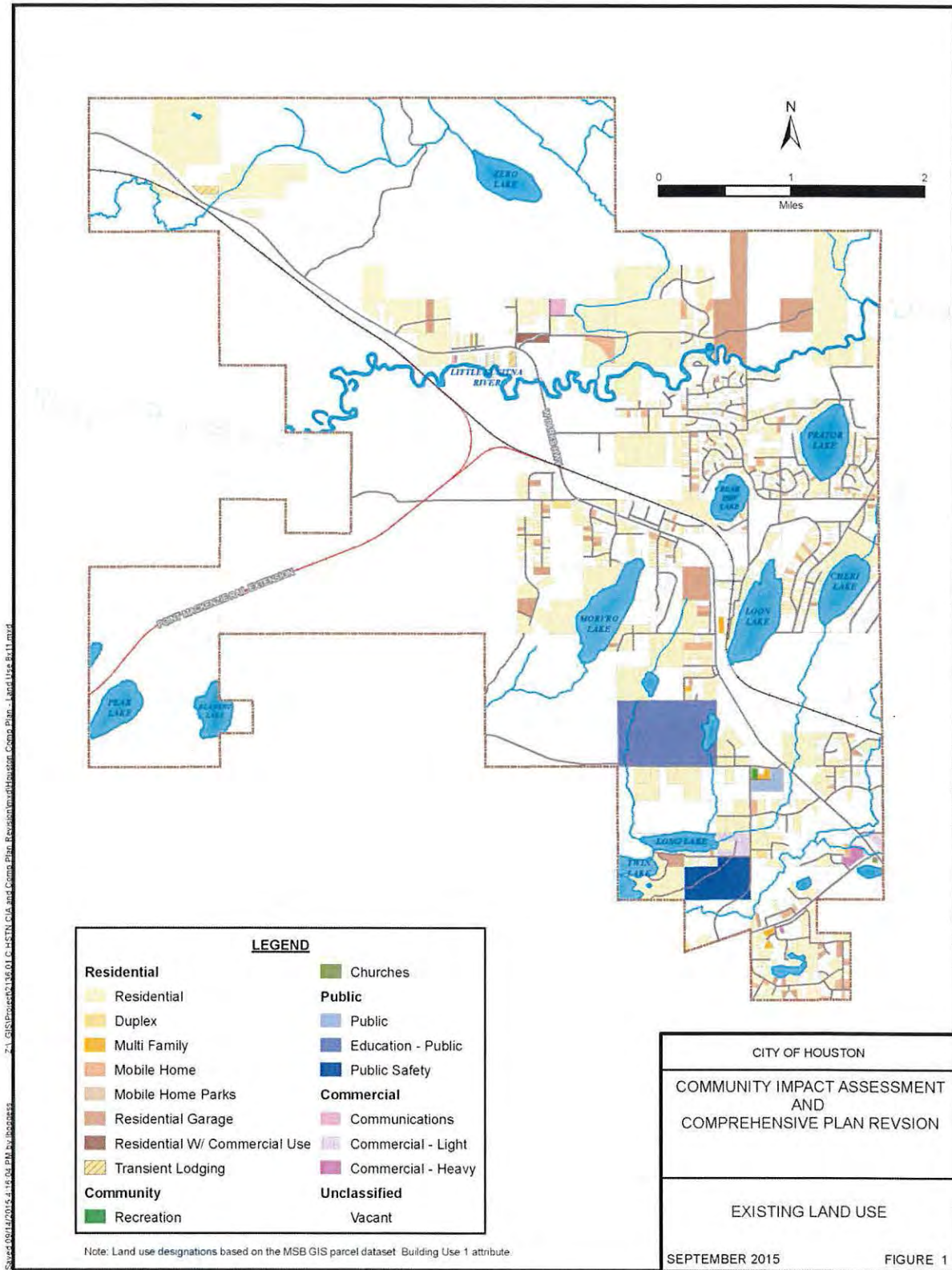


Figure 4. Current Land Use

### Zoning Districts

The City of Houston has 11 distinct Zoning Districts that implement the policies of the Comprehensive Plan. The Zoning Districts are a part of the City of Houston's Municipal Land Use Regulations. Table 4 Existing Zoning Districts summarizes the City of Houston's zoning districts and their intent as a baseline for the Comprehensive Plan revision. [Figure 5](#) shows the existing zoning for the City of Houston.

**Table 4. Existing Zoning Districts**

Zoning District	Zoning Designations
<b>PLI</b>	Public Lands and Institutions
<b>R-1</b>	Single-Family and Two-Family Residential District (low density)
<b>MFR</b>	Multifamily Residential District (medium density)
<b>RA-2.5</b>	Residential/Agriculture District
<b>RA-5</b>	Low-Density Residential Agricultural District
<b>NC</b>	Neighborhood Commercial District
<b>C</b>	Commercial District
<b>LI</b>	Light Industrial District
<b>HI</b>	Heavy Industrial District
<b>H</b>	Holding District
<b>PH</b>	Parks Highway District

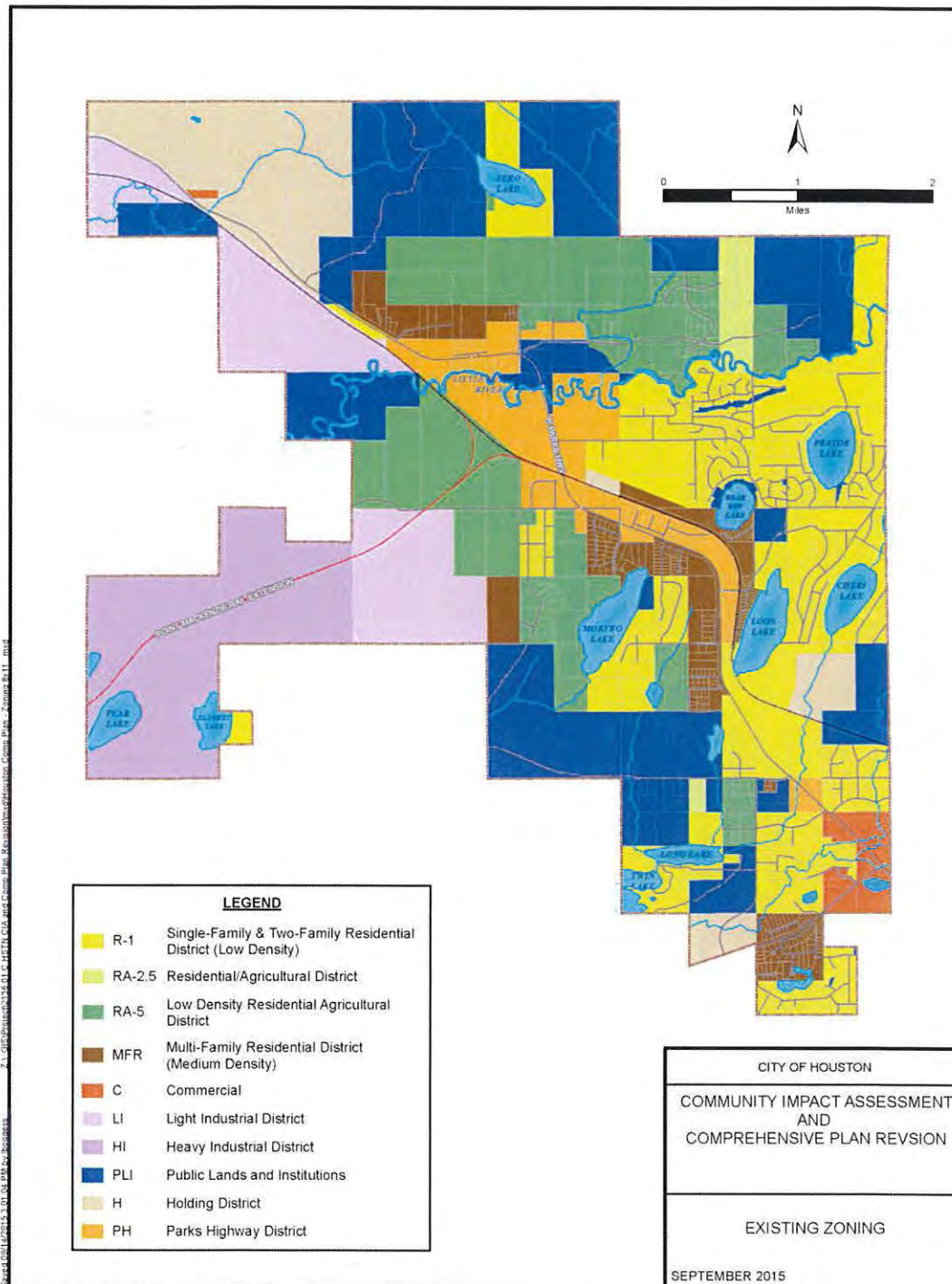


Figure 5. Current Zoning



## 2.6 Planned and Neighboring Community Development

### Planned and Approved Future Development

The City of Houston recently received approval to have a 1,555-acre (2.4 sq. mi.) undeveloped, unincorporated parcel of land owned by Knikatnu Inc., a Wasilla-based Alaska Native village corporation, annexed into the City of Houston. The parcel adjoins other Knikatnu land that is within the existing City of Houston boundaries and road access is from Houston. Currently there are roads which are included in the Bureau of Indian Affairs (BIA) Tribal Transportation Program (TTP) inventory and are owned by the City of Houston. The City of Houston is in the process of designing and constructing a new Fire Station 9-2 to be located at 12176 W. Birch Road to replace the current interim Fire Station 9-2. The new station is intended to be safe, efficient, and provide a comfortable environment for emergency responders to work, train and stay.

### Neighboring Community Activities

Wasilla is experiencing growth comparable to that of Houston and is continuing to develop along the Parks Highway. Roadways are being upgraded throughout the commercial district and safety improvements to the Parks Highway have been an Alaska DOT&PF priority for the area. The Alaska DOT&PF are working in partnership with the City of Wasilla and the Mat-Su Borough to conduct a study identifying alternative Parks Highway routes to move through traffic around Wasilla instead of through the City's core. The City of Wasilla is also working to implement the *Wasilla Downtown Area Plan* and is currently going through the approval process for the proposed Downtown Overlay District.

Big Lake is currently petitioning the Local Boundary Commission to incorporate into a second class city. In 2014, Big Lake completed a Community Impact Assessment which considered impacts to Big Lake that could result from different highway routes connecting the Port MacKenzie to the Parks Highway, at full build out of Port MacKenzie.

### 3. TRANSPORTATION ALTERNATIVES

The following transportation projects or plans are being assessed through the City of Houston's Community Impact Assessment. The alternatives have been chosen for the assessment based on their location within or adjacent to the City of Houston boundaries and the potential impacts that could occur to the community if or when these alternatives are implemented.

#### 3.1 Alternative 1: No Build Alternative

The No Build Alternative assesses the existing conditions within the community and the potential impacts no development or action will have for the City of Houston. By performing an impact analysis on the anticipated future without a major transportation action, a baseline is established to which impact analyses of other alternatives can adequately be compared. Although a No Build scenario is not a possible alternative for the community at this time due to proposed project already underway or in construction, the No Build alternative provides an informative summary of baseline conditions associated with no development.

### 3.2 Alternative 2: Parks Highway MP 44-52 Upgrade (Lucus Road through Big Lake Road)

The Parks Highway, from Lucas Road to Big Lake road is being upgraded by the Alaska Department of Transportation and Public Facilities (DOT&PF) to improve safety and congestion along the roadway. The project has been phased into three segments, the third of which begins at Pittman Road and ends at Big Lake Road, where the City of Houston boundary is, see [Figure 6 Parks Highway Upgrade MP 44-54 Lucas Road to Big Lake Road](#).

Phase 3 is currently moving towards Final Design and Right of Way acquisitions, with construction anticipated for 2017-2018. All information on the project is sourced from the 2013 Design Plans made publically available. Proposed improvements for Phase 3, Pittman Road to Big Lake Road include:

- Stop light controlled intersection with the Parks Highway at Big Lake Road including a crosswalk and pedestrian island;
- Four-lane divided highway which returns to a two-lane highway after Forest Lake Drive;
- New lighting is proposed down a portion of Big Lake Road and on the Parks Highway;
- Pedestrian pathway is to be realigned along the Parks Hwy and Big Lake Road;
- Driveway consolidation throughout project corridor;
- Stoplight controlled intersection at the Parks Highway and S Johnson Road (outside of Houston city limits);
- Add a S Johnsons Frontage road (outside of Houston city limits);
- Continue Winter Way west towards the Parks Highway (outside of Houston city limits); and
- Extend Margin Way to Spring Drive (outside of Houston city limits).



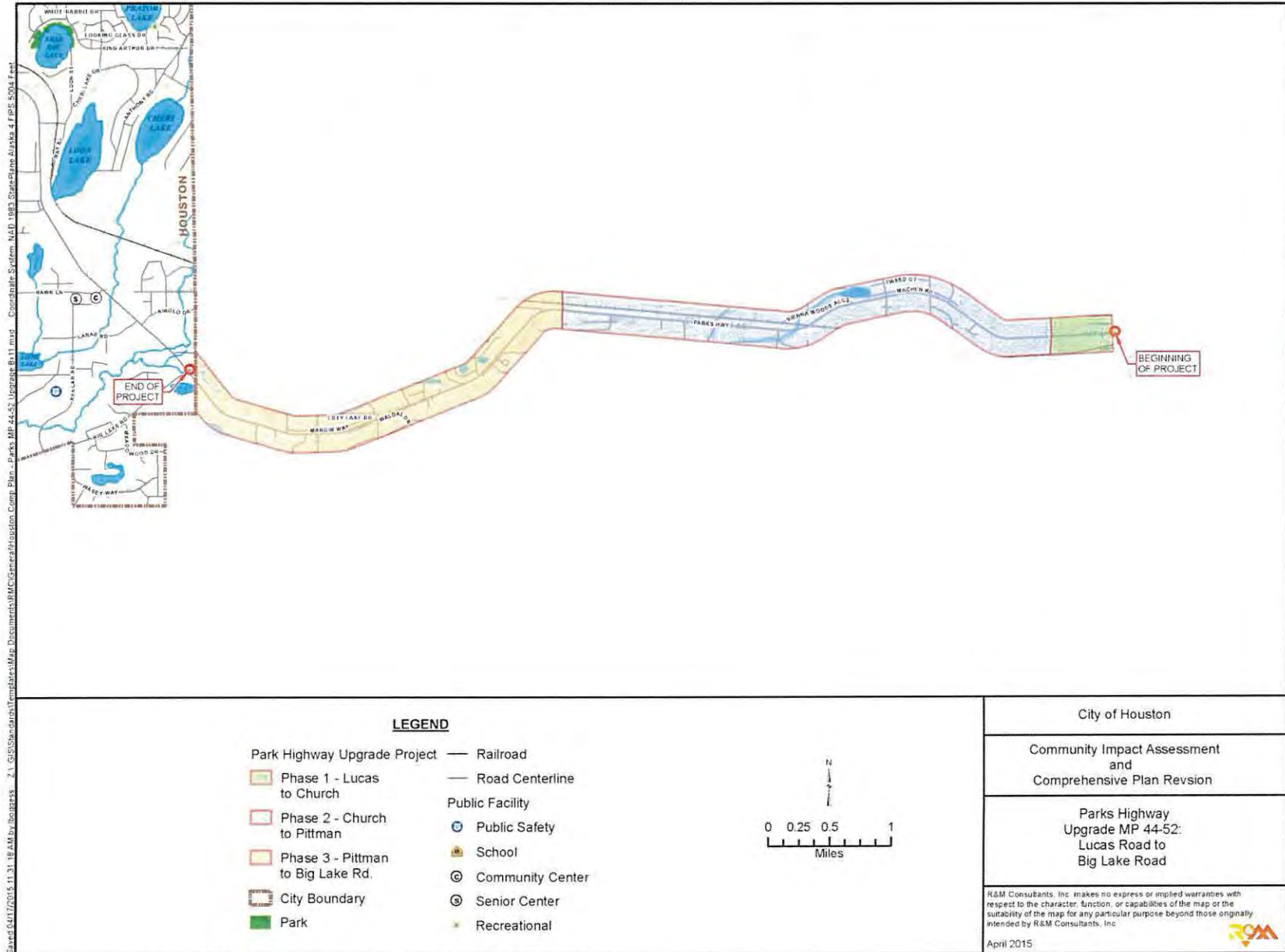


Figure 6. Parks Highway Upgrade MP 44-52 Project Area

IM 17-030  
OR 17-019

### 3.3 Alternative 3: Port MacKenzie Rail Extension

The Port Mackenzie Rail Extension is a 32-mile extension of the ARRC system that travels from the Port facility north and connects to the mainline in the City of Houston. The Rail Extension will connect with ARRC mainline north of Miller's Reach Road, cross Miller's Reach Road and continue southwest through the annexed area of Knikatnu Inc. land, see [Figure 7](#). The Matanuska-Susitna Borough is the co-manager of the rail extension and the operator of Port MacKenzie. Port MacKenzie is a deep-water port with the capacity to handle bulk commodities and is closer to Interior Alaska than the Port of Anchorage. The rail extension will provide for more efficient movement of freight that is currently moved by a combination of rail and truck and has the potential to make the development of Interior Alaska's natural resources more economically feasible.

The Port MacKenzie Rail Extension route was developed from the 2003 Matanuska-Susitna Borough Rail Corridor Study, the 2007 Port MacKenzie Rail Corridor Study, and the 2011 Environmental Impact Statement which recommended the proposed route for the Rail Extension.

Construction of the Extension began in 2013 and in 2014 the embankment was complete and rail was installed for Section 6 of the Extension, from Miller's Reach Road to the ARRC mainline, see [Figure 8](#). Segment 5 of the Rail Extension, beginning north of Muleshoe Lake and connecting to Segment 6 at Miller's Reach Road, passes Houston Lake Loop Trail, Horseshoe Lake and a private access road. This segment is fully funded and embankment construction is anticipated to be completed in the fall of 2015.





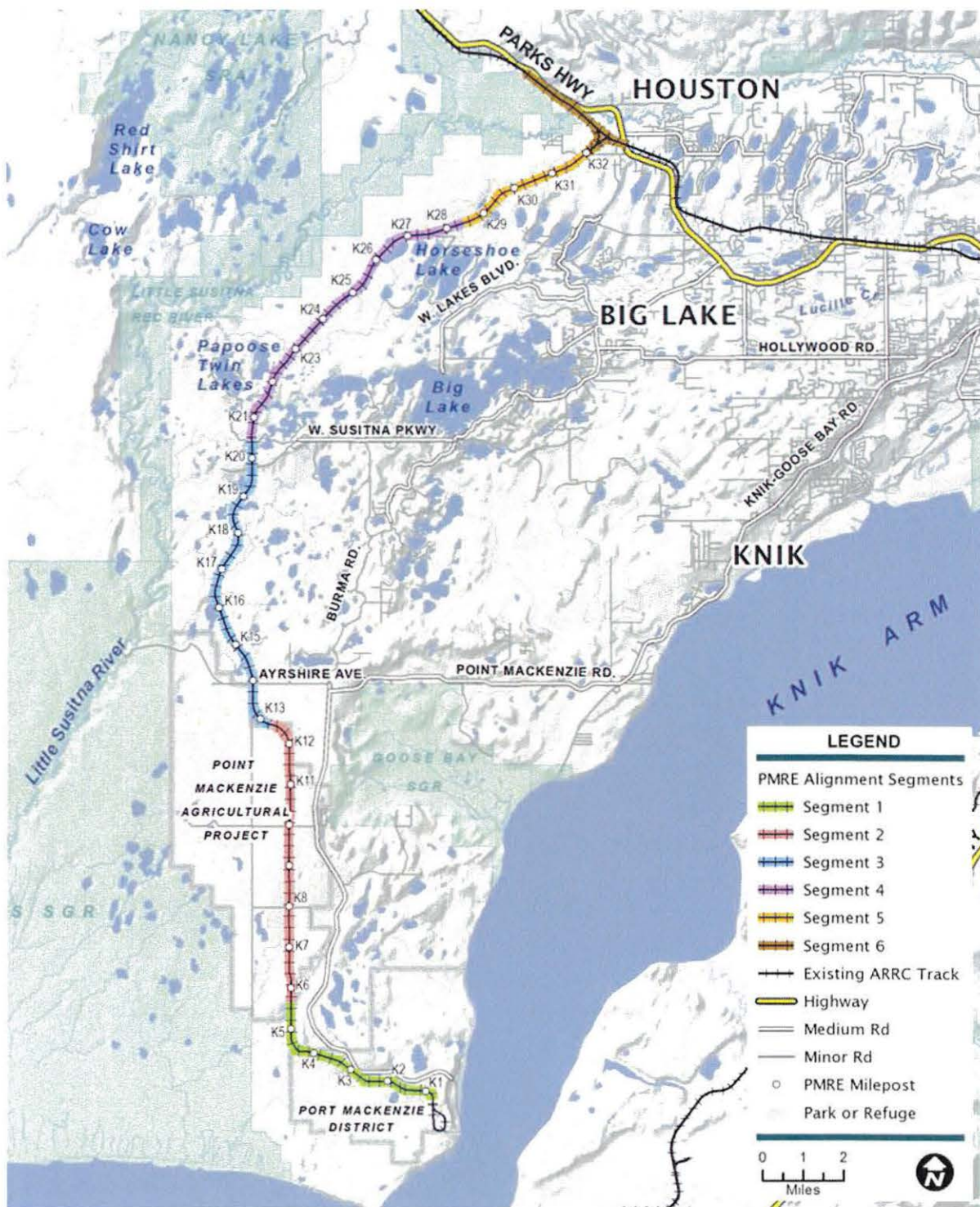


Figure 8. Port MacKenzie Rail Extension Project, sourced from portmacrail.com

### 3.4 Alternative 4: Port MacKenzie to Parks Highway Roadway Corridor

#### Introduction and Background

Port MacKenzie is a growing facility and economic asset to the Mat-Su Borough, Anchorage Municipality, and the state of Alaska. Surface transportation access is essential for the port's success and a rail line extension from Point MacKenzie to the Alaska Railroad's (ARR) mainline is being developed. The rail extension's terminus with the ARR mainline is in the City of Houston. A roadway corridor from Port MacKenzie to the Parks Highway has not yet been decided and the City of Houston's CIA will assess a roadway alternative included in past corridor studies which falls within city boundaries.

Sources of historical routes for the Port to Parks Roadway Alternatives include:

- Matanuska-Susitna Borough (MSB) Long Range Transportation Plan 2007 Update
- Port MacKenzie Rail Corridor Study (ARRC 2007)
- Matanuska- Susitna Borough Rail Corridor Study (Tryck Nyman Hayes, 2003)
- City of Houston Comprehensive Plan
- 2010 Big Lake Community Council Transportation Projects Location Map

The 2003 Rail Corridor Study analyzed corridors for a new roadway and railway. The study recommended Corridor 3 for the railway, which terminated in Willow, and Corridor 7 for the roadway, which terminated at the Parks Highway via South Big Lake Road, see [Figure 9](#). For the description of the study area and route options analyzed, see pages 9-17 of the Matanuska-Susitna Borough Rail Corridor Study 2003, prepared by Tryck Nyman Hayes, Inc.

Corridor 3 (rail) to Willow was recommended for the Port MacKenzie Rail Extension but the alternatives developed in 2007 Rail Corridor Study recommended a Houston South route. The 2007 Houston South route is currently being developed as the ARRC Rail Extension. The Rail Extension has begun construction but some segments of the project have not been established due to pending easements and additional funding (see [Figure 8](#)).

In 2014 the community of Big Lake completed a Community Impact Assessment analyzing possible route alternatives for the Port to Parks roadway connection. The 2014 Big Lake Assessment routes are similar to the corridor alternatives studied in the Matanuska-Susitna Borough Rail Corridor Study (2003) that studied roadway and railway corridor alternatives. The Big Lake CIA chose an alternative which used Knik Goose Bay Road as a connecting point to the Parks Highway as the baseline alternative in its study for comparisons because that was the route previously studied by DOT&PF in 2007.



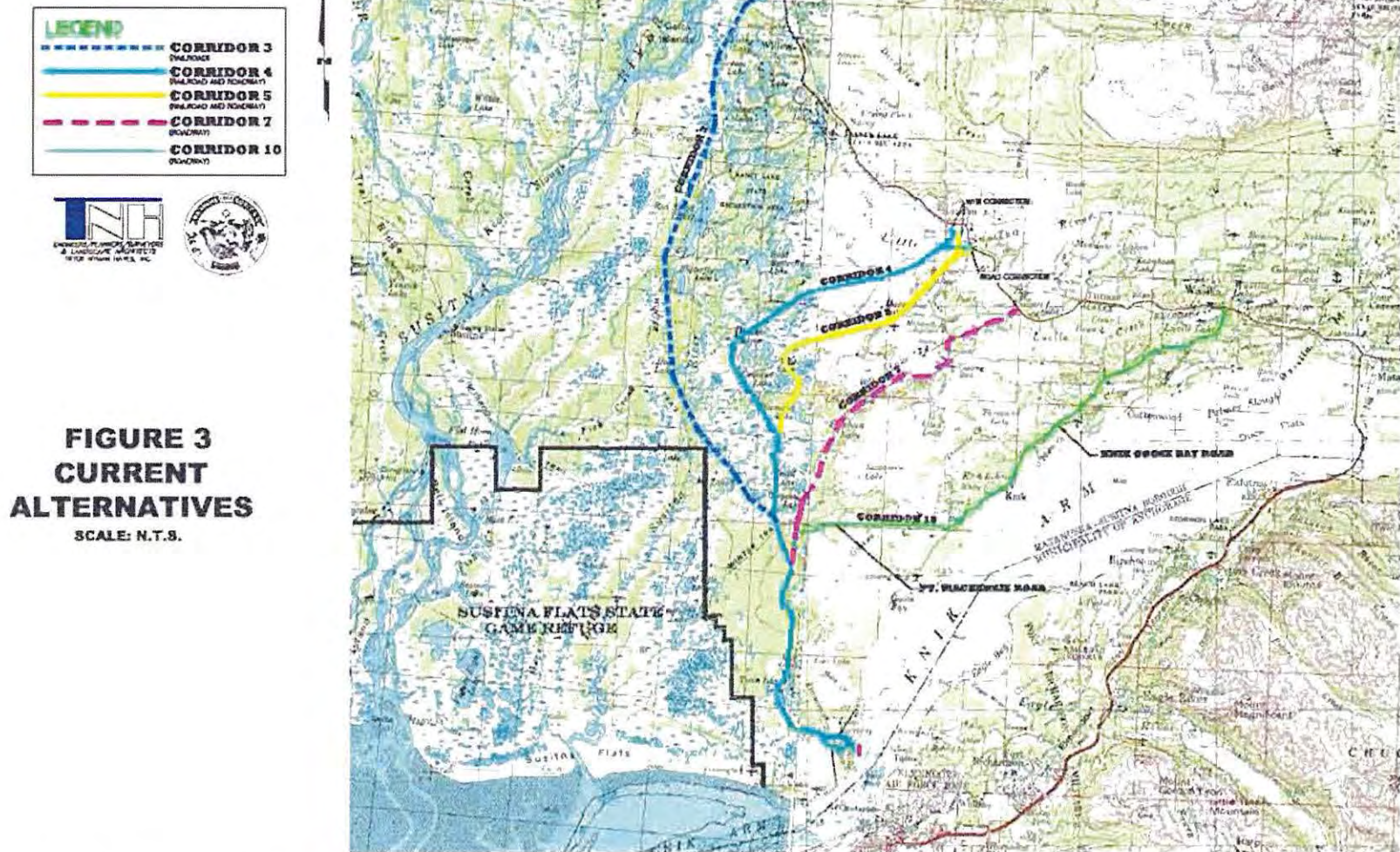


Figure 9. 2003 Rail Corridor Study Alternatives



### Highway Corridors to be assessed in the City of Houston's CIA

The City of Houston's CIA will analyze a roadway corridor route, adjusted to known transportation projects, based on the 2003 Rail Corridor Study and the Port MacKenzie Rail Extension, see Figure 10. The Port to Parks roadway alternative also includes the elements shown on the Transportation Element Map in the City of Houston's Comprehensive Development Plan in 1982 (see Figure 11), excluding the Parks Highway Bypass. The Parks Highway Corridor Bypass shown in the 1982 Transportation Plan Map will not be included in the Port to Parks Roadway Corridor assessment, but will be a part of the Parks Highway Corridor Study that will occur in concurrence with this effort.

The City of Houston's CIA will assess a roadway route following the determined Port MacKenzie Rail Extension from Point MacKenzie to Houston. This route was reflected in Alternative 2 of the Big Lake CIA. The roadway alternative, which would parallel the rail line, incorporates the route elements shown in the City of Houston's 1982 Transportation Element Map. The road section is planned and modeled as a two-lane undivided road with a design speed of 65 mph in accordance with assumptions in the 2003 and 2007 planning studies. The City of Houston recently annexed 1,500 acres of Knikatnu, Inc. land into the City and zoned the properties to accommodate railroad reliant development at the request of the landowner. This roadway alternative would pass through that land. Houston could be impacted by the development of the rail extension and by the potential development of the roadway corridor which connects to the Parks Highway within its boundaries. As the ARRC constructs the rail extension, right-of-way will be established making a parallel roadway a logical choice for the Port MacKenzie to Parks Highway roadway corridor.

The City of Houston's CIA is not assessing the other corridors analyzed in the Big Lake CIA because they are outside of the determined study area and the impacts to wetlands and existing trail networks make them unreasonable for further study. The development of Alternative 7 of the 2003 Rail Corridor Study and comparable Alternative 3 of the Big Lake CIA, which uses Big Lake Road as the connection to the Parks Highway, would have little impacts upon the City of Houston as this roadway currently exists. The only anticipated change is the project travel on this roadway which will be included in this CIA through the traffic analysis.



City of Houston 1982 Plan Map

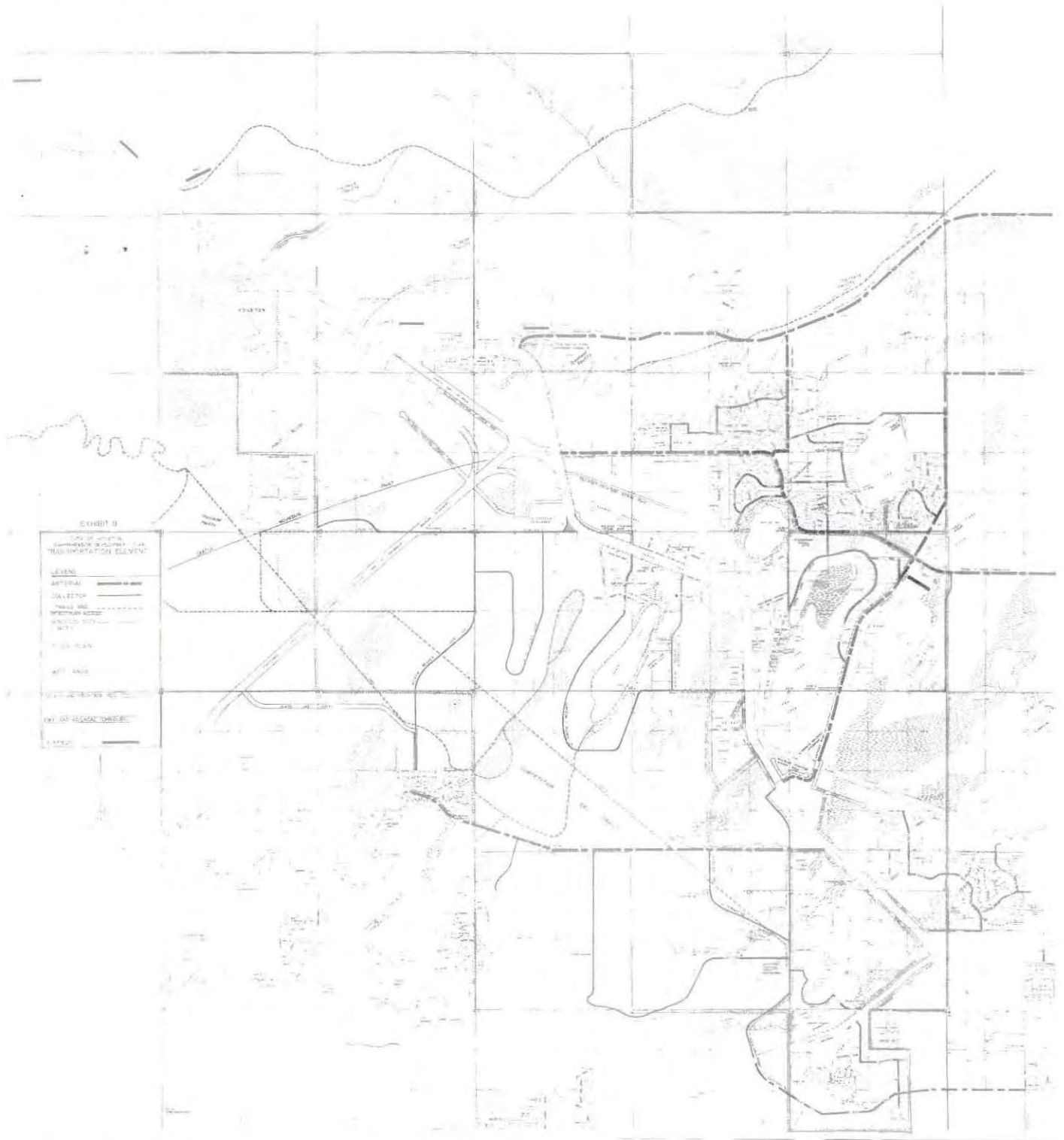


Figure 11. City of Houston 1982 Transportation Plan Map



## 4. ALTERNATIVES ANALYSIS METHODOLOGY

The Alternatives Analysis Section of this document will explore and document the relationship between the proposed transportation projects and the City of Houston. This section will identify and investigate impacts of the proposed transportation projects through ten different impact categories.

Community impact assessment, like the National Environmental Policy Act (NEPA) process, includes analysis of direct (temporary and long-term), indirect and cumulative impacts per 40 CFR §§ 1508.7 and 1508.8. The community impact assessment is an integral part of the transportation development process and combined with other relevant environmental studies help shape project decisions and outcomes under NEPA. Direct, indirect, and cumulative impacts will be addressed for each impact category.

### 4.1 The No Build Alternative

The positive and negative impacts of a no-build alternative have also been assessed and presented in this section. The No Build Alternative analyzed in this section is technically not feasible as portions of both the Parks Highway MP 44-52 Upgrade and the Port MacKenzie Rail Extension are in the final design or preliminary construction phase. However, for purposes of this Community Impact Assessment, a No Build scenario is evaluated for direct and indirect impacts to capture the types of positive and negative impacts that are incurred without action or development.

### 4.2 Impact Categories

Ten impact categories identified in the FHWA Community Impact Assessment reference guide (FHWA 1996) were included in this study, see Table 5 below.

**Table 5. Impact Categories Used in Alternatives Assessment**

Social and Psychological Aspects	Mobility and Access
Physical Aspects	Provision of Public Services
Visual Environment	Safety
Land Use	Displacement
Economic Conditions	Environmental Justice

This CIA will also be assessing Traffic and Circulation impacts in the alternative assessments. Each impact category has been assessed for direct (temporary and long-term), indirect and cumulative impacts for each alternative including a no-build alternative. Both positive and negative impacts have been included. Community goals and values identified through public involvement and community outreach were considered whenever possible.

### 4.3 Assessing Impact Categories

A comprehensive approach identified and investigated anticipated project impacts. Relevant data gathered during the existing conditions identification process supports the analysis of the potential project impacts on the community of Houston. As the following sections outline, the potential impacts are based on the likelihood, severity, scale, and length of the impacts. Impact determinations are based on community input, best professional judgment, and by analyzing impacts upon other communities with similarities of size and/or location. Data gathering techniques included research, modeling, mapping, interviews with community stakeholders, public involvement, and household surveys. This methodology assessed the potential impacts for the three build and one no build alternatives to Houston. The FHWA guide provides the framework for identifying effects within each impact category.

#### 1. Social and Psychological Aspects

Impacts examined include changes in population or the redistribution of the population, if the alternative would isolate certain people and if the project could cause a change in community values. This section also considers community cohesion and interaction and assess if the alternative would impact social relationships and patterns or alter the quality of life perceived by residents of the community.

#### 2. Physical Aspects

Assessing impacts on physical aspects includes the examination of noise or vibration, walls, barriers or fencing, or other physical intrusions such as an increase in dust or odor that would result from the transportation alternative.

#### 3. Visual Environment

Impacts are assessed for this category based on the aesthetics of the community and if there will be a change in the character of those aesthetics. It also considers the alternative's compatibility with community plans, goals and design standards.

#### 4. Land Use

Impacts to land use include any changes in land use patterns such as loss of agricultural land use areas, changes in areas open for development and changes in density of an area. Land use assessment also considers the consistency of the alternative with local land use plans and zoning.

#### 5. Economic Impacts Analysis

Impacts to economic conditions include the alternative's ability to encourage or discourage businesses to move to the area, the relocation of businesses within the community or to move outside the area, the visibility of businesses, alterations in the tax base or property values, and short term effects such as economic changers like job creation and loss during construction activities.



Working closely with the City of Houston Community Impact Assessment and Comprehensive Plan Revision Steering Committee, McDowell Group developed a list of contacts that represented a cross-section of business and community groups and interests related to Houston, including tribal organizations, nonprofits, business leaders, school district officials, utility representatives, and others and conducted interviews with those identified. See *Appendix B Economic Development Opportunities: Perspectives of Community Stakeholders*. An interview protocol was designed and adjusted to best capture the interests, experience, and expertise of individual stakeholders. They were asked about the potential of various infrastructure and business opportunities to create employment, generate city revenue, improve community assets, and how Houston's vision responds to growth and change.

Further analysis will be conducted as more information on conceptual projects and events become available.

### **6. Traffic and Circulation Impacts**

Kinney Engineering projected average annual daily traffic (AADT) volumes for the horizon year 2035 using an area travel demand model (TDM), which includes all current planned and funded transportation projects. The models used in this analysis were developed by the Alaska Department of Transportation and Public Facilities (ADOT&PF) in conjunction with the Municipality of Anchorage (MOA) and the Matanuska Susitna Borough (MSB). The extents of the model include the entire network of the MSB and MOA from north of Willow all the way to Girdwood and east as far as the community of Sutton on the Glenn Highway. This model has been used to analyze the traffic impacts of the proposed Knik Arm bridge project as well as the Highway-to-Highway project in downtown Anchorage and various Wasilla Bypass alternative corridors.

The model generates traffic volumes based on socio-economic background data, such as population, income level, employment in various work sectors, and school enrollment, as well as a number of special generators such as hotels and airports. The results of the model were used as a baseline for recommendations and for judging project impacts. Since this baseline includes all current planned and funded transportation projects, excluding the Port MacKenzie to Parks Highway Roadway Corridor, the model's traffic volumes can be considered cumulative. See *Appendix C Traffic Impacts of Major Planning Projects*

### **7. Mobility and Access**

Assessing impacts to mobility and access include examination of pedestrian and bicycle access and how the alternative affects non-motorized access to destinations such as businesses, public services and schools. It also considers shifts in traffic, public transportation, and vehicular access and parking.

### **8. Provision of Public Services**

Impacts to the provision of public services include changes in the use of public facilities, displacement of public facilities, or the introduction to new facilities.



## 9. Traffic Safety

Impacts to safety are assessed by the ability of the proposed action to affect the likelihood of accidents for non-motorized and motorized travel, changes in the nature and frequency of crime in the community, as well as changes in emergency response time.

### 4.4 Public Involvement

Throughout the CIA and Comprehensive Plan Revision process, numerous outreach and public involvement activities were conducted. Feedback and input from Houston residents is essential for a complete comprehensive plan or CIA. Public Involvement techniques used to support the CIA and Comprehensive Plan Update include:

- Steering Committee – Community members serving as the planning advisory committee to the CIA and comprehensive plan revision process.
- Project Website
- E-newsletter updates
- Open Houses and Workshop
- Household Opinion Survey sent to all residents and property owners
- Stakeholder interviews

A CIA specific Open House was held on June 4<sup>th</sup>, 2015. Members of the public reviewed three graphics depicting the impacts identified in the CIA. Each graphic showed the impacts identified for the alternatives assessed for one of three impact categories: Transportation, Land Use, and Economic Impacts. Copies of each graphic were on tables for members of the public to write their feedback directly onto. Attendees were asked to provide the project team with any information they felt was missing from the impact analysis and if there were additional impacts they foresaw that were not shown on the maps (See Figures 13, 14, and 15).

After the CIA Open House, the project website and Steering Committee meetings continued to support the development of the final CIA and public feedback on the CIA was accepted at any time during the process. The summary of the CIA Open House can be found in [Appendix A](#).

### 4.5 Regulatory Framework

Several laws, regulations and Executive Orders apply to the CIA process; these include the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and The Americans with Disabilities Act (ADA) of 1990.

### 4.6 Direct Impacts (Temporary and Long-term)

NEPA defines direct effects as those caused by the action and occur at the same time and place. Direct impacts to each impact category will be assessed for each alternative including the no-

build alternative. Assessment will include both positive and negative temporary and long-term impacts.

#### 4.7 Indirect Impacts

NEPA defines indirect effects as those caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-related effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and other related effects.

#### 4.8 Cumulative Impacts

Cumulative impacts are the impacts that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of the agency or parties responsible for the action (40 CFR 1508.7). Cumulative impacts can result from individually minor but collectively substantial actions occurring over a period of time within the potentially affected area.

For the purpose of the cumulative impacts analysis, the following projects will be considered:

- Any identifiable existing infrastructure
- All projects in the final design or construction phase including:
  - Parks Highway MP 44-52 Upgrade (Lucas Road to Big Lake Road)
  - Port MacKenzie Rail Extension
- Projects in the conceptual or preliminary design phase:
  - Port MacKenzie to Parks Highway Roadway Corridor



## 5. ALTERNATIVES ANALYSIS:

This section summarized the socioeconomic impacts for the alternatives studied in the CIA.

### 5.1 Alternative 1: No Build Alternative

NEPA requires the comparison of impacts associated with proposed alternatives against anticipated effects of the No Build scenario. Thus the No Build Alternative serves as a baseline to compare the impacts of the proposed or anticipated alternatives. Although the No Build Alternative is not a possible option at this time with portions of proposed projects already underway, this brief impacts analysis provides an informative summary of baseline conditions and the often overlooked positive and negative impacts associated with no development.

#### **Social and Psychological Aspects, Displacement, Environmental Justice**

The No Build Alternative would have minimal impacts on the social and psychological aspects of the community structure. Without the construction of new transportation projects, the City of Houston would not incur the typical positive and negative impacts associated with such projects. Population would likely not increase as transportation in and out of the community would not be altered under the No-Build. Without a notable increase in population, community characteristics such as cohesion and interaction, social values, and quality of life would also remain the same. There would be no direct or indirect impacts to neighborhoods as the No Build Alternative does not require residential, business, or farm displacement. The No Build Alternative complies with executive order 12898 regarding Environmental Justice, as this alternative would not result in a disproportionately high and adverse human health and environmental effect on minority and low-income populations.

#### **Physical Aspects**

There would be no new impacts to the physical aspects of the community structure. No sound barriers or walls are currently needed within the community as there would be no elevation in noise sources or receivers. Other physical changes such as dust, odor, or shadow effect are not anticipated.

#### **Visual Environment**

There would be no new impacts to the visual and aesthetic character of the community.

#### **Land Use**

Under the No Build alternative, there would be no direct or indirect impacts to current land-use patterns such as loss of farmland or density of development. The community has been developing community goals to guide future planning efforts (see Community Profile, Physical and Social Community Characteristics). Although the No Build Alternative would not prohibit the achievement of Houston's Primary Goal, it would not facilitate a "moderate level of growth." As a result, the



No Build alternative does not comply with the community's established goals and therefore could have negative impacts on the community.

### **Economic Impacts Analysis**

The No Build Alternative would have minimal to no impacts on the economic condition in the City of Houston. Assuming the steady population growth the City has been experiencing continues, proportional increases in the tax base are expected.

### **Mobility and Access**

There would be no impact to mobility and access within the City of Houston. Pedestrian and bicycle access and facilities would not be improved upon or negatively affected by development. Public transportation services and facilities as well as vehicular access would not be affected under the No Build Alternative.

### **Traffic and Circulation Impacts**

There would be minor impacts to traffic and circulation under the No Build alternative. There will be continued increase in traffic volumes in relation to the community's steady population increase. Traffic counts recorded by the Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Matanuska Susitna Borough from 1997 to 2012 reflect a growth trend in traffic volumes of 2.6% along the Parks Highway from Pittman Road to Big Lake Road, a 2.7% increase in volume on the Parks Highway from Big lake Road to Little Susitna Bridge, and a 0.6% increase from Little Susitna Bridge to Nancy Lake Parkway along the Parks Highway. Under the No Build alternative these trends are expected to continue.

### **Provision of Public Services**

The population of Houston is such that public facilities such as schools and recreational facilities are not currently overcrowded. The No Build alternative would therefore not have an effect on public facilities within the community.

### **Safety**

The No Build alternative would not consider new transportation projects and the associated safety concerns with new road and railway corridors.

## 5.2 Alternative 2: Parks Highway MP 44-52 Upgrade

### Social and Psychological Aspects, Displacement, Environmental Justice

#### Direct and Indirect Impacts

This alternative would have negligible impacts on the social and psychological aspects of the community structure as the proposed road upgrades would occur primarily outside Houston's city limits. This alternative improves an existing highway facility and is not anticipated to result in a notable increase in population, or community characteristics such as cohesion and interaction; social values, and quality of life are also not anticipated to be negatively impacted by this alternative. There would be no direct or indirect impacts to neighborhoods, as this alternative does not require residential, business, or farm displacement. This alternative is consistent with EO 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. As is documented in this section, this alternative would have no high and adverse impact to any impact category; therefore no disproportionately high and adverse human health or environmental effects on minority and low-income populations are expected. Potential impacts from the alternative would have the same social effects regardless of race or income level; therefore minority or low-income populations would not be disproportionately affected, see Community Profile, Population and Demographics.

#### Cumulative Impacts

This alternative would have no adverse cumulative social and psychological impacts or result in cumulative effects to minority or low-income populations when considering past, present, and reasonably foreseeable future actions.

### Physical Aspects

#### Direct and Indirect Impacts

This alternative would have minimal impacts to the physical aspects of the community structure. A new traffic signal would be installed at the intersection of the Parks Highway with Big Lake Road which could have minor noise, dust, or odor associated with idling traffic at this intersection. The impacts are anticipated to be minor as the project will upgrade the condition of the roadway and make safety and traffic efficiency improvements without projected increases in traffic volumes.

#### Cumulative Impacts

The minor direct and indirect impacts would only result in temporary, highly localized effects to air quality and the noise environment of Houston; therefore the cumulative impacts resulting from previous, current, and other reasonably foreseeable projects would not be significant.

### Visual Environment

#### Direct and Indirect Impacts

The Parks Highway MP 44-52 Upgrade would have minor impacts to the visual and aesthetic character of the community. The new signalized intersection would be the first within the community of Houston and some residents may find this addition an adverse visual effect. Although this alternative has the potential for minor visual effects, the location is near the city limits at a heavily trafficked intersection where such modern traffic signals are appropriate.



### Cumulative Impacts

The incremental contribution to cumulative visual effects from this alternative would be negligible. The proposed new infrastructure would be consistent with the existing highway corridor and would not contribute to new effects when considering other past, present and reasonably foreseeable actions.

### **Land Use**

#### Direct and Indirect Impacts

Proposed improvements associated with this project would result in minor land use impacts. The intersection improvements will require temporary and permanent right-of-way acquisitions and/or easements from private property owners to accommodate cut/fill slopes. Changes at the intersection may require the reconfiguration and possible realignment of parking and vehicular access on adjacent properties. Direct or indirect impacts to farmland or density of development are not anticipated. This alternative is consistent with the community's goals and plans.

Members of the public in attendance at the CIA Open House concurred with the anticipated land use impacts.

#### Cumulative Impacts

The Parks Highway MP 44-52 Upgrade would have minor cumulative impacts on land use compatibility when considering past, present, and reasonably foreseeable future actions.

### **Economic Impacts Analysis**

#### Direct and Indirect Impacts

The Parks Highway Upgrade will have minimal impacts on the economic conditions in Houston. With the Parks Highway bisecting the City of Houston, its effect was a common theme heard throughout stakeholder interviews; most residents view the Parks Highway as a potential economic benefit, even with growing congestion. Significant increases in traffic in recent years, resulting in longer commute times to Wasilla or Anchorage, was noted by a few residents. This alternative is designed to alleviate some of that congestion. However, even with the economic potential residents see the Parks Highway having and the proposed traffic improvements to MP 44-52, there are no current plans for development along this section of the Parks Highway, resulting in minimal impacts to the existing conditions. See *Appendix B Economic Development Opportunities: Perspectives of Community Stakeholders*.

#### Cumulative Impacts

This alternative will have minor direct and indirect impacts for Houston's economic condition, and there will be minor cumulative impacts considering the historic and current trends and reasonably foreseeable future actions. If speculated opportunities for development evolve into more concrete plans, the economic analysis will be updated.

### **Mobility and Access**

#### Direct and Indirect Impacts

There would be negligible impacts to mobility and access within the City of Houston. Pedestrian and bicycle access and facilities would not be improved upon or negatively affected by



development. However, a positive impact on mobility and access may be realized after construction of the Big Lake Road and Parks Highway intersection and associated pedestrian island and crosswalk. Potential impacts to vehicular traffic and safety for non-motorists is expanded upon below (Traffic and Circulation Impacts). Public transportation services and facilities as well as vehicular access would not be affected under this alternative.

#### Cumulative Impacts

The Parks Highway MP 44-52 Upgrade would have no cumulative impacts on mobility and access within the community of Houston when considering past, present, and reasonably foreseeable future actions.

### **Traffic and Circulation Impacts**

#### Direct and Indirect Impacts

The Parks Highway MP 44-52 Upgrade will alleviate congestion by increasing estimated segment Average Annual Daily Traffic (AADT) capacity, resulting in faster and more consistent trips between Houston and the city of Wasilla. This could impact economic development in both communities. Additionally, the project would include frontage roads and additional intersection signals, which would also affect economic development along the corridor. Due to the scheduled completion date of this project, it is already included in the base traffic volume forecast for the horizon year 2035; see *Appendix C Traffic Impacts of Major Planning Projects*.

#### Cumulative Impacts

Likely effects of this alternative include an increase in the number of recreational trips to the City of Houston from Wasilla and surrounding communities; however, local traffic growth as a result of population increase is expected to continue at a steady pace. Increases in population growth and traffic through Houston may impact economic development and land use.

The Travel Demand Model projected traffic volumes for cumulative impacts as it included currently planned and future projects, including this alternative. One key impact and concern which arose from this analysis is the potential traffic volumes between Big Lake Road and King Arthur Road for the Future Planning year of 2035. The travel demand model used in this analysis indicates that the volumes north of Big Lake will grow to about 18,500 AADT in the future planning year. Currently these road segments carry 7,000 AADT. This increase is partial a result of the inclusion of a constructed Knik Arm Bridge and the Wasilla Bypass Road alternatives which would pull additional traffic from Anchorage and Wasilla to attractions in Houston and north on the Parks.

The approximate capacity of the Parks Highway through Houston is 16,500 AADT to achieve a level of service of "D", which is the limit of what is recommended by the American Association of State Highway and Transportation Officials. The projected volumes would be at or above this approximate capacity threshold, which suggests that if growth occurs in accordance with the TDM it will likely result in congestion on the Parks Highway between Big Lake Road and King Arthur Road.

Note that this scenario is currently taking place further east on the Parks Highway between Vine Street and Pittman Road, where the current road design and traffic volumes are similar to what is projected in 2035 between Big Lake Road and King Arthur. This indicates that if traffic growth

matches the modeled trends, there may possibly be issues of congestion and severe crashes similar to what is currently being seen in the Parks Highway MP 44-52 4-lane divided upgrade project. See *Appendix C Traffic Impacts of Major Planning Projects*

### **Provision of Public Services**

#### Direct and Indirect Impacts

Public facilities such as schools and recreational facilities, are not currently at capacity or over capacity given the relatively low population of Houston. There are currently no public water or wastewater services in Houston and the Parks Highway Upgrade does not impact the demand for public utility services. The construction of the proposed new Fire Station 9-2 will not be impacted by this transportation alternative. The Parks Highway Upgrade would therefore not have an effect on public facility density within the community.

#### Cumulative Impacts

This alternative would have no cumulative impacts on public facilities within the community of Houston when considering past, present, and reasonably foreseeable future actions.

### **Safety**

#### Direct and Indirect Impacts

The safety improvements associated with this alternative along with the new traffic signal and crossing facilities would have a direct positive impact on the safety of pedestrians, bicycles, and motorized traffic. With proper signal timing, emergency vehicles passing through this intersection may be able to respond quicker to emergencies resulting in additional positive impacts.

#### Cumulative Impacts

This alternative would not contribute cumulatively to safety impacts within the community of Houston when considering past, present, and reasonably foreseeable future actions.



### 5.3 Alternative 3: Port MacKenzie Rail Extension

#### Social and Psychological Aspects, Displacement, Environmental Justice

##### Direct and Indirect Impacts

This alternative would have minor impacts on the social and psychological aspects of the community structure as the proposed railroad extension would traverse through previously undeveloped areas between two existing residential neighborhoods. The railroad addition could affect community characteristics such as cohesion and interaction, social values, and quality of life for rural residences in the vicinity. Direct impacts to neighborhoods are anticipated to be minor as this alternative does not require residential or business relocations within Houston's city limits. Displacement of farm land required for construction of this alternative are also considered to be minor given the availability of land allowing agricultural development outside of this project area, yet still within the community of Houston.

This alternative is consistent with Executive Order (EO) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. As is documented in this section, this alternative would have no high and adverse impact to any impact category; therefore no disproportionately high and adverse human health or environmental effects on minority and low-income populations are expected. Potential impacts from the alternative would have the same social effects regardless of race or income level; therefore, minority or low-income populations would not be disproportionately affected (refer to Population and Demographics Section).

##### Cumulative Impacts

For the City of Houston, the railroad extension would have a minor contribution to cumulative social and psychological impacts based on past, present, and reasonably foreseeable actions. This alternative would have no adverse cumulative effects to minority or low-income populations when considering past, present, and reasonably foreseeable future actions.

#### Physical Aspects

##### Direct and Indirect Impacts

This alternative would result in minor impacts to the physical aspects of the community. This alternative would have minor long and short-term noise and air quality (dust) impacts associated with increased train traffic at this new intersection. A sound barrier is not proposed as part of the railway connection as the noise analysis prepared to support the project specific EIS determined that noise and vibration impacts were not substantial enough to necessitate mitigation in the form of noise walls/barriers (EIS Source). No other physical intrusions or shadowing effects are anticipated. Temporary noise impacts during construction would be associated with the use of heavy construction equipment and potentially due to pile driving during the new rail bridge construction.

##### Cumulative Impacts

The minor direct and indirect impacts would not result in anything other than temporary, highly localized effects to air quality and the noise environment of Houston but would not constitute physical alterations to the community; therefore the cumulative impacts resulting from previous, current, and other reasonably foreseeable projects would not be significant.



## Visual Environment

### Direct and Indirect Impacts

This alternative would result in minor impacts to the visual environment of the community. The construction of a new rail track intersection within the city limits would constitute a visual change but the connection is to an existing rail track and would be compatible with current transportation based land use. This alternative does not include construction of any associated appurtenances, whistle stop locations, or railroad support facilities. The new railway bridge over the Little Susitna River has been constructed adjacent to the existing railway bridge to minimize visual impacts. This alternative would involve construction within previously undeveloped areas and could have minor visual impacts to existing recreational users (hikers, hunters, snow machining, etc.) at grade-separated crossings.

### Cumulative Impacts

The minor or negligible direct and indirect impacts incurred by this project, would not incrementally contribute to cumulative visual effects when considering other past, present and reasonably foreseeable projects.

## Land Use

The Rail Extension will be built on land that is currently unclassified vacant land near the connection to the ARRC mainline, zoned as RA-5 Low Density Residential Agricultural District, and will go through a privately owned vacant R-1 Single-Family and Two-family Residential District (Low Density) area before continuing south into Knikatnu, Inc. land annexed into the City of Houston.

### Direct and Indirect Impacts

The 2011 EIS evaluated anticipated land use impacts for a number of potential alternative route and alignment combinations. A five mile radius from the proposed project Right-of-Way was evaluated for consistency with existing land use objectives. The segments passing through Houston city limits may incur the following land use impacts: "The need to acquire land within the proposed rail line ROW from existing land owners; the conversion of lands within the rail line ROW, including agricultural lands, to rail line use; and the restriction of access within the ROW without an ARRC entry permit." (Cite EIS). Given the small number of residential displacements, difficulty in identifying and providing comparable nearby housing would not be expected. In accordance with Section 4(f) of the Department of Transportation Act, ROW acquisitions and/or easements would not occur on any 4(f) resources identified within Houston (EIS). These resources would include public parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites. Construction of this alignment would provide opportunity for future moderate growth and economic development for the City and is therefore compatible with the community goals outlined in section 2.5 *Physical and Social Community Characteristics* as part of Houston's Comprehensive Plan Update. This alternative would incur moderate impacts to land use as most of the acreage required for this project will need to be acquired and converted.

### Cumulative Impacts

The railroad extension would have a moderate contribution to cumulative land use impacts based on past, present, and reasonably foreseeable actions. Construction of this railroad extension directly contributes to the potential impacts associated with the Port MacKenzie to Parks Highway

roadway corridor (Alternative 4). Although the roadway corridor is still conceptual from a design perspective, the establishment and construction a road from the Port to the Parks has been included in community and borough planning documents for decades and would have potential impacts on land use (see section 3.4 Alternative 4: Port MacKenzie to Parks Highway Roadway Corridor).

## **Economic Impacts Analysis**

### Direct and Indirect Impacts

The Rail Extension is viewed by many in the community as an opportunity for Houston. This extension could decrease transportation costs between Southcentral and Interior Alaska, in turn encouraging development of natural resources and similar activities in the area. A 2007 report commissioned by the Mat-Su Borough that examined the benefits of a similar rail extension concluded:

*The quantifiable benefits from the Port MacKenzie to Willow rail link with respect to resource development can be divided into the following two major categories:*

- Benefits in the form of rail freight savings derived from the reduced haulage distances from natural resource production sites to tidewater at Port MacKenzie relative to the Ports of Anchorage, Whittier, and Seward.*
- Benefits to the Rail Belt communities in the form of enhanced economic diversification and economic development as a consequent of increases in natural resource production.*

Interviewees for this CIA study saw great potential in having the connection between the new and existing rail line located in Houston as the extension is viewed as a factor increasing the likelihood of manufacturing, resource export, or transportation activity taking place in Houston.

While many interviewees were optimistic about the long-term effects of the rail extension, ARRC indicated there are few marketable ideas in the short to near-term that would warrant additional investment. "There really needs to be a reason for us to build anything beyond just the new tracks," an ARRC representative said. "If it is clear a loading facility or other infrastructure is needed in the future, we will deal with that then. Until that happens, we see minimal impact on Houston and its economy." See *Appendix B Economic Development Opportunities: Perspectives of Community Stakeholders*.

### Cumulative Impacts

This alternative would have minor impacts to the economic conditions in Houston given the past, present, and reasonably foreseeable future actions. If private sector development which would use the rail line, such as freight loading-off loading facility, expressed intent to establish in Houston, then cumulative economic impacts could be analyzed further.

At the public open house, there was discussion on the potential development that could occur around the new Port-MacKenzie Rail Extension, including zoning parts of the annexed area for industrial development and Knikatnu Inc developing an LED Assembly Facility south of Millers Reach Road. This type of activity would prompt more long-term economic development. Based on discussions at the public meeting and the conducted interviews, the potential future economic impacts driven by the Rail Extension would align with the goals and opinions of the community, so long as this development allows the rest of the community to retain its rural residential character.



## **Mobility and Access**

### Direct and Indirect Impacts

Mobility and access would remain largely unchanged as a result of the railroad extension. There are no proposed pedestrian, commuter, or recreational aspects to this alternative; as such, potential positive impacts to public transportation and non-motorist access are not anticipated. As no support facilities are proposed, there are no anticipated parking impacts. Grade-separated crossings are proposed as needed to avoid negative impacts to vehicular access through Houston. ARRC does not propose to provide crossings for all unofficial trails and therefore the rail line would block some trails and associated recreational access to these areas. Anticipated adverse impacts to mobility and access are anticipated to be minor.

### Cumulative Impacts

This alternative would have only minor direct and/or indirect land use impacts and would therefore not contribute to cumulative impacts on mobility and access within the community of Houston when considering past, present, and reasonably foreseeable future actions.

## **Traffic and Circulation Impacts**

### Direct and Indirect Impacts

The Alaska Railroad does not currently have any plans to construct facilities or base any operations at the new railroad junction in Houston. Therefore direct socioeconomic impacts and traffic impacts due to the rail line project alone are considered to be minimal and traffic and circulation would remain largely unchanged as a result of the Rail Extension. However, the ARR has expressed a willingness to accommodate loading facilities at the junction for private development. This may have a considerable impact on the percentage of trucks and freight in the local road network. Private development to support this type of activity is not foreseen in the near future. See *Appendix C Traffic Impacts of Major Planning Projects*. If economic conditions were to change, the rail junction could be considered for a loading site for material currently being driven by truck north from Big Lake to Fairbanks. Therefore, trips that currently exist from the travel lanes on the Parks Highway and Big Lake Road would now be turning in and out of a railroad access point at or near Millers Reach Road. Accommodations for these truck traffic maneuvers would include turn lane construction and providing adequate sight distance for trucks leaving the access road.

### Cumulative Impacts

This alternative would have only minor impacts to traffic and circulation considering the past, present, and reasonably foreseeable future actions. This transportation alternative was included in the TDM for the horizon year 2035 and so is reflected in the baseline traffic volume projection discussed in the Alternative 2: Parks Highway MP 44-52 Upgrade Traffic and Circulation analysis. See *Appendix B Traffic Impacts of Major Planning Projects*. If the ARR Extension were to serve loading facilities within Houston, land use, economic development, and the transportation network may be affected.

## **Provision of Public Services**

### Direct and Indirect Impacts



Public facilities such as schools and recreational facilities are not currently at capacity or over capacity given the relatively low population of Houston. There are currently no public water or wastewater facilities in Houston and no public facilities are proposed for construction within Houston as part of the railway extension; therefore, an effect on public facility density within the community is not expected.

#### Cumulative Impacts

This alternative would have no cumulative impacts on public facilities within the community of Houston when considering past, present, and reasonably foreseeable future actions.

### **Safety**

#### Direct and Indirect Impacts

Safety measures for this alternative have been incorporated into the design of the rail alignment and road/trail intersection lighting and signals. Most importantly, grade-separated crossings have been designed for roads and designated multi-use trails that intersect the new alignment. This alternative would have no direct or indirect impacts to criminal activity or emergency response within the community.

#### Cumulative Impacts

This alternative would not contribute cumulatively to safety impacts within the community of Houston when considering past, present, and reasonably foreseeable future actions.

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## 5.4 Alternative 4: Port Mackenzie to Parks Highway Roadway Corridor

### Social and Psychological Aspects, Displacement, Environmental Justice

#### Direct and Indirect Impacts

This alternative would have minor impacts on the social and psychological aspects of the community structure similar to the proposed railroad extension (Alternative 2). However, social impacts associated with construction of a new transportation corridor through previously undeveloped areas between two existing residential neighborhoods would have already been incurred under Alternative 2. Construction of the roadway corridor within the ARRC ROW would substantially reduce the degree of adverse effect on the community of Houston. The expansion of the transportation corridor to include a roadway within the vicinity of these rural residences could affect community characteristics such as cohesion and interaction, social values, and quality of life. Direct impacts to neighborhoods are anticipated to be minor as this alternative does not require residential or business relocations within Houston's city limits and construction would occur within an existing transportation corridor. Additional displacement of farm land required is not anticipated.

This alternative is consistent with EO 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. As is documented in this section, this alternative would have no high and adverse impact to any impact category; therefore no disproportionately high and adverse human health or environmental effect on minority and low-income populations are to be expected. Potential impacts from the alternative would have the same social effects regardless of race or income level; therefore minority or low-income populations would not be disproportionately affected (refer to Population and Demographics Section).

#### Cumulative Impacts

Construction of this railroad extension directly contributes to the potential impacts associated with the railroad corridor (Alternative 2). For this alternative, the railroad extension would contribute to minor cumulative social and psychological impacts based on past, present, and reasonably foreseeable actions.

This alternative would have no adverse cumulative effects to minority or low-income populations when considering past, present, and reasonably foreseeable future actions.

### Physical Aspects

#### Direct and Indirect Impacts

This alternative would result in minor impacts to the physical character of the community associated with increased vehicular traffic along the road corridor. A sound barrier will likely not be proposed to mitigate the road corridor noise impacts as it was not required for the railroad extension. No other physical intrusions or shadowing effects would result from construction of the road corridor itself. Temporary and minor noise impacts associated with the use of heavy equipment and air quality (dust) impacts during construction are anticipated. Assuming the road will be paved, no long-term air-quality issues associated with dust are expected and no other physical intrusions have been identified.

#### Cumulative Impacts

The anticipated minor impacts could contribute to minor cumulative impacts resulting from previous, current, and other reasonably foreseeable projects. Construction of the roadway corridor would change the physical aspect of this transportation corridor when considering the past construction of the railroad extension and the likely development of commercial, residential, industrial or recreational facilities along the corridor.

## **Visual Environment**

### Direct and Indirect Impacts

This alternative would result in minor impacts to the visual environment of the community. The construction of a road paralleling the new rail track would constitute a visual change, but the initial construction of the rail track would incur a majority of these impacts to the visual setting. This alternative does not include construction of any associated appurtenances, whistle stop locations, or railroad support facilities or any other secondary development. The new road corridor is proposed within the ARR ROW to minimize social and environmental impacts in general, including visual. This alternative would involve construction within previously undeveloped areas and could have minor visual impacts to recreational users (hikers, hunters, snow machining, etc.).

### Cumulative Impacts

The minor direct and indirect impacts incurred by this project could have a minor contribution to cumulative visual effects when considering other past, present and reasonably foreseeable projects. Construction of this roadway corridor would further change the visual setting of this previously undeveloped area of Houston. The potential for additional development is possible, but is not considered in this cumulative impacts assessment as there are currently no funded projects of this nature.

## **Land Use**

### Direct and Indirect Impacts

Anticipated land use impacts for a number of potential railroad alternative route and alignment combinations were identified in the Rail Extension's environmental document. The adverse impacts that were identified in the EIS would be directly related to construction of the railroad and acquiring the necessary ROW. As a result, associated direct and indirect land use impacts resulting from construction of the roadway within the ARR ROW would result in negligible impacts. Construction of this roadway would provide opportunity for future moderate growth and economic development for the City and is therefore compatible with the community goals, outlined in section 2.5 *Physical and Social Community Characteristics*, as part of Houston's Comprehensive Plan Update. The potential for moderate growth and development was reviewed by members of the public at the CIA Open House and encouraged the potential controlled moderate growth.

### Cumulative Impacts

Construction of this railroad corridor directly contributes to the anticipated impacts incurred by the railroad extension project (Alternative 2). This alternative would incur minor cumulative impacts to land use when considering past, present, and reasonably foreseeable future.

## **Economic Impacts Analysis**

### Direct and Indirect Impacts



The establishment of a roadway from Port MacKenzie to the Parks Highway in Houston would have minor impacts on the economic conditions in Houston. While more traffic may be traveling through the community, current lacks of services and amenities such as a gas station, grocery store, or other attractions limit the additional traffic's contribution to the local economy.

#### Cumulative Impacts

Because this alternative would only have minor direct and indirect impacts, cumulative impacts on the City's economic condition would also be minimal considering the past, present, and reasonably foreseeable future actions within Houston. If plans for development (including natural resource development, natural gas expansion or transportation, or business development) became more concrete initiatives, then further economic analysis could be conducted.

### **Mobility and Access**

#### Direct and Indirect Impacts

The potential impacts to mobility and non-motorized access are unknown at this time. There is no current project design and the inclusion of multi-use pathways or trail systems is not currently known. Construction of the roadway corridor would provide additional access to Port MacKenzie facilities and thus could have a positive impact on commute traffic and possibly public transportation if such facilities such as bus service are provided for during the design. As no support facilities are proposed, there are no anticipated parking impacts.

#### Cumulative Impacts

This alternative would have only minor direct and/or indirect impacts and would therefore not contribute to cumulative impacts on mobility and access within the community of Houston when considering past, present, and reasonably foreseeable future actions.

### **Traffic and Circulation Impacts**

#### Direct and Indirect Impacts

The traffic impacts would not be highly significant when compared to the current system. The existing distance from Millers Reach Road to the intersection of Purinton and Burma is approximately 15 miles via Big Lake Road. The alternative corridor between these same two points would be approximately 16 miles. Therefore, the benefit for travel would be exclusively based on the fact that the new route would have a design speed of 65 mph, compared to Big Lake Road which is currently posted at 55 mph, and the reduced turbulence of adjacent access along Big Lake Road and the avoidance of existing and future traffic signals or roundabouts in Big Lake. See Figure 12 below.

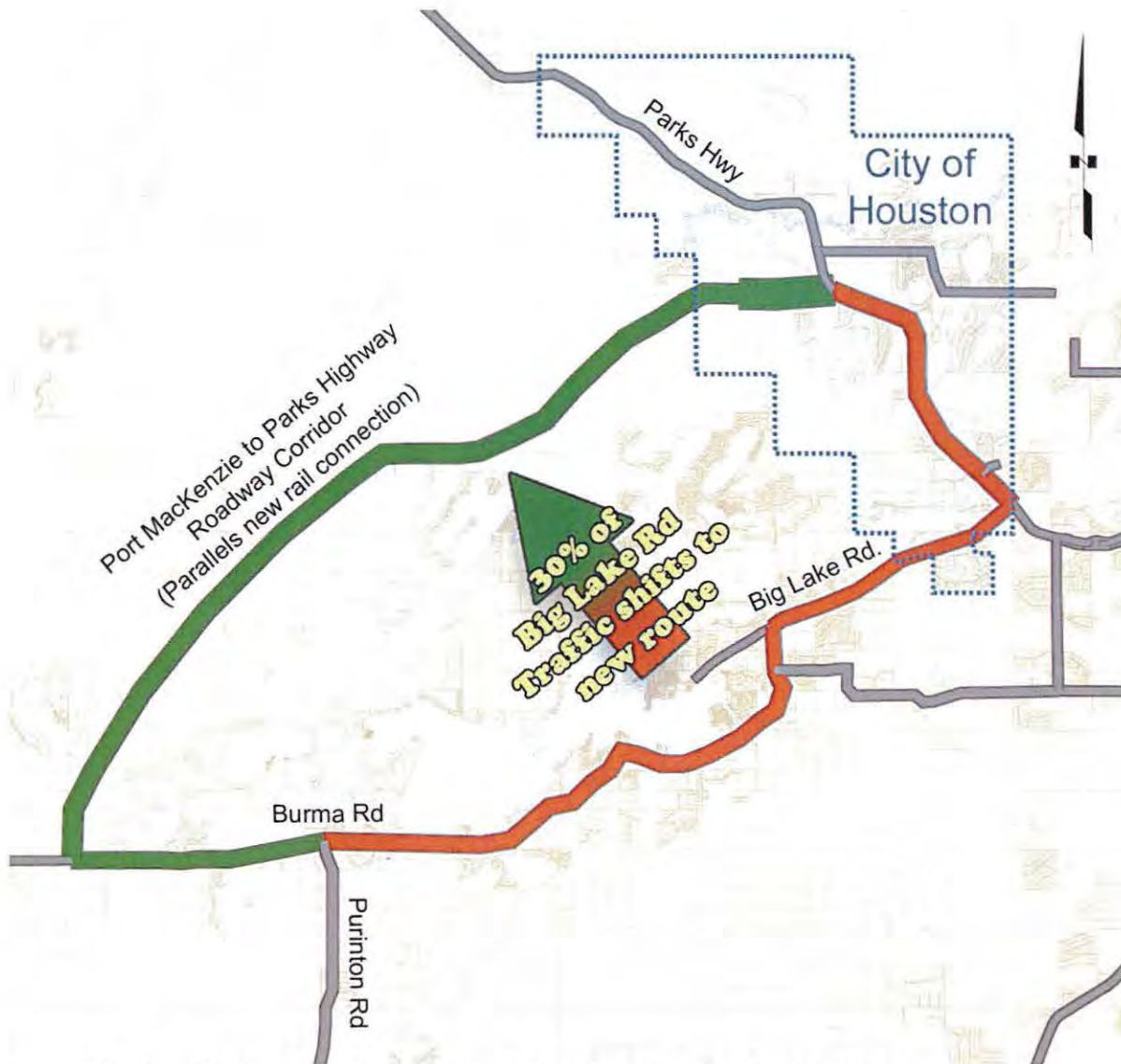


Figure 12. Port MacKenzie to Parks Highway Roadway Corridor Traffic Shift

Likely effects of a new and improved route between Port MacKenzie and Houston include a shift of traffic volumes from Big Lake to Houston of about 4,000 vehicles per day, which is approximately 30% of the daily traffic on Big Lake Road. A large percentage of the heavy 10 vehicle trips on Big Lake Road would be included in this shifted traffic, particularly after the construction of the proposed Knik Arm Bridge. The decrease in travel time using the new route, if the travel speed is 65 mph, is approximately 5 minutes, considering side street friction and intersection delay due to signals and roundabouts. See Appendix C Traffic Impacts of Major Planning Projects



#### Cumulative Impacts

This alternative could result in changes in economic development and land use based on the projected travel along the corridor. Increased traffic volumes through Houston may allow for greater interest in development along the corridor and Parks Highway.

#### **Provision of Public Services**

##### Direct and Indirect Impacts

Public facilities such as schools and recreational facilities are not currently at capacity or over capacity given the relatively low population of Houston. The change in demand for additional public services is minimal or null as a result of the roadway corridor. There is no existing public water or wastewater service in Houston and no public facilities are proposed for construction within Houston as part of this alternative; therefore no effect on public facility density within the community is anticipated. At this point, the roadway corridor would be providing access to industrial facilities at Port MacKenzie; therefore, impacts to public facilities in Houston are not anticipated.

##### Cumulative Impacts

This alternative would have no cumulative impacts on public facilities within the community of Houston when considering past, present, and reasonably foreseeable future actions.

#### **Safety**

##### Direct and Indirect Impacts

Impacts to transportation safety for this alternative are anticipated to be minor. Although safety measures have been incorporated into the design of the railroad corridor (i.e. road/trail crossing indicators and grade-separated crossings), the potential conflict between roadway users and the railroad is possible. Emergency vehicles requiring access to Port MacKenzie may be able to respond quicker to emergencies resulting in additional positive impacts. This alternative is not expected to have any direct or indirect impacts to criminal activity within the community.

##### Cumulative Impacts

This alternative would not contribute cumulatively to safety impacts within the community of Houston when considering past, present, and reasonably foreseeable future actions.



## 6. OPPORTUNITIES, LIMITATIONS AND MITIGATIONS IDENTIFIED:

The City of Houston's rural setting and character is perceived as both an opportunity and a limitation when considering future development of the community. There is ample land availability that could support industrial, commercial, and residential development. The existing Parks Highway, which bisects the community, as well as the construction of the Rail Extension could further encourage development in Houston. The Extension is viewed as a catalyst for increasing the likelihood of manufacturing, mineral export, or transportation activity taking place in Houston due to its location between the Interior and Southcentral Alaska (see Appendix B). In the short-term, though, the lack of any clear reason or need for Alaska Railroad to invest in infrastructure other than the tracks, such as a loading facility which would support the transportation of any natural resource production, will limit any such development.

Port MacKenzie currently offers minimal infrastructure and associated economic activity, but combined with investment in rail access, a possible gas pipeline, and additional private investment, the Port is viewed as a factor positively impacting the entire region. There is opportunity for the City of Houston to capitalize on growing activity at Port MacKenzie. Possibilities include the potential to host an export facility for coal, gravel, timber, and other natural resources or serve as a staging area for movement of construction materials for oil and natural gas or other major infrastructure projects. These opportunities could become more likely with the completion of the Rail Extension or the construction of a Port MacKenzie to Parks Highway Roadway Corridor in Houston. The key for activities like this to develop in Houston will be action initiation and investment by the private sector.

The increasing traffic volumes on the Parks Highway may provide an opportunity for development along the Highway corridor and if the Port to Parks Roadway Corridor were to be constructed in Houston, use of the Parks Highway would continue to increase. The tourism industry in Houston could benefit from increases in traffic and capitalize on the Little Susitna River which runs through the Houston City limits, as well as summer use of the lakes for fishing and recreation and the multi-use trails in the winter. Two limiting factors for growth of tourism around the Little Susitna River, however, are access and reduced salmon runs. There currently is no formal boat launch and so boaters use a number of ad-hoc launches along the Parks Highway. Continuing reductions in salmon numbers limits the amount of potential tourism by fishermen, who are the main users of the Little Susitna River.

While land may be plentiful and potential for growth seemingly high, a limitation in development is the low penetration of utilities throughout the community. While there are opportunities to develop relatively large lots that offer privacy, the cost of extending natural gas and electricity utilities can be prohibitive. Population density is the most significant factor reducing availability of natural gas in Houston, especially for residential customers. For this reason, natural gas is unavailable to many residential homes, underlying the reliance on expensive heating oil or wood-burning stoves, which could continue to limit development.

The City of Houston could consider a few approaches if the expansion of utilities became a community priority, including (See Appendix B, Economic Opportunities Report):

- Local Taxation
- Bonding
- State Funding
- Partnering with a Native Organization
- Improvement Districts

Opportunities for new businesses to develop in Houston are supported by the need for amenities such as a gas station or grocery store within the community, the availability of land, increasing traffic along the Parks Highway, and the Park Highway upgrades. The limitations for commercial development reflect similar limitations encountered by industrial and residential development; limited access to utilities, high energy costs, and a small low-density population. However, with the Parks Highway MP 44-52 Upgrade improving access and safety at the intersection of Big Lake Road and the Parks Highway, the potential for new businesses to develop around that location might increase.

During discussions with stakeholders in April, 2015, a number of individuals noted the possibility of Houston becoming a center for both retail marijuana sales and wholesale growing and processing facilities. With the passage of a ballot measure in the fall of 2014 legalizing marijuana in the state and municipalities like Anchorage and Wasilla starting to restrict the use and sale of marijuana, stakeholders thought Houston would benefit if it could position itself as the market for marijuana. While some viewed marijuana as a benefit to the community, a small number of interviewees disapproved of the encouragement of legal marijuana-related activities in Houston. Pointing to the possible social costs of drug use, these stakeholders said they would support restrictions on the local sale and growing of marijuana. On October 6, 2015 Houston voters failed a measure to prohibit commercial marijuana facilities.

When any new development or major action is taken within the City of Houston, the consideration of the action's consistency with community character is essential. The City's Comprehensive Plan outlines goals and policies which are designed to maintain community character and guide desired development with the City. Mitigation between economic development and the maintenance of community character as defined by the policies and goals in the Comprehensive Plan will be essential for successful development within the City of Houston.



## 7. SUMMARY:

The CIA assessed potential impacts three transportation projects could have on the City of Houston. The Parks Highway MP 44-52 Upgrade will result in minimal short-term direct impacts to the city. Changes in intersection alignment, property access, and vehicle and pedestrian safety and facilities may result in slight land use changes or development of land around the intersection of Big Lake Road and the Parks Highway in the future. Cumulative impacts to the City of Houston due to the Upgrade will be minimal.

The construction of the Rail Extension from Port MacKenzie to the main line in Houston will have moderate land use impacts for the City of Houston, but minimal short-term direct impacts for all other impact categories. The conversion of vacant land to railroad use will not have significant impacts on residents or use of the vacant land, but has the potential to support the changes of land use around the new Rail Extension in the future to non-residential types of development. Long-term cumulative impacts from the Rail Extension could include development that supports industrial activities, commercial development, and support additional transportation facilities such as roadways. Industrial and natural resource development around the new rail junction could have impacts to Houston's economy, but due to the lack of reasonably foreseeable future actions which could be analyzed the impacts are not able to be identified.

The conceptual Port MacKenzie to Parks Highway Roadway Corridor, connecting to the Parks Highway in Houston near the new rail junction, would have moderate direct traffic impacts for the City of Houston. If the conceptual project were to be built, the projected traffic volumes would shift about 30% of anticipated traffic on Burma Road and Big Lake Road to the new corridor. This traffic would then continue along the Parks Highway through Houston. Direct short-term impacts, other than that to traffic, would be minimal. However, cumulative future impacts could include changes in land use from vacant to that which would support development along the roadway corridor, as well as the more heavily trafficked Parks Highway. Development and higher traffic volumes may initiate changes in Houston's economy.

Many individuals stated during interviews, the CIA open house, and through the household survey that they felt Houston was poised for expansion and had the right attributes to turn the community into a place that would attract residents, new business, and visitors. Most saw Houston being perfectly situated to benefit from a variety of large infrastructure projects such as the development of Port MacKenzie and the accompanying Rail Extension, improvements to the Parks Highway, interim solutions to provide the Interior with natural gas, and the eventual final goal of construction of a natural gas pipeline from the North Slope. While the ideas and long-term visions are numerous, concrete initiatives have not been developed beyond speculation. A possible slowed growth of Houston could include the limited access to natural gas, a relatively small low-density population, growing congestion on the Parks Highway, difficulties in attracting tourism and new businesses to the area, and the possibility that nearby large infrastructure projects may have minimal effect on the city's economy.



Although the alternatives assessed may not directly produce a significant change in the community, the long-term cumulative impacts could be significant. Houston has the potential to emerge as a key connection point for material goods as well as people traveling between Interior and Southcentral Alaska, all of which provides greater growth potential for the City. It should be expected that the City will continue to experience steady population growth and see an increase in the potential for economic development. Maintenance of Houston's unique community character will need to be a priority when considering development actions as well as compliance with the city's goals and policies as defined by its Comprehensive Plan.

## **8. FUTURE IMPACTS ASSESSMENT RECOMMENDATIONS:**

If a significant action was taken by a public or private entity, such as the construction of the Port MacKenzie to Parks Highway Roadway Corridor in Houston or development of a large industrial facility, it is recommended that the City of Houston conduct an economic analysis and potential update of the Community Impact Assessment. A significant industrial development within the City could produce changes in employment availability, transportation routes and modes frequently used, and land use. Because of this possibility, an update to the CIA would be recommended in order to more adequately support future planning processes undertaken by the City of Houston.

## 9. REFERENCES:

Federal Highway Administration, U.S. Department of Transportation (FHWA 1996). Community Impacts Assessment – A Quick Reference for Transportation. Publication No. FHWA-PD-96-036. September 1996.

Surface Transportation Board, Final Environmental Impact Statement, Alaska Railroad Corporation Construction and Operation of a Rail Line Extension to Port MacKenzie, Alaska. Docket No. FD 35095. March 2011.



**June 4, 2015 Community Impact Assessment & Comp. Plan Review Open House 2 – CIA**

**Project:** City of Houston Community Impact Assessment & Comprehensive Plan Revision  
**Project No:** R&M 2136.01  
**Purpose:** Open House for public to review and comment on draft CIA findings  
**Date:** Thursday, June 4<sup>th</sup>, 2015  
**Time:** 4:30PM – 6:30PM  
**Location:** City of Houston Fire Station  
**Meeting Attendance:** 28 members of the public and Steering Committee member were present

**Project Team in Attendance:**

R&M Consultants

Van Le, AICP    Project Manager  
Taryn Oleson    Planner & PI Coordinator  
Kristi McLean    Environmental Specialist, CIA Lead

City of Houston Steering Committee Members

Mayor Virgie Thompson  
Lance Wilson, Deputy Mayor  
Len Anderson, Chair Steering Committee  
Ron Jones  
Chris Johnson





## MEETING SUMMARY

As the public entered the Fire Station, they were greeted by a member of the R&M project team who provided a brief explanation on what the CIA is and the purpose of the open house. Attendees signed in, picked up a Fact Sheet on the transportation alternatives assessed in the CIA, and helped themselves to snacks and refreshments. In the truck hull of the Fire Station a variety of boards were on display.

The maps on display were the focus of the open house. Three graphics on large 34x44" boards depicted the potential impacts identified in the CIA to this point. Each graphic showed impacts for one of three impact categories; Transportation, Land Use, and Economic impacts. Impacts were shown geographically on a map of the City of Houston. In addition to the three main boards, a copy of each graphic was printed on the same large size paper and placed on tables for attendees to write directly on. See Attachment A. Supporting the three City of Houston CIA graphics were maps of the existing conditions within Houston, including zoning, land use, land use by zoning. A board showing the Transportation Plan map from the adopted City of Houston 1982 Comprehensive Plan was also on display for reference.

Members of the public were encouraged to read the three CIA maps and provide any comments, concerns, or opinions regarding the information shared. Markers and pens were provided on each table with a CIA map on it and any feedback provided by attendees could be written directly on the map. Comment forms were provided throughout the Open House space to allow written comments to be recorded.

Members of the project team and the Steering Committee engaged in conversations with the public about the process and the goals of performing a CIA. Generally, the public in attendance concurred with the impacts identified. Little new information emerged during the open house; most discussion focused around the opportunities that could emerge due to some of the impacts identified. The Economic Impacts map yielded discussion around the potential development that could occur around the new Port-MacKenzie Rail Extension, including zoning the new areas for industrial development and Knikatnu Inc developing an LED Assembly Facility south of Millers Reach Road. The information and opinions gathered on the impacts identified in the CIA will be incorporated into the CIA report.

Additional comments not directly related to the CIA impacts were largely related to the development of parks and establishment of more services and amenities, such as a gas station and grocery store, in the area. This information will be incorporated into the Comprehensive Plan Revision effort.

The public was made aware of the open house through direct postcard mailings, an e-notification reminder, and information posted to both the project website as well as the City of Houston's website. The draft CIA will be made available for review by the public via the project website once it has been approved for release by the Steering Committee.





# Community Impact Assessment INFO SHEET

## What is a CIA and why is the City of Houston conducting one?

A Community Impact Assessment (CIA) is an evaluation of potential impacts transportation projects could have on the community of Houston. Each project analyzed has the potential to impact the socioeconomics, physical environment, and future growth and development in Houston. The CIA will serve as a planning tool and reference for the City and the Mat-Su Borough by ensuring the needs, opinions, vision and goals of the community are acknowledged and documented to help guide compatible growth and development within and around Houston. The CIA is being conducted concurrently in support of the City's Comprehensive Plan Update.

### TRANSPORTATION PROJECTS ANALYZED

#### Parks Highway Upgrade MP 44-52 Phase 3 Pittman Road to Big Lake Road

PLANNED - AKDOT&PF

- Proposed signalized intersection at Parks Hwy and Big Lake Road and at S. Johnson Road in Wasilla
- Pedestrian improvements include realignment of the pathway along Parks Hwy and Big Lake Rd; a pedestrian island and crosswalk at the intersection of Big Lake Rd and Parks Hwy
- Proposed four-lane divided Hwy from MP 44 in Wasilla returning to a two-lane Hwy after Forrest Lake Drive in Houston
- Proposed lighting at the intersection of Big Lake Road and the Parks Hwy; along the Parks Hwy
- Proposed access and driveway consolidation
- Construction planned for 2017-2018

#### Port MacKenzie Rail Extension

PLANNED AND IN CONSTRUCTION - ARRC & MSB

- 32-mile extension of the ARRC system to connect Port MacKenzie to the mainline along Parks Hwy
- Extension passes Houston Lake Loop Trail and Horseshoe Lake with connection to the mainline north of Miller's Reach Road
- Grade-separated crossings planned at officially recognized trails and roads
- No support facilities planned as part of the extension

#### Port MacKenzie to Parks Highway Roadway Corridor

CONCEPTUAL PROJECT

- Road alignment reflects concept shown in the adopted 1982 City of Houston Comprehensive Plan, Transportation Plan Map
- Road alignment parallels the Port MacKenzie Rail Extension alignment
- Conceptual corridor is 800' wide centered on the Rail Extension alignment, designed for a 2-lane 65 mph Hwy
- Anticipated primary use for freight and truck traffic to and from the Port

### FOR MORE INFORMATION PLEASE CONTACT

PROJECT MANAGER: VAN LE, AICP | R&M Consultants, Inc. | vle@RMConsult.com | 907.646.9659

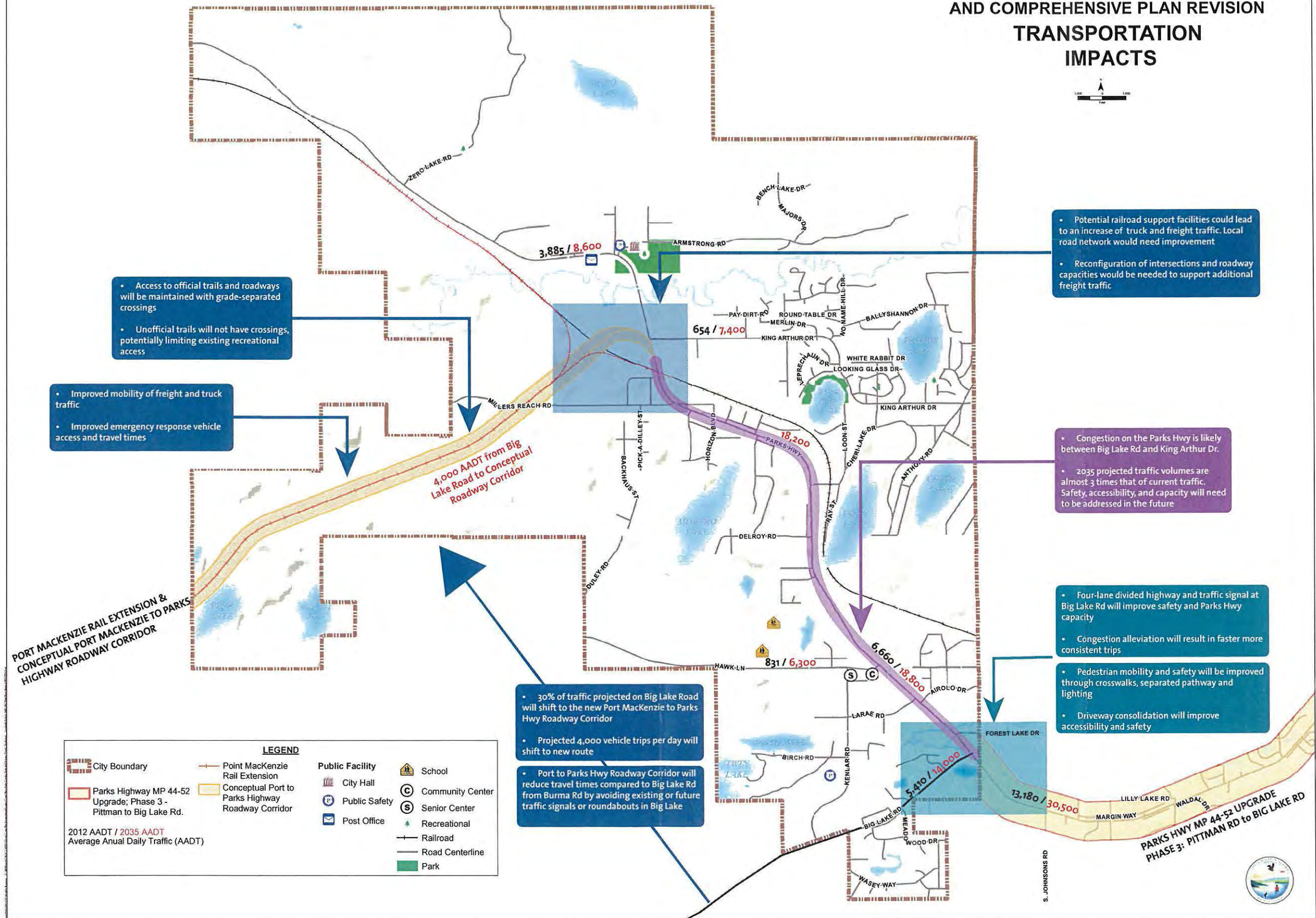
PLANNER & PUBLIC INVOLVEMENT COORDINATOR: TARYN OLESON | R&M Consultants, Inc. | Comments@RMConsult.com | 907.646.9645

VISIT THE PROJECT WEBSITE: [WWW.HOUSTONAKCOMPPLAN.COM](http://WWW.HOUSTONAKCOMPPLAN.COM)

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OR 17-019

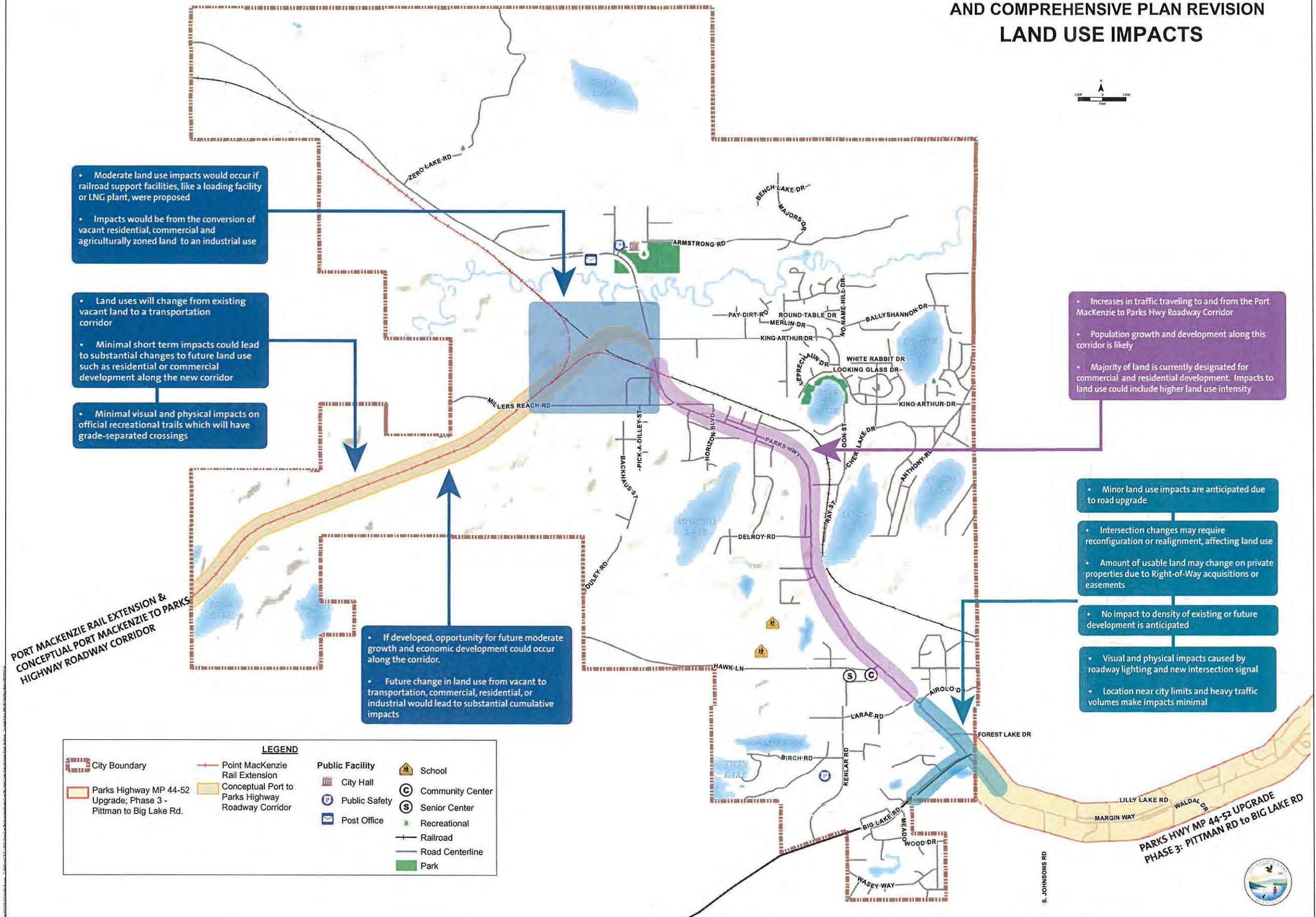


# City of Houston COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION TRANSPORTATION IMPACTS





# City of Houston COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION LAND USE IMPACTS



- Moderate land use impacts would occur if railroad support facilities, like a loading facility or LNG plant, were proposed
- Impacts would be from the conversion of vacant residential, commercial and agriculturally zoned land to an industrial use

- Land uses will change from existing vacant land to a transportation corridor
- Minimal short term impacts could lead to substantial changes to future land use such as residential or commercial development along the new corridor

- Minimal visual and physical impacts on official recreational trails which will have grade-separated crossings

- Increases in traffic traveling to and from the Port Mackenzie to Parks Hwy Roadway Corridor
- Population growth and development along this corridor is likely
- Majority of land is currently designated for commercial and residential development. Impacts to land use could include higher land use intensity

- Minor land use impacts are anticipated due to road upgrade

- Intersection changes may require reconfiguration or realignment, affecting land use
- Amount of usable land may change on private properties due to Right-of-Way acquisitions or easements

- No impact to density of existing or future development is anticipated

- Visual and physical impacts caused by roadway lighting and new intersection signal
- Location near city limits and heavy traffic volumes make impacts minimal

- If developed, opportunity for future moderate growth and economic development could occur along the corridor.
- Future change in land use from vacant to transportation, commercial, residential, or industrial would lead to substantial cumulative impacts

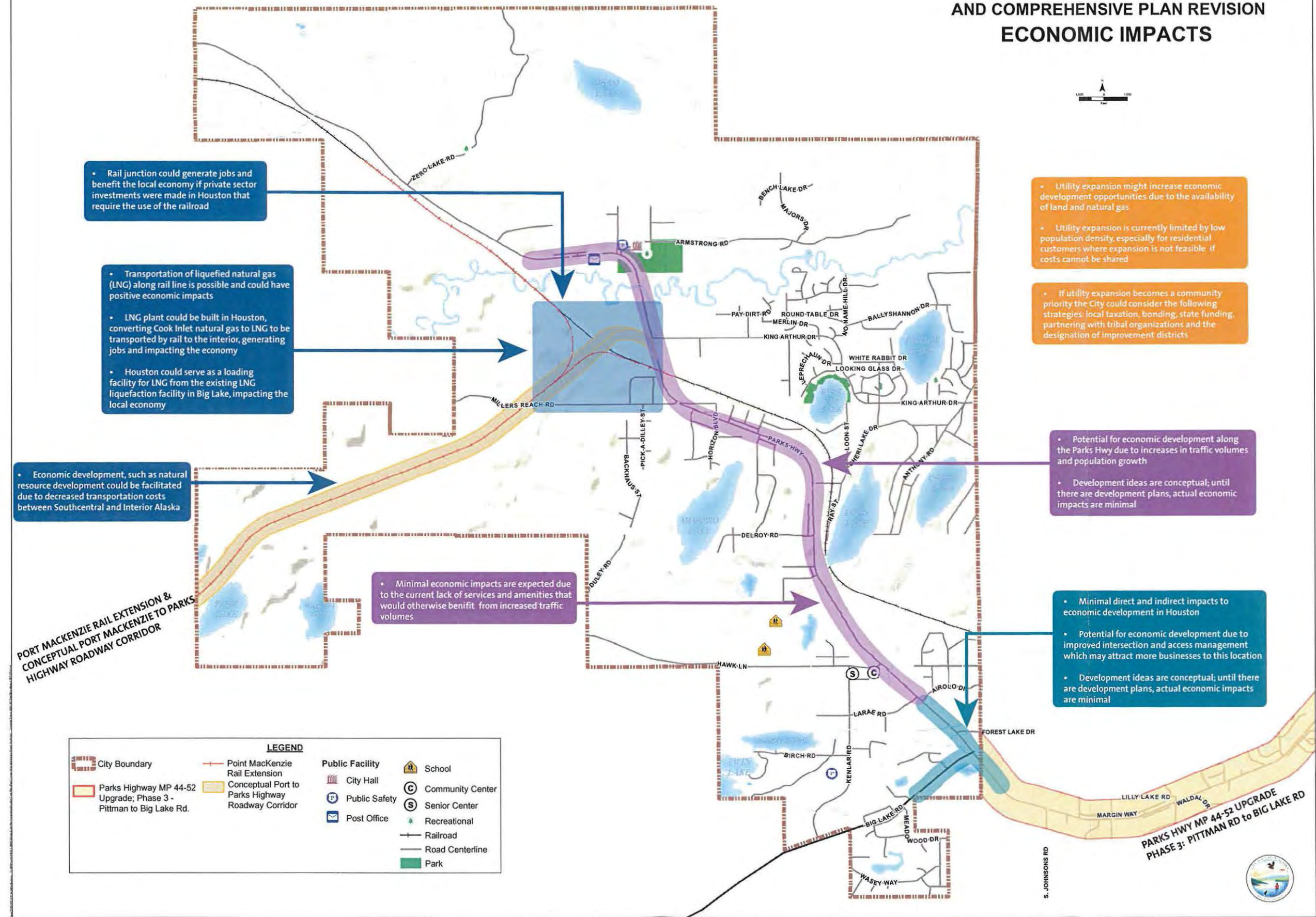
PORT MACKENZIE RAIL EXTENSION & CONCEPTUAL PORT MACKENZIE TO PARKS HIGHWAY ROADWAY CORRIDOR

PARKS HWY MP 44-52 UPGRADE PHASE 3: PITTMAN RD TO BIG LAKE RD

LEGEND		Public Facility	
	City Boundary		City Hall
	Point MacKenzie Rail Extension		Community Center
	Conceptual Port to Parks Highway Roadway Corridor		Senior Center
	Public Safety		Recreational
	Post Office		Railroad
	School		Road Centerline
	Park		



# City of Houston COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION ECONOMIC IMPACTS



- Rail junction could generate jobs and benefit the local economy if private sector investments were made in Houston that require the use of the railroad

- Transportation of liquefied natural gas (LNG) along rail line is possible and could have positive economic impacts
- LNG plant could be built in Houston, converting Cook Inlet natural gas to LNG to be transported by rail to the interior, generating jobs and impacting the economy
- Houston could serve as a loading facility for LNG from the existing LNG liquefaction facility in Big Lake, impacting the local economy

- Economic development, such as natural resource development could be facilitated due to decreased transportation costs between Southcentral and Interior Alaska

- Minimal economic impacts are expected due to the current lack of services and amenities that would otherwise benefit from increased traffic volumes

- Utility expansion might increase economic development opportunities due to the availability of land and natural gas
- Utility expansion is currently limited by low population density, especially for residential customers where expansion is not feasible if costs cannot be shared

- If utility expansion becomes a community priority the City could consider the following strategies: local taxation, bonding, state funding, partnering with tribal organizations and the designation of improvement districts

- Potential for economic development along the Parks Hwy due to increases in traffic volumes and population growth
- Development ideas are conceptual; until there are development plans, actual economic impacts are minimal

- Minimal direct and indirect impacts to economic development in Houston
- Potential for economic development due to improved intersection and access management which may attract more businesses to this location
- Development ideas are conceptual; until there are development plans, actual economic impacts are minimal

LEGEND	
	City Boundary
	Point MacKenzie Rail Extension
	Conceptual Port to Parks Highway Roadway Corridor
	Public Facility
	City Hall
	Public Safety
	Post Office
	School
	Community Center
	Senior Center
	Recreational
	Railroad
	Road Centerline
	Park

PORT MACKENZIE RAIL EXTENSION & CONCEPTUAL PORT MACKENZIE TO PARKS HIGHWAY ROADWAY CORRIDOR

PARKS HWY MP 44-52 UPGRADE PHASE 3: PITTMAN RD TO BIG LAKE RD



**APPENDIX B: ECONOMIC DEVELOPMENT OPPORTUNITIES:  
PERSPECTIVES OF COMMUNITY STAKEHOLDERS**





*City of Houston*  
*Economic Development Opportunities:*  
*Perspectives of Community Stakeholders*

Draft Report

*Prepared for:*  
**City of Houston**



*April 2015*

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## Introduction

The process to update the City of Houston’s Comprehensive Plan is currently underway. Additionally, a Community Impact Assessment is being conducted to evaluate the economic growth potential of several infrastructure projects in progress within or adjacent to the city’s boundaries. Examples of these projects include the Port MacKenzie Rail Extension, the Parks Highway MP44-52 upgrade, future Parks Highway segment upgrades, Parks Highway Alternative Corridor, and the annexation of Knikatnu-owned land into City of Houston’s boundaries. As part of this assessment, stakeholders with an interest in economic, business, and industrial development in Houston were interviewed. They were asked about the potential of various infrastructure and business opportunities to create employment, generate City revenue, improve community assets, and Houston’s vision to respond to growth and change.

## Methodology

Working closely with the City of Houston Comprehensive Impact Assessment and Comprehensive Plan Revision Steering Committee, McDowell Group developed a list of contacts that represented a cross-section of business and community groups and interests related to Houston, including tribal organizations, nonprofits, business leaders, school district officials, utility representatives, and others. Below is a list of the 19 stakeholders interviewed. An interview protocol was designed and adjusted to best capture the interests, experience, and expertise of individual stakeholders.

Name	Title	Organization/Affiliation
Lisa Byrd	Site Manager	Mid-Valley Senior Housing
Rick Dilley	Owner	Cozy Coal
Julie Estay	Director of Public Relations	Matanuska Electric Association
Gary Fandrei	Executive Director	Cook Inlet Aquaculture Association
Robert Hall	Owner	Gorilla Fireworks
Tom Harris	Chief Executive Officer	Knikatnu, Inc.
Thomas Hood	Fire Chief	Houston Fire Department
Jimmy Hudson	Facility Manager	Spenard Builders Supply
Marty Metiva	Executive Director	Mat-Su Resources Conservation and Development
Deven Mitchell	Executive Director	Municipal Bond Bank
Richard Porter	Executive Director	Knik Tribal Council
Roger Purcell	Past Houston Mayor/General Manager	A to Z Realty
Chad Rice	Teacher	Houston High School
Kevin Shumway	Pastor/Fire Department Chaplain	Hilltop Assembly of God/Houston Fire Department
Tim Sullivan	External Affairs Manager	Alaska Railroad Corporation
Marc Van Dongen	Port Director	Port MacKenzie
Marsha VonEhr	Document Specialist	Mat-Su Borough
Dee Williams	Network Account Executive	Matanuska Telephone Association
Bruce Zmuda	Marketing Representative	Enstar

# Perceived Community Strengths and Weaknesses

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## What are the City of Houston's strengths and weaknesses?

Stakeholders were each asked what they believed were Houston's core community strengths and weaknesses to attract economic and business development opportunities. Some community attributes were considered both an advantage and a disadvantage when considering opportunities for growth.

### Rural Lifestyle

Houston's rural setting emerged as both a strength and weakness. Quick access to the wilderness, a tight-knit community, lack of pollution and development, and privacy were a few factors mentioned as strengths. Stakeholders spoke of a "homestead spirit" prevalent in the area. "There is an attitude in Houston," one resident noted, "that if you are not bothering anyone, you should be left alone." "Last year, our neighbor bought a piece of land and is building a home out-of-pocket," a stakeholder stated, adding "This can be great for a young family that might not be able to get financing. And this contributes to the do-it-yourself attitude of Houston."

While these factors were noted as positive attributes, the same may also detract from residents' satisfaction with Houston's quality of life. As noted by several stakeholders, the "hands-off" attitude has resulted in homes of varying degrees of completion, properties full of old cars and trash, dogs being allowed to run around, and a general lack of consideration for other residents. Yet, some stakeholders noted they see improvement over time: "In the 15 years I have been in Houston, I have seen slow improvement. People seem to be taking better care of their homes and are just having more consideration for others in the community."

The benefit of being able to maintain a rural lifestyle while having access to shopping, services, and healthcare in the Mat-Su Borough and Anchorage was noted by a number of stakeholders. At the same time, some felt the distance from these amenities and services was limiting, especially for employment opportunities. "There are not many jobs locally," a resident said, adding "Many people have to drive into Wasilla to get a decent job, a round-trip commute that can easily be an hour."

### Land Availability

Many stakeholders recognized there are significant amounts of developable land available in Houston while others noted the counter-effects of low population density. Both residential and commercial land in Houston is considered relatively inexpensive when compared to other places in the Mat-Su Borough or Anchorage. "This really is an advantage for us," said one interviewee, "we have the ability to grow and maybe attract businesses



because of the room available in Houston. We already see some manufacturing in Big Lake. Maybe Houston can do the same thing.”

The supply of land for residential development also appears to be sufficient and affordable. “While residential land prices have increased recently, our prices are still pretty low compared to other areas in the Borough,” a stakeholder familiar with the local real estate market stated.

While land may be plentiful, the downside is the low penetration of utilities throughout the community. While there are opportunities to develop relatively large lots that offer privacy, the cost of extending natural gas and electricity utilities can be prohibitive. For this reason, natural gas is unavailable to many residential homes, underlying the reliance on expensive heating oil or wood-burning stoves.

### **Local Government Leadership**

Viewpoints about city government were polarizing. Supporters cited stability, pragmatism, low taxes, and a willingness to hear new ideas, and new and enforced codes and zoning laws to improve the aesthetics of the community and manage growth. Critics felt City leaders was short-sighted; they also wanted to see a local police force funded.

The proposed annexation of land owned by Knikatnu Inc., an Alaska Native village corporation, into the City of Houston is due, in part, to favorable attitude of City leaders. A Knikatnu representative felt they would be treated fairly by the City, saying “We view the City of Houston as a stable local government that will provide value to our organization as we plan for future development.”

### **Local Road Conditions**

The condition of local roads was a concern expressed by several stakeholders. With many of Houston’s residential areas accessed on dirt roads, some felt the low quality of the roads was slowing residential growth. “People don’t want to drive miles and miles on a bumpy, washed-out dirt road. There is good quality residential land that could be developed if it was not for some of the bad roads in Houston,” said an interviewee.

One stakeholder in particular thought the City should be more forceful with the Mat-Su Borough on the issue of road maintenance. “Years ago, the Borough built roads in Houston that simply cannot be maintained properly. Now we have to deal with the Borough’s bad decisions. I think the City should send the Borough a bill for all our road problems.”

While many roads are currently dirt, the recent paving of some local roads, particularly Hawk Lane, was noted as a positive development. “I’m lucky to be able to drive nearly all the way to my house,” said one stakeholder. “I hope we see more paving done in Houston as it helps increase home values and allows for easier commutes.”

## **Parks Highway Access**

With the Parks Highway bisecting the City of Houston, its effect was a common theme heard. Most individuals thought the Highway was a significant benefit to the community, even with growing congestion.

A number of interviewees mentioned they thought Houston could take better advantage of the many vehicles traveling through Houston. "Houston has two rivers—the Little Susitna and the Parks Highway, which is a river of money; we just need to get a few dollars from every vehicle and we will be doing fine," stated one local business leader. "With thousands of vehicles traveling through Houston every day on the Highway, the small number of businesses along the highway benefit from purchases of snacks, meals, and other supplies."

Several stakeholders mentioned a significant increase in traffic in recent years, resulting in longer commute times to Wasilla or Anchorage, and more potential for traffic accidents. "Today, if you do not time a run into Wasilla correctly you could be stuck in traffic on the Parks for 20 minutes or more," mentioned one resident. "This is not something we dealt with in the past. And with all the traffic on the highway we need to be careful when we are just going to a friend's house. Transitioning from a slow dirt road to a highway with people driving 70 miles per hour can be dangerous."

## **Improved Fire Safety**

A few interviewees pointed to the leadership of the fire department, a new fire station, better training, and improved equipment as factors as major steps to improve community safety, leading to a decrease in the cost of fire insurance paid by homeowners and businesses.

## **Lack of Local Amenities**

The lack of amenities, such as a gas station, grocery store, medical clinic, and public transportation were mentioned as weaknesses faced by the residents of Houston. Interviewees noted it would be preferable to support local businesses and organizations instead of traveling to Willow, Talkeetna, Big Lake, and Wasilla. "There is plenty of demand for a gas station or small grocery store but everyone drives out of Houston for basically all their needs," said one stakeholder, adding "If we could start supporting Houston businesses, we might be able to grow our economy."



## Tourism Development

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### **What does Houston currently have that attracts tourists? What should be developed to increase tourism?"**

#### **Little Susitna River**

The Little Susitna River (Little Su) runs through Houston City limits and is perhaps the most significant tourism asset in the area, according to most stakeholders. Salmon and trout fishing, rafting, camping, and wildlife viewing make the Little Su a visitor destination. While most activity takes place in the summer, snowmachining, cross-country skiing, and snowshoeing were mentioned as winter-time activities available on the Little Su.

Two limiting factors for growth, however, are access and reduced salmon runs. A number of interviewees mentioned there is no formal boat launch; boaters currently use a number of ad-hoc launches along the Parks Highway. A common one- or two-day trip is to put-in at Houston and take-out at Burma Landing. Reduced salmon runs on the Little Su have resulted in reduced fishing originating in Houston. An interviewee that had lived in the area 30 years noted there are fewer guides offering their services on the Little Su: "Back in the 80s and 90s, there were at least ten guides working on the Little Susitna. Today there are maybe one or two. In my view, this is a result of lower salmon runs."

#### **Other Attractions**

In addition to the Little Su, interviewees noted a variety of other tourism activities and assets Houston has to offer:

#### **LAKES**

Visitors can engage in a variety of activities on Houston's six larger lakes, including fishing in the summer and winter and canoeing or rafting. Three lakes are stocked annually by Alaska Department of Fish & Game with chinook and coho salmon, and rainbow trout. Limited public access to lakes may be preventing visitors from frequenting these water bodies at a higher rate.

#### **WINTER MULTI-USE TRAILS**

Houston offers access to trails frequented by dogmushers, cross-country skiers, and snowmachiners. Interviewees noted that Houston's proximity to the Talkeetna Mountains make the area a good staging area. "We are 30 minutes away from world-class snowmachining and backcountry skiing," mentioned a stakeholder who was hoping to build some cabins to cater to winter tourists.

## TOWN CENTER

The concept of a developed town center was raised by a few stakeholders. Noting the proximity of the Little Su, some thought Houston could become a “destination” through development of waterside boardwalks, small shops, restaurants, and art galleries. “The setting is perfect,” one individual noted. “People could come out from Wasilla, Palmer, or Anchorage to have a relaxing evening along the Little Susitna.”

The possibility of music and art festivals, a brewery, or even a convention center being built in Houston were also mentioned.



## Utility Development

### Is access to utilities an issue for Houston residents and businesses?

#### Natural Gas

Stakeholders indicated lack of access to natural gas has led to higher heating costs and stifled economic development for Houston and its residents. While stakeholders report the majority of commercial properties have access to natural gas, many residential homes rely on heating oil (51 percent), wood (23 percent), and electricity (9 percent) for their primary space heating source instead of natural gas (14 percent) (*see table below*). This contrasts with Wasilla and the rest of Mat-Su Valley where 90 percent and 70 percent of homes use natural gas, respectively. Natural gas is traditionally a cheaper energy source than heating oil or electricity.

Primary Source of Space Heating by Source, 2013

	City of Houston	City of Wasilla	Mat-Su Borough
Heating Oil	51%	5%	15%
Wood	23	1	7
Natural Gas	14	90	70
Electricity	9	5	6
Other	4	<1	2
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: United States Census Bureau, American Community Survey 5-Year Estimates, 2014.  
Note: Some columns may not sum due to rounding.

Many stakeholders expressed improved access to natural gas would allow for more business and residential growth by reducing energy costs. This perspective was summed up by an interviewee: “If we could combine the land we have that is available with natural gas, businesses in Wasilla or even Anchorage might move out here. It really comes down to lower costs; if people can save money, they will come out here.”

Other interviewees spoke about the impact natural gas could have on space-heating costs at the residential level. “Houston can be cold in the winter,” a resident said. “It is not uncommon for us to experience weeks of below zero [temperatures]. Many of us use heating oil and supplement our energy needs with wood. If we could access natural gas, a fuel that could be more than 30 percent cheaper, this would be huge for the community.”

A representative from Enstar, the natural gas utility serving the area, stated population density was the most significant factor reducing availability of natural gas in Houston, especially for residential customers. Houston’s relatively large lot sizes, dispersed residential zoning, and lack of anchor tenants contribute to the situation.

For many homeowners, transitioning to natural gas is cost-prohibitive if the installation costs cannot be shared with others. Enstar can credit a percent of future annual revenue from the customer, typically \$600 for a residential home. The cost of extending natural gas lines to a home begins at \$22.56 per foot and rises quickly when streams need to be crossed or larger pipe is needed.

Enstar reports they have been slowly expanding natural gas distribution lines in Houston. Currently, lines extend down Hawk Lane to Houston High School and Middle School, and from the west along King Arthur Drive. According to the Enstar, continued expansion is expected to be slow.

## **Electricity**

An Matanuska Electric Association (MEA) representative reported the same factors limiting the expansion of natural gas also apply to electricity: low population density, difficulty in obtaining right of way easements, customers not wanting trees cut down, road alignment, and the cost of running power lines being the most significant.

The cost to extend power lines are approximately \$30 per foot or \$160,000 per mile, with costs rising as more poles are needed. For the average homeowner, this makes connecting to the electric grid cost-prohibitive and results in the use of generators or other means to generate electricity.

## **Strategies for Supporting Utility Expansion**

Interviewees noted a variety of approaches the City of Houston could consider if expansion of utilities becomes a community priority, including:

### **LOCAL TAXATION**

The City of Houston has authority to raise revenue through a variety of taxes which could be used to help finance expansion of utilities.

### **BONDING**

Revenue could be leveraged through bonding with the Alaska Municipal Bond Bank, a public corporation that helps provide communities with more favorable interest rates than they might be able to obtain on their own.

### **STATE FUNDING**

Precedent exists for state funding to support development of utilities. Current examples include the expansion of natural gas distribution in Homer and Fairbanks.



## PARTNERING WITH A TRIBAL ORGANIZATION

The City of Houston may be able to partner with local tribal organizations to encourage expansion of utilities. The Knik Tribal Council (KTC) and the City of Houston have entered into a pilot project that would transfer responsibility of maintenance for some roads to KTC. Because KTC is a federally recognized tribe, they qualify for programs and funding unique to tribal entities. In addition to road maintenance, KTC also intends to provide 76 LED streetlights near Houston High School and Middle School as a demonstration of this partnership. This model of cooperation between the City of Houston and KTC, a number of interviewees mentioned, could be an additional strategy to increase utility expansion in the area.

## IMPROVEMENT DISTRICTS

Designation of an "improvement district" would allow Houston to pay for the cost of utilities expansion and effectively finance this expense through a special assessment paid by residents over time.<sup>1</sup> The City of Homer used this approach to increase access to natural gas by charging property owners a fixed amount upfront or financing the development expense at approximately 4 percent over ten years.

Discussions with the Mat-Su Borough reveal this is a common strategy for a wide variety of infrastructure projects. There are currently 68 improvement districts throughout the Borough. Two main types of improvement districts are used:

- *Contiguous improvement district* that requires at least 50 percent of a group of homeowners in a defined area to support an infrastructure project for it to be approved.
- *Non-contiguous improvement district* that only includes homeowners that support the project in question.

A representative from the Mat-Su Borough reported the former type of improvement district may be appropriate for Houston's unique situation.

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<sup>1</sup> Section 4.18.010 of the Houston Municipal Code authorizes improvement districts.

## Port MacKenzie Impacts

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### How will growth at Port MacKenzie impact Houston?

Port MacKenzie, located 42 road-miles from Houston, has the potential to impact Houston development. The Port is located on the west side of Cook Inlet, 3.5 miles from downtown Anchorage. Among other ideas, the Port could host a rail-loading or LNG export facility; facilitate export of coal, gravel, timber, and other natural resources; or serve as a staging area for movement of construction materials for oil and gas projects, or other major infrastructure projects (such as the Susitna-Watana Hydroelectric Project).

While the Port currently offers minimal infrastructure and associated economic activity, stakeholders were cautiously optimistic about future development and what it could mean for Houston and its residents. Many viewed the Port as one part of the broad development trajectory the area is on. Combined with investment in rail access, a possible gas pipeline, and additional private investment, the Port is viewed as a positive factor impacting the entire region.



## Rail Extension Impacts

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### How will the rail extension from existing rail lines to Port MacKenzie impact Houston?

The 32-mile construction of a rail extending from Port MacKenzie to existing rail in Houston is viewed by many as an opportunity for the area. This extension could decrease transportation costs between Southcentral and the Interior of Alaska, in turn encouraging development of mineral resources and other projects. A report commissioned by the Mat-Su Borough that examined the benefits of a similar rail extension concluded:

*The quantifiable benefits from the Port MacKenzie to Willow rail link with respect to resource development can be divided into the following two major categories:*

- *Benefits in the form of rail freight savings derived from the reduced haulage distances from natural resource production sites to tidewater at Port MacKenzie relative to the Ports of Anchorage, Whittier, and Seward.*
- *Benefits to the Rail Belt communities in the form of enhanced economic diversification and economic development as a consequent of increases in natural resource production.<sup>2</sup>*

Interviewees saw great potential in having the “Y” (the connection between the new and existing rail lines) located in Houston. The extension was viewed as a factor increasing the likelihood of manufacturing, mineral export, or transportation activity taking place in Houston.

“Here we are,” a local business owner stated, “located at the cross roads of the Alaska Railroad. We have land, access to natural gas is improving, some existing manufacturing, and are positioned between the Interior and Southcentral. It is sure to benefit the area.” Other individuals echoed this perspective, pointing to resources locally such as coal, gravel, or timber that could be developed as a result of easier access to rail transportation.

Another stakeholder said Houston would need to be conscious of what is being moved through Houston as a result of the rail extension. “We don’t want to be in a situation where the railroad is moving dangerous cargo through our City without the fire department being prepared for an accident.” Asked about these concerns, a representative of the Alaska Railroad Corporation (ARRC) stated they regularly engage with local governments and first responders when moving new types of cargo through an area. The representative also noted ARRC has a long history of moving volatile cargo such as refined petroleum products and a variety of chemicals.

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<sup>2</sup> Metz, Paul A., Economic Analysis of Rail Link, Port MacKenzie to Willow, Alaska, Prepared for the Matanuska Susitna Borough, 2007.

While many interviewees were optimistic about the long-term effects of the rail extension, ARRC indicated there are few marketable ideas in the short- to near-term that would warrant additional investment. “There really needs to be a reason for us to build anything beyond just the new tracks,” an ARRC representative said. “If it is clear a loading facility or other infrastructure is needed in the future, we will deal with that then. Until that happens, we see minimal impact on Houston and its economy.”



## Other Concepts

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### What other concepts have implications for economic development for Houston?

#### Energy

Several ideas or concepts involving or requiring natural gas were offered. One of the main assumptions accompanying these ideas was that more natural gas in Houston, whether by a pipeline from the North Slope or if existing utilities are expanded, would reduce the price of energy. Once the cost of energy was reduced, many interviewees stated, projects and ideas previously cost-prohibitive could move forward. The concept of “cheap energy” was mentioned a number of times while discussing potential projects that could impact Houston. The following is a brief overview of the natural gas-related ideas mentioned.

#### NATURAL GAS BY RAIL

While the Federal Railroad Administration currently restricts the movement of liquefied natural gas (LNG) by rail, ARRC has applied for permission and reports they are confident approval will be granted. Interviewees pointed to two ideas which would transport LNG to the Interior using rail and potential could impact Houston:

- An LNG plant could be built in Houston to convert Cook Inlet natural gas to LNG that would be transported by rail to the Interior. While a number of locations are being considered, ARRC points to three main reasons Houston is a preferred location: (1) Houston is optimally located between the Interior and Southcentral; (2) 10,000 feet of track space is already available; and (3) rail near Houston would require minimal site preparation to support loading and unloading of LNG containers.<sup>3</sup>
- Instead of constructing a new liquefaction plant in Houston, containers could be filled at the existing LNG liquefaction facility in Big Lake and transshipped by truck onto northbound rail cars in Houston. This concept would require minimal capital investment for ARRC and would be considered an interim solution for Fairbanks in its early stages of natural gas expansion.

#### NATURAL GAS POWER PLANT

The possibility of a natural gas-fired power plant being built in Houston was mentioned by a few stakeholders. Three factors supporting this perspective were raised: (1) the City’s location along the Railbelt would allow a local power plant to provide electricity both to the Interior and Southcentral; (2) land is available; and (3) natural gas is nearby.

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<sup>3</sup> <http://www.akrdc.org/membership/events/breakfast/1415/wade.pdf>

## INDUSTRIAL GREENHOUSES

An idea that necessitates access to “cheap energy” includes industrial greenhouses, according to one interviewee. “We ship virtually all our food up to Alaska. Maybe we should focus on building greenhouses and try to be more self-sufficient...Natural gas would be used to provide heat and existing agricultural zoning in Houston could be used,” mentioned the stakeholder.

## SEPTAGE PLANT

The possibility of a wastewater treatment site in Houston was proposed to provide local economic activity and solve the existing septage problems faced by the Mat-Su Valley.<sup>4</sup> Septage from residential homes in the Mat-Su Valley is currently trucked to Anchorage where it undergoes treatment before discharge into Cook Inlet. This practice is expected to end in the near-term because of Anchorage’s lack of capacity to process the waste. Some stakeholders supported development of a facility in Houston to not only benefit Houston residents, but the broader Mat-Su Valley as well.

A couple stakeholders mentioned Houston’s septage treatment plant built in the 80s. After five years of operation, the facility closed due to groundwater concerns. While this precedent could mean Houston is a possible candidate for a facility, the Mat-Su Borough has already identified a location near the Borough landfill for a new treatment plant.<sup>5</sup>

## MINING/MINERAL RESOURCES

Houston’s legacy as a mining town was mentioned by a small but passionate number of stakeholders. Both the nearby coal that was mined until the mid-20<sup>th</sup> Century and extensive gravel resources were noted as opportunities to be developed. “We could start mining coal and export it through Port MacKenzie. This would represent the closet coal mine to the export facility.” One contact added, “And there is enough coal that we could build a coal power plant and sell power to the Railbelt.”

Gravel was also mentioned as a valuable resource that could be developed. One stakeholder stated, “With all the road construction that is going on in the proximity of Houston, we should be selling our gravel to all these projects.”

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<sup>4</sup> Septage is the liquid and solid material that comes from septic tanks.

<sup>5</sup> [http://www.frontiersman.com/news/soil-testing-narrows-septage-sites/article\\_de608c9c-db3f-11e4-8f71-676ca4d023d7.html?mode=story](http://www.frontiersman.com/news/soil-testing-narrows-septage-sites/article_de608c9c-db3f-11e4-8f71-676ca4d023d7.html?mode=story)



## **RETAIL**

A desire for more local retail businesses, specifically a grocery store and gas station, was expressed by interviewees. While no formal plans to locate a grocery store in or close to Houston were identified, two interviewees mentioned they had heard rumors that a gas station is being considered. Two locations were noted as possibilities: the Big Lake Road and Parks Highway intersection, and the gravel pit area across the Parks Highway from Millers Market.

One of the main issues slowing the development of a gas station in Houston, one stakeholder reports, was the 2 percent sales tax that would be paid on gas and diesel. "People are very price sensitive to the cost of gasoline and diesel. If they can save a few cents per gallon, they may avoid a gas station that has to pay a tax." This same stakeholder suggested the City to change the municipal code to exclude gasoline sales from the sales tax.

## **MARIJUANA BUSINESSES**

With the passage of a ballot measure in the fall of 2014 legalizing marijuana in Alaska, a number of individuals noted the possibility of Houston becoming a center of both retail marijuana sales and wholesale growing and processing facilities. With municipalities, such as Wasilla and Anchorage, restricting the use and sale of marijuana, stakeholders thought Houston would benefit if it could position itself as the "go-to" spot for marijuana.

The City was approached in early 2015 by a two marijuana-related companies: one wanting to open a grow facility and another business interested in developing a testing facility. With regulations still being crafted at the state government level, Houston has been hesitant to permit any marijuana-related commerce.

While some viewed marijuana as a benefit to the community, a small number of interviewees thought the City should not encourage legal marijuana-related activity in Houston. Pointing to the possible social costs of drug use, these stakeholders said they would support restrictions on the sale and growing of marijuana locally.

## **FISH RESTORATION**

Efforts are underway to increase the annual salmon return on the Little Susitna River. Using a technique called moist air incubation, a number of organizations including the Knik Tribal Council and past Mayor of Houston Roger Purcell, are hoping revitalized salmon runs would benefit local residents and help support fishing-related tourism in the area.

## **LED ASSEMBLY FACILITY**

Knikatnu, Inc. has been exploring the possibility of assembling light-emitting diode (LED) streetlights in Houston. The group owns land in Houston and would build a new facility. "This is the type of low-impact development we would like to see on our land," a Knikatnu representative stated. "The LED facility is in very early stages of planning." The facility would import LEDs and assemble them for use lighting Alaska roads.

## Conclusion

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After completion of 19 executive interviews with a variety of Houston stakeholders, McDowell's research team noted the optimism expressed by nearly all contacted. Many individuals said they felt Houston was poised for expansion and had the right attributes to turn the community into a place that would attract residents, new businesses, and visitors. Many saw Houston being perfectly situated to benefit from a variety of large infrastructure projects such as development of Port MacKenzie and the accompanying rail extension, improvements to the Parks Highway, interim solutions to provide the Interior with natural gas, and the eventual construction of a natural gas pipeline from the North Slope. While ideas were plenty, concrete initiatives had not been developed beyond speculation.

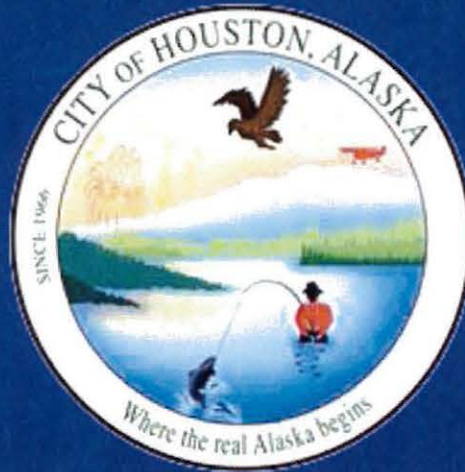
While many stakeholders were optimistic, issues that could slow the growth of Houston were also raised. These included limited access to natural gas, a relatively small population, congestion on the Parks Highway, difficulties in attracting tourism and new businesses to the area, and the possibility that nearby large infrastructure projects may actually have minimal effect.



## APPENDIX C: TRAFFIC IMPACTS OF MAJOR PLANNING PROJECTS

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City of Houston



## Traffic Impacts of Major Planning Projects

~ Draft ~

August 2015

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## 1 Introduction

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There are several projects planned or considered for construction in and around the City of Houston which could change the flow of traffic through the existing and future roadway network. Additionally, as traffic levels increase on the existing network, proactive improvements and alternatives may need to be considered in order to accommodate future demand.

In this report, Kinney Engineering, LLC (KE) presents an analysis of the traffic impacts of these projects and makes recommendations for future road infrastructure improvements and alternatives.

## 2 General Growth and Development

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The City of Houston is on the far western edge of an urban/suburban core area of the Matanuska Susitna Borough. Growth and development within the City of Houston is expected to continue at a steady pace through the horizon year of 2035 as the Wasilla and Meadow Lakes area population densities increase and push the extents of the suburban density zone farther towards Houston and Big Lake. Growth is specifically expected to occur in the areas north of the Parks Highway, particularly on King Arthur Road and Armstrong Road, and especially on lakefront and riverfront properties.

Industrial development is possible in the area of the Big Lake Road and Parks Highway intersection and on Miller's Reach Road in the direction of a new future rail connection.

Commercial growth is most likely along the Parks Highway corridor. Near the intersections of Armstrong Road and King Arthur Road with the Parks Highway, commercial growth will target the increased residential traffic served by these roadways.

### **3 Base Level Traffic Volumes**

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KE projected average annual daily traffic (AADT) volumes for 2035 using an area travel demand model (TDM) which includes all current planned and funded transportation projects. The models used in this analysis were developed by the Alaska Department of Transportation and Public Facilities (ADOT&PF) in conjunction with the Municipality of Anchorage (MOA) and the Matanuska Susitna Borough (MSB). The extents of the model include the entire network of the MSB and MOA from north of Willow all the way to Girdwood and east as far as the community of Sutton on the Glenn Highway. This model has been used to analyze the traffic impacts of the Knik Arm bridge project as well as the Highway-to-Highway project in downtown Anchorage and various Wasilla Bypass alternative corridors.

The model generates traffic volumes based on socio-economic background data such as population, income level, employment in various work sectors, and school enrollment, as well as a number of special generators such as hotels and airports.

The results of the model were used as a baseline for recommendations and for judging project impacts.

Figure 1 on page 4 presents a diagram of the City of Houston with 2035 AADTs for key roadways taken from the TDM.



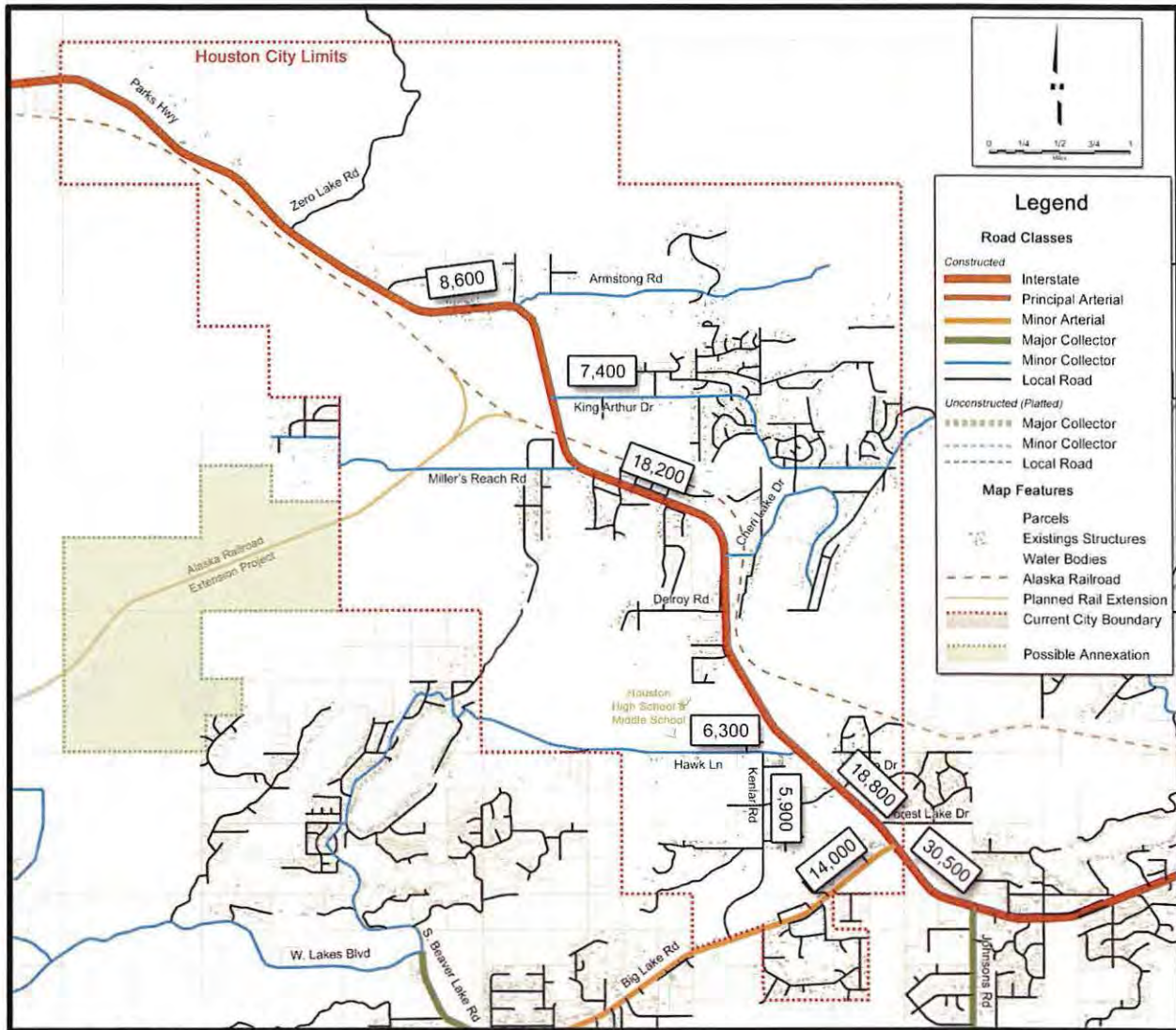


Figure 1 - Projected 2035 Demand Volumes

Note that the above figure shows a planned extension of the Alaska Railroad (ARR) which would link to the existing rail line within Houston city limits.

#### 4 Performance Estimates

One key concern which has arisen from this analysis is the potential 2035 traffic volumes between Big Lake Road and King Arthur Road. These volumes were presented earlier in Figure 1 above. The travel demand model used in this analysis indicates that the volumes north of Big Lake will grow to about 18,500 AADT in the horizon year. Currently these road segments carry 7,000 AADT. This increase is partially a result of the inclusion of the proposed Knik Arm Bridge and Wasilla Bypass Road alternatives in the TDM which would pull additional traffic from Anchorage and Wasilla to attractions in Houston and north on the Parks.



KE used planning level screening analysis to estimate the performance of the existing Parks Highway in this area (a 2-lane undivided rural road). The approximate capacity of the Parks Highway through Houston is 16,500 AADT to achieve a level of service of "D", which is the limit of what is recommended by the American Association of State Highway and Transportation Officials. The projected volumes would be at or above this approximate capacity threshold, which suggests that if growth occurs in accordance with the TDM it will likely result in congestion on the Parks Highway between Big Lake Road and King Arthur Road.

Note these projected volumes are equivalent to the traffic volumes currently traveling along segments farther east on the Parks Highway (such as between Vine Street and Pittman Road). As traffic volumes grow over time, congestion and safety concerns similar to current conditions on the Parks Highway MP 44-52 are likely.

## **5 Future Projects**

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Several planned and future capital projects are included in the scope of this study. These projects include the Parks Highway MP 44-52 Upgrade, the Alaska Railroad Port MacKenzie Rail Extension, and a Port MacKenzie to Parks Highway roadway corridor.

The scope of this study includes the recent annexation of Knikatu/CIRI lands into the City of Houston along the route of the planned rail extension, as shown in green in Figure 1.

### **5.1 Project 1 – Parks Highway MP 44-52 Upgrade Phase 3**

The Parks Highway MP 44-52 Upgrade Phase 3 project is the third and final phase of an ADOT&PF central region project that is currently in final design with planned construction completion in 2017. The entire project extends from Lucus Road to Big Lake Road. Phase 3 of the project is the section from Pittman Road to Big Lake Road, entering the city limits of Houston.

The project will expand the existing 2-lane Parks Highway facility to a full 4-lane divided facility from Wasilla west to Big Lake Road. The main goal of the project is to improve safety along the corridor which historically has had a high rate of severe crashes. The project would also alleviate congestion by increasing estimated segment AADT capacity from approximately 16,500 to 33,000 vehicles per day (vpd). This would result in faster and more consistent trips between Houston or Big Lake and the city of Wasilla, which would impact the economic development in these communities. Additionally, the project would include frontage roads and additional signals, which could also affect the economic development along the corridor.

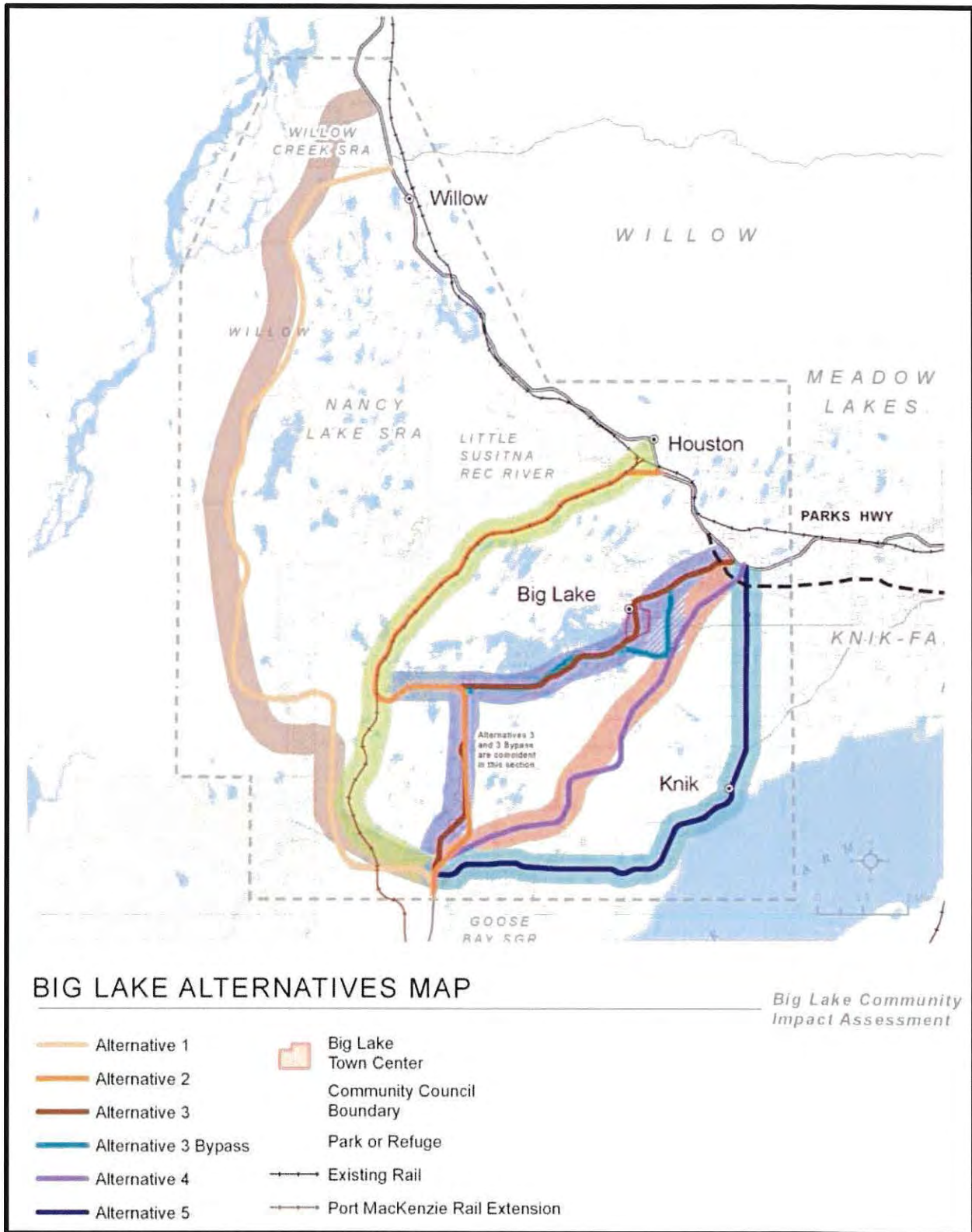
Due to the scheduled completion date of this project, it is already included in the base traffic volume forecast.

Likely effects of the Parks Highway upgrade include an increase in the number of recreational trips to the City of Houston from Wasilla and surrounding communities; however, local traffic growth as a result of population increases is expected to continue at a steady pace.

## **5.2 Project 2 – Port MacKenzie to Parks Highway Roadway Corridor**

This proposed project would construct a more direct route from Point MacKenzie to the Parks Highway. Various routes have been considered in conjunction with the 2003 Matanuska Susitna Borough Rail Corridor Study, the 2007 Port MacKenzie Rail Corridor Study and the Big Lake Community Impact Assessment in 2013. Figure 2 on page 7 shows the alternatives studied in the more recent Big Lake study, conducted by the Matanuska Susitna Borough.





Source: *Big Lake Community Impact Assessment, 2013*

Figure 2 - Port Mackenzie to Parks Highway Road Alternatives Map

The only alternative that falls within the City of Houston is Alternative 2 which would run north from the port along the section line currently occupied by Purinton Road until it reaches Burma Road. At this point it would travel west on Burma and intersect the railroad extension and would parallel the railroad tracks north to Houston. It would access the Parks Highway at or around the Millers Reach Road intersection.

The expected traffic impacts were assessed using two different versions of the travel demand model. One with the currently planned road network and a second with the alternative road segments included. The road section is modeled as a 2-lane undivided road with a design speed of 65 mph in accordance with assumptions in the planning studies.

Figure 3 on page 9 shows a general diagram of the positive and negative AADT impacts of the alternative route.

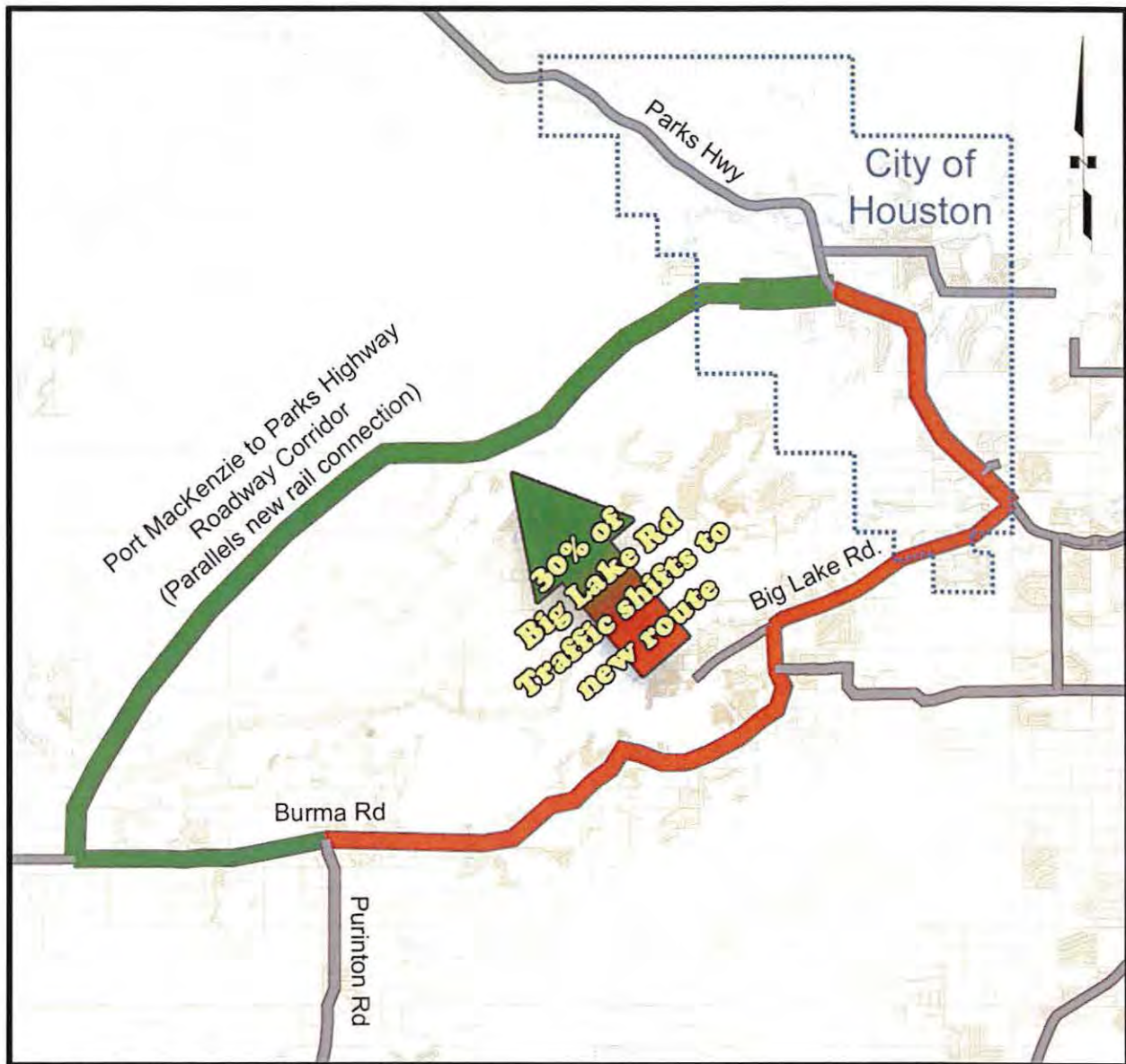


Figure 3 - Traffic Impacts of Road Extension

Note that the traffic impacts would not be highly significant when compared to the current system. The existing distance from Millers Reach Road to the intersection of Purinton and Burma is approximately 15 miles via Big Lake Road. The alternative corridor between these same two points would be approximately 16 miles. Therefore, the benefit for travel would be exclusively based on the fact that the new route would have a design speed of 65 mph, compared to Big Lake Road which is currently posted at 55 mph, the reduced turbulence of adjacent access along Big Lake Road, and the avoidance of existing and future traffic signals or roundabouts in Big Lake.

Likely effects of a new and improved route between Port MacKenzie and Houston include a shift of traffic volumes from Big Lake to Houston of about 4,000 vehicles per day, which is approximately 30% of projected daily traffic on Big Lake Road. A large percentage of



the heavy vehicle trips on Big Lake Road would be included in this shifted traffic, particularly after the construction of the Knik Arm Bridge. The decrease in travel time using the new route, if the travel speed is 65 mph, is approximately 5 minutes, considering side street friction and intersection delay due to signals and roundabouts.

### **5.3 Project 3 – Port MacKenzie Rail Extension**

The Alaska Railroad has begun construction on a 32-mile rail line from Port MacKenzie to connect with the existing ARR line within the City of Houston. The location of the planned rail line was shown previously in Figure 1 on page 4.

The ARR does not currently have any plans to construct facilities or base any operations at the new railroad junction in Houston. Therefore direct socioeconomic impacts (and therefore traffic impacts) due to the rail line project alone are considered to be minimal.

The ARR has expressed willingness to accommodate loading facilities at the junction for private development. The potential passenger car traffic associated with operations such as this would be minimal compared to overall traffic. However, this may have a considerable impact on the percentage of trucks in the local road network.

One scenario currently being considered would use the rail junction as a loading site for material currently being driven by truck north from Big Lake to Fairbanks. Therefore, trips that currently exist on Big Lake Road and the Parks Highway through Houston, would now be turning in and out of a railroad access point at or near Millers Reach Road. Likely accommodations for these truck traffic maneuvers would involve constructing turn lanes to remove the trucks from the travel lanes on the Parks Highway and providing adequate sight distance for trucks leaving the access road to enter the Parks Highway. The existing intersection of Millers Reach Road and the Parks Highway does not meet these characteristics, as it is on the outside of a curve and has no additional turn lanes.

## **6 Recommendations**

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The following are general traffic-related observations and recommendations for the City of Houston.

### **6.1 Functional Classifications**

The current traffic volumes on roads outside the Parks Highway corridor are currently at the level of local roads regardless of their planned functional classification. Although several roads are currently classified as “Minor Collectors” they have not yet matured to the point where this function is critical to maintain. Volume projections indicate that in the future, a properly designed and well maintained collector road network will be essential. The current functional classifications of roads were shown previously in Figure 1 on page 4.

It is recommended that the “minor collector” road network in the City of Houston should be preserved. Property driveways should access local roads when possible instead of collector roads and new local roads should be constructed with adequate spacing from adjacent roads to accommodate possible future turn lanes. Additionally, local roads accessing on opposite sides of a collector should be aligned directly across from each other to eliminate offset



intersections. Consideration should be made to possible future right-of-way needs around minor collectors in case these roads ever need to be widened for turn lanes or pathways, particularly in areas around intersections.

## **6.2 Access Management**

Access management will likely become a growing concern as traffic volumes on the Parks Highway continue to increase. The TDM indicates that the majority of growth on the Parks Highway would be local to Houston, rather than being related to pass-through traffic continuing north toward Fairbanks. This suggests that there will be a higher percentage of turning traffic on and off the highway.

One method of accommodating this increase in turning traffic is to encourage turns at safe, logical locations throughout the corridor. This means limiting the number of intersections with the Parks Highway, and relocating trips to consolidated intersections through the use of parallel connections and frontage roads. Specifically, frontage roads are recommended in the existing commercial zone south of Armstrong Road where linked parking lots currently operate as a de facto frontage road.

If the traffic volumes do increase to the level indicated in the 2035 model, a 4-lane divided highway would likely be necessary with access points at a minimum of ½ mile increments. It is recommended that the City of Houston plan for these access points, encouraging development patterns that would reduce the impact and cost of construction for a 4-lane divided highway.

## **6.3 Pedestrian Crossings**

In connection with the consolidation of turning traffic, consideration should also be made concerning the desired location for pedestrian crossings of the Parks Highway. As residential development continues to grow north of the Parks Highway, along King Arthur Road and Armstrong Road, commercial development is expected to increase adjacent to the highway. The major commercial developments currently are on the south side of the highway, and new commercial development is likely to expand out from this established location. This development creates a conflict as pedestrians make home based commercial trips which require crossing the Parks Highway.

Safer crossings could be encouraged through construction and proper maintenance of surrounding trail networks which would direct the flow of walking, biking and motorized pedestrians to reduced speed areas of the Parks Highway or to access points that might be signalized in the future.

APPENDIX E.  
LAND USE ASSESSMENT





Community Impact Assessment  
& Comprehensive Plan Revision

# [LAND USE ASSESSMENT]

Prepared for the City of Houston's Comprehensive Plan Revision

Prepared by:  
R&M Consultants, Inc.

Van Le, AICP  
Project Manager

November, 2015

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## 1.0 Land Use Analysis Overview

The purpose of a land use analysis and assessment is to evaluate the existing land use and zoning districts to determine if there is enough land in the future for the projected growth and desired future residential, commercial and Industrial development. A land use analysis includes a build out analysis which uses existing and projected land use data to determine if there is enough capacity for growth if every parcel of land is developed in the future.

### 1.1 Existing Conditions - Zoning District Map Evaluation, Land Use and Population

The purpose of this evaluation is to understand how much land is zoned for each type of district to help determine if there is enough of each district to support future needs based on growth projections. Approximately 16,210 acres are zoned with the City of Houston, including the newly annexed and zoned Knikatnu, Inc. owned lands. The table below summarized the zoning district area by type.

**Table 1: Existing Zoning by Acreage and % of Total Land**

Zoning District	Approx. Area (acres)	Percent of Total
PLI – Public Lands and Institutions	3450	21.28%
R-1 - Single-family and Two-family Residential	3940	24.30%
MFR – Multifamily Residential	960	5.92%
RA 2.5 – Residential / Agriculture	190	1.17%
RA 5 – Low-Density Residential Agriculture	2480	15.30%
NC – Neighborhood Commercial District	0	0%
C – Commercial District	210	1.30%
LI – Light Industrial	1290	7.96%
HI – Heavy Industrial	1460	9.01%
H – Holding District	1270	7.83%
PH – Parks Highway District	960	5.92%

Of the approximately 16,210 acres within the City of Houston, almost 80% or 12,961 acres of that total land is undeveloped. Approximately 15% of the total land in Houston is currently being used for residential purposes. The following table summarizes the area of existing land uses by type.

**Table 2: Existing Land Uses by Acreage and % of Total Land**

Land Use	Area (acres)	% Of Total
Churches	2	0.01%
Commercial – Heavy	12	0.07%
Commercial – Light	32	0.20%
Communications	10	0.06%
Duplex – Two-Family	11	0.07%
Education – Public	241	1.49%
Mobile Home	97	0.60%
Mobile Home Parks	1	0.01%
Multi Family	12	0.07%
Public Use	18	0.11%
Public Safety	93	0.57%
Recreation	3	0.02%
Residential	2435	15.02%
Residential Garage	261	1.61%
Residential W/ Commercial Use	10	0.06%
Transient Lodging	11	0.07%
Vacant	12961	79.96%
<b>Total</b>	<b>16,210</b>	<b>100%</b>

**Table 3: Vacant Residentially Zoned Land by Residential Zoning District**

Zoning	Vacant (Acres)
R-1	2582
RA-2.5	55
RA-5	1690
MFR	416



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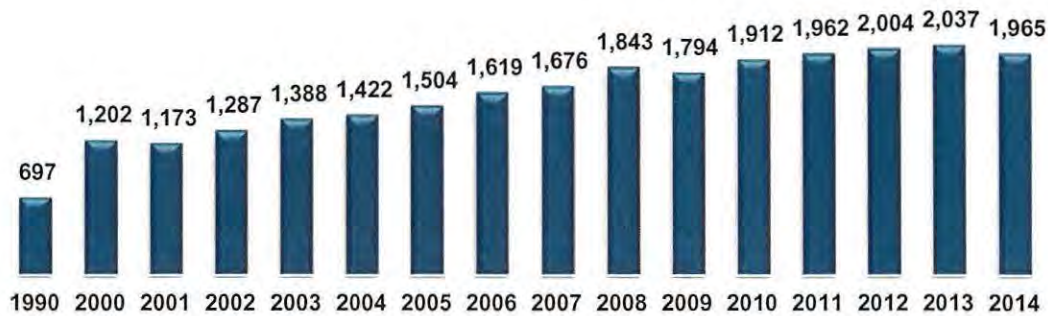
**Total** **4327**

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## 2.0 Population and Population Projections

Houston experienced steady population growth over the past two decades. In 2014, Houston’s population was estimated at 1,965 residents – nearly triple its 697 residents in 1990 (182 percent growth, see Figure 1). In comparison, the entire Mat-Su grew from 39,683 to 98,063 over the same period (147 percent growth, see Figure 4).

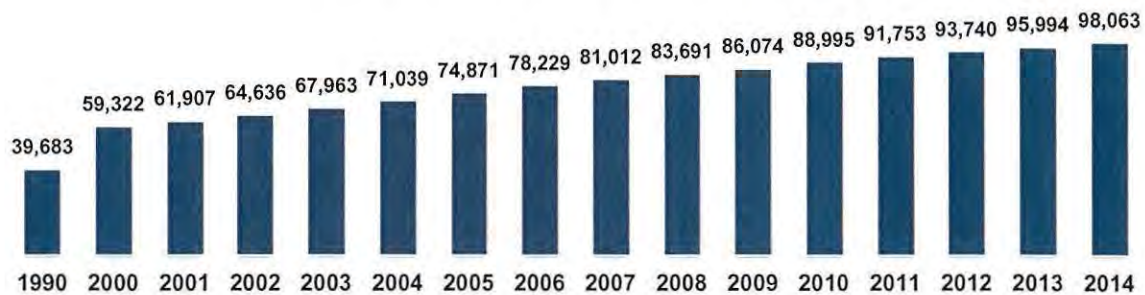
Figure 1: Houston Population, 1990 and 2000-2014



Source: ADOLWD

Houston is expected to match the broader Mat-Su Borough in terms of population growth, which ADOLWD projects population growth to slow from the current annual growth rate of slightly more than 3.6% to less than 2% by 2035.

Figure 2: Mat-Su Borough Population, 1990 and 2000-2014

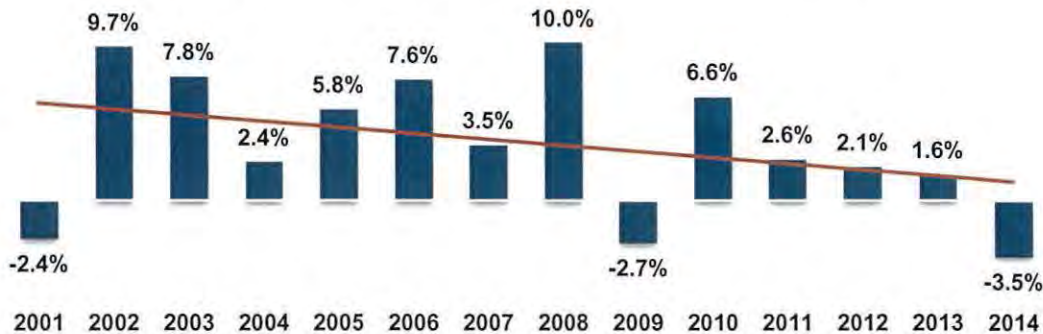


McDowell Group projects Houston’s population growing at a similar rate of approximately 2% over the current period to 2015. With this growth rate, Houston is projected to grow to slightly more than 3,100 residents in 2035, which is an increase of around 50% from current population levels.



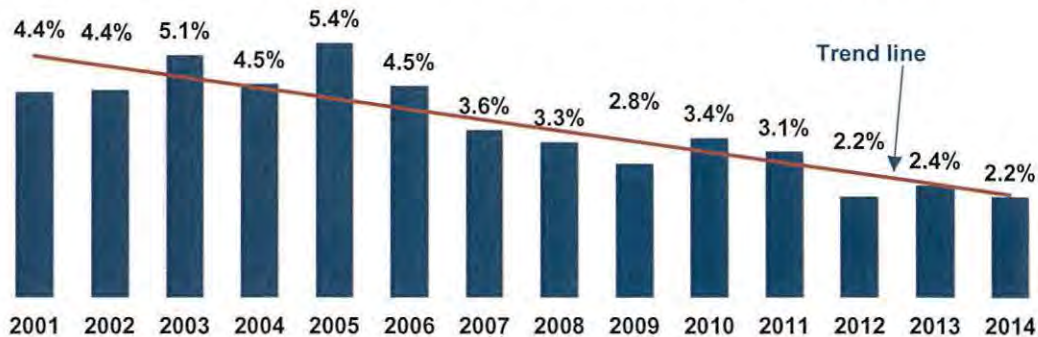
In recent years, population growth rates have slowed in both Houston and the Mat-Su Borough. As shown in Figure 3, Houston grew by 2.6 percent from 2010 to 2011, but experience negative growth from 2013 and 2014. On average, Houston grew 0.7 percent annually since 2011. In comparison, the Borough’s population grew 2.5 percent per year, on average, since 2011 (see Figure 4).

Figure 3: Houston Annual Population Growth Rate, 2001-2014



Source: ADOLWD

Figure 4: Mat-Su Borough Annual Population Growth Rate, 2001-2014



Source: ADOLWD

**Population Projections**

This analysis provides population projections for Houston, based on extending past trends into the future. This methodology differs from a forecast, which would account for economic and other factors with the potential to affect population change. Forces that may affect population growth in Houston over the next 20 years include the following:

- **Economic conditions in Alaska**, including factors such as oil prices, gas line development, and other events in the oil and gas industry (responsible for about a third of Alaska’s economy). In

general, increases in economic activity are accompanied by increases in population. Conversely, if economic activity contracts, population growth tends to slow or decline.

- **Economic conditions in Anchorage** might affect Mat-Su's role as a "bedroom" community (a third of the Mat-Su Borough's labor force is employed in Anchorage). Job growth in Anchorage can have population effects in the Mat-Su Borough.
- **Local (Mat-Su) economic conditions** – To the extent the local economy grows (or declines) in response to local events, related or unrelated to statewide or national economic trends, Houston's population could be affected.
- **The condition of the U.S. economy** – A weakening U.S. (Lower 48) economy can cause in-migration to Alaska, as the unemployed come to Alaska seeking work. Conversely, strong growth in the U.S. economy can lead to out-migration from Alaska.
- **Housing costs** – As long as housing prices are lower in the Mat-Su Borough compared to Anchorage, AND commuting costs remain stable, the Mat-Su Borough population will continue to have a large component of Anchorage workers and their households. A similar scenario has developed between Houston and Wasilla; with lower housing costs, some opt to live in Houston and commute to Wasilla (or Anchorage) for employment.
- **Natural growth and other demographic trends** – Birth and death rates, aging of the population, and other demographic forces may also affect local population trends.

It is beyond the scope of this study to consider all of these factors. However, statewide and local population projections, prepared by the Alaska Department of Labor and Workforce Development (ADOLWD) can be used as the basis for Houston-specific projections.

ADOLWD periodically prepares long-term population forecasts for Alaska overall and for local areas. The most recent projections, published in April 2014, indicate slow growth (0.8 percent annually) over the next 25 years for the state overall.<sup>1</sup> The Mat-Su Borough is expected to continue experiencing the fastest rates of growth, at 1.9 percent annually (see Table 4).

---

<sup>1</sup> Alaska Population Projections, 2012-2042. Alaska Department of Labor and Workforce Development, April 2014.



**Table 4: Alaska Statewide and Local Area Population Projections, 2012 to 2042**

	Percent Growth	Annual Growth Rate
Anchorage	35%	1.0%
Mat-Su Borough	77%	1.9%
Kenai Peninsula Borough	15%	0.5%
Fairbanks North Star Borough	32%	0.9%
City and Borough of Juneau	2%	0.1%
<b>Statewide</b>	<b>26%</b>	<b>0.8%</b>

Source: ADOLWD

ADOLWD uses a “cohort component” methodology, separating the population of each gender into age groups and aging them forward in time, then adding projected births and in-migrants and subtracting projected deaths and out-migrants. ADOLWD assigns each borough/census area its own unique mortality, fertility, and migration rates “based on recent data and knowledge of the specific populations.” Again, these projections do not consider particular events in the economy (such as Alaska’s current state government budget deficits or low oil prices in general).

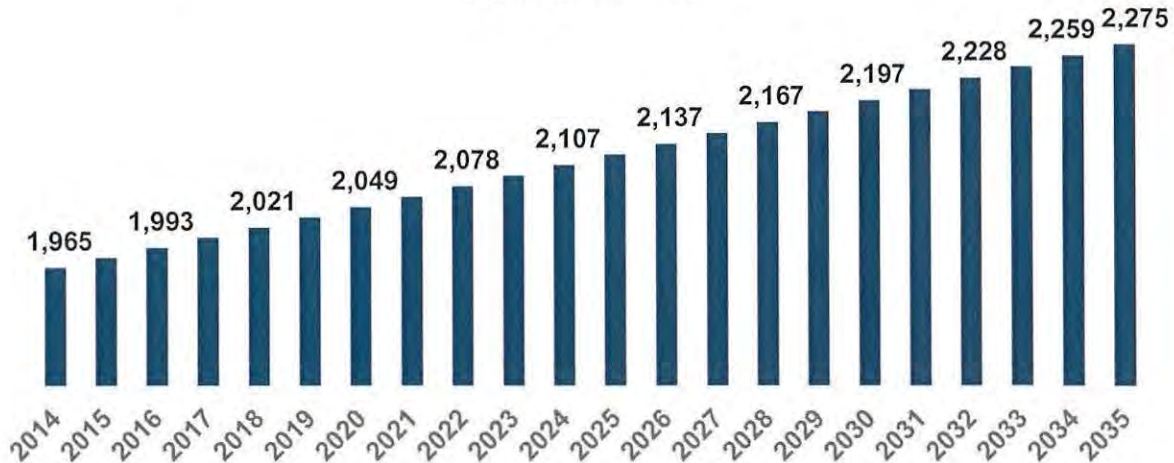
For purposes of this study, three growth projections have been defined, including low-case, mid-case, and high-case projections. These projections are described, below.

**Low Growth Scenario**

The Low Growth Scenario assumes Houston’s projected growth between 2014 and 2035 will be similar to the recent 4-year (2011-2014) average annual growth of 0.7 percent. Under this scenario, Houston’s population will grow by 310 persons between 2014 and 2035, for an overall growth rate of 16 percent during that time period (see Figure 5). Based on an average of 2.6 persons per household (2010 Census), this growth would indicate 119 new housing units would be needed to accommodate this population growth by 2035.



Figure 5: Low Growth Scenario, Project Annual Average Growth Rates, Houston, 2014-2035



Source: McDowell Group estimates

**Mid Growth Scenario**

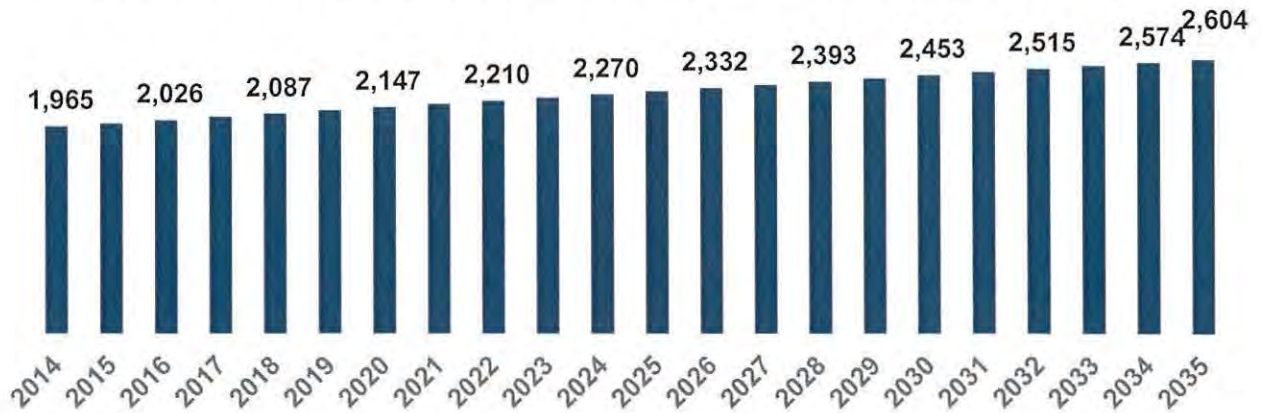
The Mid Growth Scenario applies a growth rate at the mid-point between those used in the high and low growth scenarios (see Table 3). Under this scenario, it is estimated that Houston’s population will grow by 639 persons between 2014 and 2035, or 33 percent growth overall (see Figure 6). Based on an average of 2.6 persons per household, this growth would indicate 246 new housing units would be needed to accommodate this population growth by 2035.

Table 5: Mid Growth Scenario, Projected Annual Average Growth Rates, Houston 2014-2035

Years	Annual Growth Rate
2014-2017	1.54%
2017-2022	1.45%
2022-2027	1.35%
2027-2032	1.26%
2032-2035	1.16%

Source: McDowell Group calculations

Figure 6: Mid Growth Scenario, Projected annual Average Growth Rates, Houston 2014-2035



Source: McDowell Group estimates

**High Growth Scenario**

The High Growth Scenario assumes Houston matches the broader Mat-Su estimates for population growth as projected by ADOLWD (see Table 4). Under this scenario, it is estimated that Houston’s population will grow by 996 persons between 2014 and 2035, for an overall growth rate of 51 percent (see Figure 7). Based on an average of 2.6 persons per household, this growth would require 383 new housing units by 2035.

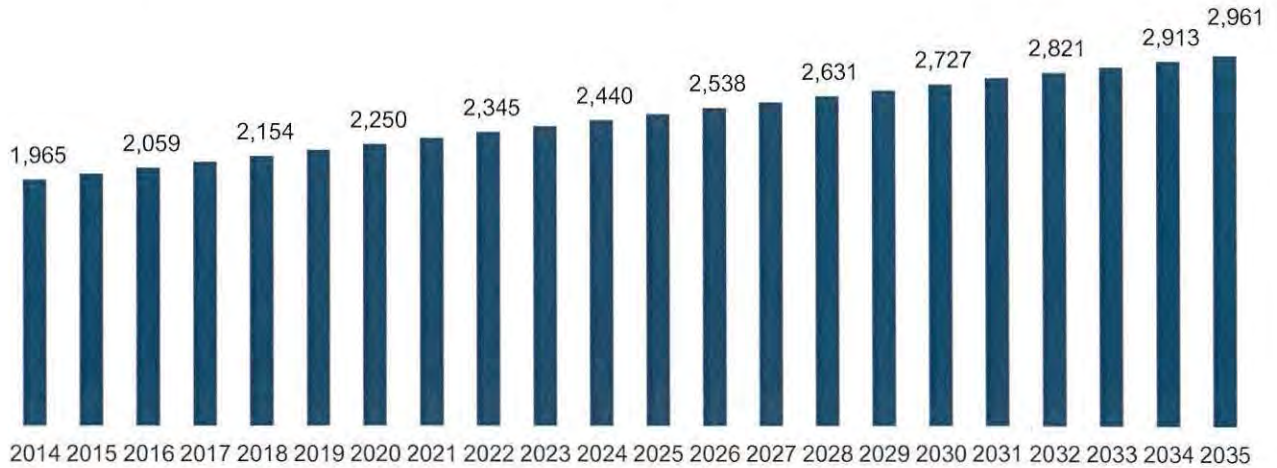
Table 6: High Growth Scenario, Projected Annual Average Growth Rates, Mat-Su Borough, 2014-2035

Years	Births	Deaths	Net Migration	Population Change	Annual Growth Rate
2014-2017	1,400	506	1,469	2,363	2.37%
2017-2022	1,591	621	1,476	2,446	2.19%
2022-2027	1,782	755	1,455	2,482	2.00%
2027-2032	1,962	909	1,419	2,472	1.81%
2032-2035	2,128	1,072	1,359	2,415	1.62%

Note: Average annual numbers are rounded to whole numbers. Source: ADOLWD



Figure 7: High Growth Scenario, Projected Annual Average Growth Rates, Houston, 2014-2035



Source: McDowell Group estimates.

### 3.0 Build Out and Housing Needs Assessment

#### Housing in Houston

According to Mat-Su Borough and City of Houston data, there are 999 housing units in Houston. Single-family detached units make up 85 percent (846 units) of all housing units, with the remaining composed of 62 multi-family dwellings, 8 duplexes, and 85 mobile homes (see Table 9).

Table 7: Total Housing Units by Housing Type

	Count	
<b>Total housing units</b>	<b>991</b>	<b>100%</b>
Single-Family Detached	846	85%
Mobile Home	85	9%
Multi-Family	62	6%
Duplex	8	1%

Columns may not sum to 100 percent due to rounding. Source: City of Houston, Mat-Su Borough

The current amount of land zoned for residential development is considered for the total build out capacity. Using minimum lot sizes stated in the City of Houston Municipal Code, Title 10 Land Use Regulations and the *Housing Needs Analysis* to be conducted by the McDowell Group, the amount of potential housing units and type of housing can be determined.



This estimate is corroborated by the American Community Survey’s 2009-2013 5-year estimate of 991 housing units in Houston. Of these units 72 percent (or 716 units) are considered occupied; and, of these units, 78 percent (561 units or 56 percent of all housing units) are owner-occupied.

According to the City of Houston Comprehensive Plan and Community Impact Assessment Household Survey conducted in November 2014, approximately 35 percent of local property owners do not reside in Houston. Presuming these nonresidents have a dwelling on their property, this would suggest approximately 350 homes in Houston are used as vacation/recreation properties (or otherwise used only occasionally).

### Houston Housing Characteristics

Housing data for Houston from the American Community Survey (2009-2013 5-year estimates) are provided in Table 8. The data suggests approximately 28 percent of housing units are unoccupied.

**Table 8: Houston Housing Units, Occupancy, and Vacancy Rates, 2009-2013 Five Year Estimates**

	Count	Margin of Error	Percent	Margin of Error
Total housing units	991	+/-36	100%	-
Occupied housing units	716	+/-50	72.3%	+/-4.9
Vacant housing units	275	+/-51	27.7%	+/-4.9
Homeowner vacancy rate	5.7%	+/-2.9%	-	-
Rental vacancy rate	9.9%	+/-6.9%	-	-

Source: U.S. Census Bureau, American Community Survey, 2009-2013 Five-Year Estimates.

The majority of housing units (55 percent) were built since 1990, with construction peaking between 2000 and 2009 (32.3 percent of the housing units) (See Table 9.0).

Table 9: Houston Housing Units, by Year Built, 2009-2013 Five Year Estimates

	Count	Margin of Error	Percent	Margin of Error
<b>Total housing units</b>	<b>991</b>	<b>+/-36</b>	<b>100%</b>	<b>-</b>
Built 2010 or later	39	+/-21	3.9%	+/-2.1
Built 2000 to 2009	320	+/-56	32.3%	+/-5.6
Built 1990 to 1999	189	+/-50	19.1%	+/-5.0
Built 1980 to 1989	169	+/-42	17.1%	+/-4.2
Built 1970 to 1979	147	+/-43	14.8%	+/-4.2
Built 1960 to 1969	98	+/-31	9.9%	+/-3.1
Built 1950 to 1959	24	+/-19	2.4%	+/-1.9
Built 1940 to 1949	5	+/-8	0.5%	+/-0.8
Built 1939 or earlier	0	+/-9	0.0%	+/-2.0

Source: U.S. Census Bureau, American Community Survey, 2009-2013 Five-Year Estimates.

Table 9.0 indicates that 14 percent (+/-5.1 percent margin of error) of occupied housing units in Houston lack complete plumbing facilities, and 11 percent (+/- 5.0 percent) lack complete kitchen facilities.



**Table 10: Houston Occupied Housing Units, by Selected Utility Characteristics, 2009-2013 Five-Year Estimates**

	Count	Margin of Error	Percent	Margin of Error
<b>Occupied housing units</b>	<b>716</b>	<b>+/-50</b>	<b>100%</b>	<b>-</b>
Lacking complete plumbing facilities	100	+/-37	14.0%	+/-5.1
Lacking complete kitchen facilities	81	+/-35	11.3%	+/-5.0

Source: U.S. Census Bureau, American Community Survey, 2009-2013 Five-Year Estimates.

The median value of an owner-occupied unit in Houston is estimated at \$177,300 (+/- \$20,161 margin of error, see Table 11.0). Almost a third (30 percent) of these units are estimated to be valued at less than \$100,000.

**Table 11: Houston Housing Units, by Value of Owner-Occupied Units, 2009-2013 Five Year Estimates**

	Count	Margin of Error	Percent	Margin of Error
<b>Owner-occupied units</b>	<b>561</b>	<b>+/-47</b>	<b>100%</b>	<b>-</b>
Less than \$50,000	92	+/-33	16.4%	+/-5.7
\$50,000 to \$99,999	77	+/-28	13.7%	+/-4.9
\$100,000 to \$149,999	47	+/-22	8.4%	+/-3.7
\$150,000 to \$199,999	120	+/-40	21.4%	+/-7.1
\$200,000 to \$299,999	143	+/-41	25.5%	+/-6.9
\$300,000 to \$499,999	70	+/-28	12.5%	+/-4.8
\$500,000 to \$999,999	12	+/-15	2.1%	+/-2.7
\$1,000,000 or more	0	+/-9	0.0%	+/-3.5
<b>Median (dollars)</b>	<b>\$177,300</b>	<b>+/- \$20,161</b>	<b>-</b>	<b>-</b>

Source: U.S. Census Bureau, American Community Survey, 2009-2013 Five-Year Estimates

### Housing Demand Projections

Housing demand will grow (or decline) with changes in population, as discussed above. However, demographic trends can also have specific impacts on housing demand. Demographic factors affecting future housing demand in Houston include:



- **Aging:** The aging of Houston's population will result in changes in household characteristics and housing preferences. For example, U.S. Census data for Anchorage suggests that householders younger than 34 year and older than 64 are more likely to live in rental or multifamily units, and householders between age 35 and 64 are more likely to live in owner-occupied single-family detached housing.

Additionally, one of the important demographic questions in the coming years is how baby-boomers will behave when they reach retirement age. Will they leave Alaska? Move from Anchorage or Wasilla? Older households will make a variety of housing choices. Many will choose to remain in their homes as long as they are able. Some may downsize to smaller single-family homes; these will be a mixture of owner and renter units. Some may choose to move away from Houston to be closer to specialized medical facilities or to be closer to family care-givers.

- **Household composition:** Houston may be impacted by similar state and national trends in decreasing household size over time due to aging of the householders and smaller families. For example, as householders age, fewer households include children under the age of 18.
- **Income Levels and Home Affordability:** Income levels also affect demand for different types of housing. For example, families with lower incomes may prefer higher density housing (such as duplex, two-family townhouse, and some types of multifamily housing) and are more likely to be renters. Data from the American Community Survey (2009-2013 5-year estimates) estimate that home prices in Houston are 22 percent lower than Wasilla (\$177,300 median value for owner-occupied homes in Houston compared to \$227,800 in Wasilla). Lower housing costs make Houston an attractive place to live, including commuters to Wasilla.

Another factor affecting housing in Houston is the potential for increased demand for vacation and recreational properties.

While many factors can impact housing demand, shifts in population are the main driving force. Based on low, mid, and high population growth scenarios, housing units needed in Houston to accommodate new demand can be estimated.

Under a low growth scenario, approximately 119 new occupied housing units will be needed by 2035; under a high growth scenario, 383 new occupied housing units will be required. The mid-point is 246 new occupied housing units by 2035 (see Table 10). While some of this demand can be met by conversion of vacant housing units (currently estimated at 5.7 percent, see Table 5), new housing development will be clearly needed.

**Table 12: Low, High, and Mid Growth Scenarios, Future Housing Demand in Houston, Number of Housing Units, Houston, Various Years (2014-2035)**

Years	Low-Growth	Mid-Growth	High-Growth
2014	756	756	756
2017	772	791	811
2022	799	850	902
2027	828	909	994
2035	875	1,001	1,139
<b># Growth 2014-2035</b>	<b>+119</b>	<b>+246</b>	<b>+383</b>

Source: McDowell Group estimates.

**Land Use Implications**

Residential development in Houston can occur on land zoned as:

- R-1: 1-acre minimum lot size designated for single-family and two-family (low density)
- MFR (multifamily): designated for medium density use
- RA-2.5: 2.5 acre lot designated for residential/agriculture use
- RA-5: 5-acre lot size designated for low density residential use

According to City of Houston and Mat-Su Borough GIS data, a total of 4,742 acres within Houston are vacant, buildable, and zoned for residential development (see Table 3.0 and Table 13.0 below). This level of vacant land suggests an ample amount of zoned land is available to address future housing demand and residential development for single-family homes and multi-family homes in Houston by 2035, based on the population projections described in this analysis.

**Table 13: Vacant Acreage by Zone District and Housing Demand, Houston, 2014**

Zone District	Vacant Zoned Acreage	Number of Available Buildable Lots	Low Growth Scenario Additional # of housing units by 2035	Mid Growth Scenario Additional # of housing units by 2035	High Growth Scenario Additional # of housing units by 2035
R-1	2,582	2,582			
RA-2.5	55	22			
RA-5	1,690	338			
MFR	416	104			
<b>Total</b>	<b>4,742</b>	<b>3,046</b>	<b>119</b>	<b>246</b>	<b>383</b>
<b>Housing Demand by Housing Type</b>					
Single Family Detached Demand (85 percent of total units)			101	209	326
Multi-family Demand (15 percent)			18	37	57

Source: Mat-Su Borough, City of Houston, McDowell Group estimates.



### 3.1 Residential Build Out

Table 14: Existing Zoning by Housing Type under Existing Zoning, Capacity for New Housing

Existing Zoning and Capacity for Future Growth (Base Growth) by Housing Type, Under Existing Residential Zoning				
Housing Category	Existing Housing Stock		Total Build Out Capacity	
SINGLE FAMILY	Existing # Housing Units	Percent of Existing Units	Potential # Housing Units	Percent of Housing Units
Single Family (Detached)	846	84.7%	2194	85%
Single Family Large Lot (2.5 acre lots)			22	1%
Single Family Large Lot (5 acre lots)			338	13%
Single Family (Attached)	8 Duplex	0.8%	21	1%
<b>Sub Total 1</b>	851	85.2%	2963	100%
<b>Multi Family, Residential Other</b>				
Multi-Family (3 Units or more)	62	6.2%	104	6%
Residential/Commercial	(2 parcels no units listed)	0%		
Mobile Homes	85 (1 MH Park Unit)	8.6%	196	9%
Residential Other - Residential Garage	No dwelling units	0%		
Transient Lodging	2 parcels, no dwelling units	0%		
<b>Sub Total 2</b>	148	14.8%	300	15%
<b>Total</b>	<b>999</b>	<b>100%</b>	<b>3263</b>	<b>100%</b>

### 4.0 School Needs Analysis (MSB Data Source)

Another indication of future land needs is population growth of students based on student multiplier and population projects for Houston and the Mat-Su from the Mat-Su Borough School District. Future school and educational facilities needs are based on population projections, and based on housing type to accommodate that future growth in student population. Below is a summary of the MSB School District Projections and summary of methods:

- Grades at all school sites are moved ahead one grade level, assuming 100% cohort survival.

- Kindergarten enrollment is established by analyzing live birth rate data determined by the State of Alaska, Department of Health and Social Services.
- A cohort survival rate is calculated for each grade level in each school by averaging the percent change over the two prior years. This rate is then applied to the incoming class to establish a projected enrollment by grade level.
- Grade level projections at every school are combined, providing for an aggregate, district wide enrollment projection.
- The District analyzes economic trends and other factors that may assist in determining the accuracy of its projected enrollment and adjusts accordingly.

Based on the two year cohort survival method, the following anticipated enrollment projections for the upcoming years are:

- FY16: 18,098 Students
- FY17: 18,303 Students
- FY18: 18,458 Students
- FY19: 18,379 Students

These enrollment projections were completed 10 months ago and MSB has already exceeded their projection of 18,098 for the 2015-16 school year. MSB is currently serving 18,455 students. Being that the State’s student count period does not take place until October, MSB has held off in updating their enrollment projections for the time being.

**Demographic Analysis and Enrollment Forecast Summary**

Western Demographers provided a demographic analysis and enrollment forecast study that was completed in spring 2015. Western Demographers used their own methodology to arrive enrollment projections across the Valley and takes into account economic trends, the housing market, etc.

**School District and Borough Overall Growth Estimates (2010-2013)**

The Matanuska-Susitna Borough School District has grown at approximately 1.5 percent for the past year. The University of Alaska at Anchorage Institute of Social and Economic Research has maintained a standard 3.06 percent growth estimate for the MSB for the foreseeable future and has considered downgrading that figure to two percent. Recent population estimates from the Census Bureau American Community Survey support the eventual estimate of a 2% percent growth given the most recent measured annual growth rate of 2.46 percent.

**Table 15: Mat-Su Borough Population Growth and Change**

Year	2010	2011	2012	2013
Population	84,147	86,817	89,319	91,519



Change		2,670	2,502	2,200
Percentage Change		3.17%	2.88%	2.46%

The expected 1.5 percent growth will generate *1,200 elementary students, 800 middle school students and 1,000 high school students* during the next ten years (2014-2024).

**School Needs**

Growth in the Borough tends to suggest the future locations of new elementary school attendance areas. New housing will justify new elementary schools within the next decade in these areas:

1. Big Lake / Meadow Lake area
2. Machetanz / Cottonwood Creek / Snowshoe
3. A possible additional elementary serving the far west KGB corridor

Additional school facility needs based on the MSB 6 year CIP (FY 2017-FY 2022):

1. New Knik Area High School
2. New Wasilla Area Elementary School (Hyer Road)
3. New Palmer Area Elementary School

**Mat-Su Housing Growth & School Facility Implications**

Most development in the Borough has relied on water wells and septic systems as the primary source of domestic utilities and future, build-out modeling has assumed the continuation of low-density development. Growth underway in the Mat-Su is the result of a variety of trends:

- **Housing costs** in the Mat-Su relative to Anchorage have been historically low and have been well documented in local media as the conversation associated with the Anchorage land shortage has grown to address both residential and industrial land needs. Many Anchorage and Joint Base Elmendorf-Richardson (JBER) employees have chosen to reside in the Mat-Su in order to afford owning a home vs. renting or to have more house for their money (purchasing power). Mat-Su homes, typically \$160K less than homes in Anchorage, are attractive to buyers.
- The Mat-Su Borough continues to embody the **Alaskan lifestyle** and foster **recreational amenities** that enrich the lives of all Alaskans. Fishing, hunting, sledding, mushing, skiing, boating and aviation opportunities in the Mat-Su are among the best in the State and are within easy reach of its largest population concentration. Many choose to live as close to these recreation amenities as possible. The Glenn Highway has effectively served to tie jobs to

housing and provide a transportation conduit in both directions between Anchorage and the Mat-Su.

- Historically, the Borough has added significant **new housing units** during the four most recent decades. The most significant housing was added in the 2000's with approximately 15,636 new housing units added between 2000 and 2009.

**Future School Needs**

The two percent expected annual growth in the Mat-Su Borough and the 1.5 percent expected annual growth in school enrollment supported by this report will require the construction of two or three elementary schools and the completion of the Redington Secondary School Campus High School Facility. Other expansions including the Palmer Junior High may be required to address other capacity short-falls along with boundary changes to balance enrollment. These improvements will be required during the next five to eight years.

**5.0 Commercial Space Needs Analysis**

Houston currently has 12 acres of Heavy Commercial zoned land and 32 acres of Commercial Light Zoned land or less than 0.5% of the total land. Based on the current commercially zoned and commercial land use, there is not enough commercially zoned land for future development as desired by the City's need for more development to support the tax structure and to support the types of businesses needed to sustain the growing population. Table 16 below summarizes the existing Heavy Commercial Zoning and existing Light Commercial Zoning. The majority of the commercially zoned land is along the Parks Highway where there is good direct access but future Parks Highway upgrades may consolidate access and secondary access from side roads or shared frontage roads may be a reality.

**Table 16: Existing Commercial Land Use**

Land Use	Acres	Percent of Total
Commercial – Heavy	12	0.08%
Commercial - Light	32	0.23%

**6.0 Other Public Facilities Needs Analysis**

**6.1 Parks and Recreation**



The Land Use map has been updated to reflect the two parks in the City. Currently, there is only 3% of existing land uses are Recreation (see Table 2.0). Based on the desires of the community through the survey, stakeholder interviews, open houses and Steering Committee work, this is not enough recreation for the desired future for Houston to become a destination where outdoor recreation is a draw.

### 6.2 Library

Mat-Su 2014 Strategic Library Plan Map shows a future library in Houston but no implementation strategies or timeline for such a library is provided.

### 6.3 Public Safety

A new Fire Station and public safety facility is being planned by City of Houston for the area of Birch Road. If funding for a City based police force is anticipated, more facilities will be needed.

### 6.4 Transportation

A future Transportation Corridor to support the development of the railroad extension (from Port McKenzie) should be reserved for the future development of a road corridor from Port Mackenzie to Parks Highway through Houston.

## 7.0 Industrial Space Needs Analysis

There is currently no land use that has developed as either light industrial or heavy industrial. However, there is currently 1290 acres of Light Industrially Zoned land and 1460 acres of Heavy Industrially Zoned land including the Knikatnu, Inc. annexed land. With the availability of this newly zoned land, the need for industrially zoned land may be met for the short term but land use and growth policies may still warrant the need to determine if additional land is needed.

**Table 17: Existing Industrial Zoning Districts**

Zoning	Acres	Percent of Total Area
Light Industrial	1290	7.96%
Heavy Industrial	1460	9.01%

## 8.0 Subareas Analysis – (See Existing Land Use and Planning Concepts Map)

- Town Center District (Civic Center of Houston)
- Commercial Areas District (Commercial Activities Center of Houston)

- Geographic Center of Houston – Node

## 9.0 Suitability Analysis (See Map Packet)

Land suitability is an analysis to determine how much land is developable, based on environmental constraints. These natural constraints include wetlands, floodplains, and unstable soils, slopes that exceed 45% as well as any known historical or archeological sites. Vacant land is categorized into levels of suitability for development based on the presence of constraining environmental factors.

- 5.1.1 *Suitable land* is assumed to be 100% available for development
- 5.1.2 *Marginally Suitable* land is assumed to be 66% available (i.e. 60 out of every 100 acres of marginally suitable vacant land are considered developable)
- 5.1.3 *Unsuitable land* is assumed to be not available for development

Environmental data sets used for this analysis are sourced from the Matanuska Susitna Borough. Wetlands data is from the Cook Inlet Wetlands Inventory and the initial suitability analysis included all types of wetlands within the inventory as unsuitable land. After review, not all types of wetlands within the inventory are undevelopable and so we are working to refine that constraint in the analysis to more realistically represent that attribute.



**Table 18: Existing Land Use Analysis and Recommendations**

Map Pages	Description	Recommended Action
1	Parcel 73412 is split over the railway ROW and Parks Highway ROW and has 3 residential units	
3	Parcel 201824 is proposed Susitna Valley State Forest	If State Forest is approved, update land use map
8	City parcel 6627 is where Fire House and City Hall are located. Current land use is recorded as Residential with Commercial Use	Change land use to PLI
8	Parcel 7346 is zoned PHD; 7 dwelling units exist on the designated single-family residential land use	Change land use or zoning if needed
12	Parcel 515626 is privately owned with 1 residential dwelling and parcel 57350 is privately owned with residential garage use; both zoned for PLI	Change zoning
15	Parcels 56708, 49748 have split zoning of R-1 and Holding District buffering the railroad	Eliminate split zoning
17	Parcel 73198 is privately owned, zoned for PLI. Recall discussion with Steering Committee that it might be park space?	
18	Parcel 12086 has split zoning of R-1 and MRF buffering the railroad from the R-1	Eliminate split zoning
19	Parcel 31015 is Borough owned and has Park designation according to City – land use map does not reflect this use	Update Land use map to show recreational use
22	City owned parcel 83874 with one Mobile Home- what is this parcel? (it is zoned PLI)	
23	City owned parcels 27141, 48676 zoned R-1 - what are these parcels?	
23	Privately owned parcel 87426 is zoned for PLI	
29	Native Corp owned parcel 26121 is zoned RA-5 but with annexation, it is proposed to be rezoned to MFR	If approved, update zoning from RA-5 to MFR

Map Pages	Description	Recommended Action
35	City owned parcel 75182 on north shore of Loon Lake-zoning is R-1, should it be PLI? What is the parcel use?	
41	Borough owned parcel 59946 is zoned RA-5 - is this to remain Borough owned? Should it be rezoned for PLI?	
43	Parcel 67787 is privately owned, zoned for R-1 but is bordered by the Parks Highway and ARRC.	Should be R-1.
46	Parcel 31962 is privately owned, zoned for PLI and is split by the railroad – is it owned by ARRC? What is the intent of the parcel?	
47	Parcels 37005, 46707, 14093, 20663, 1595 are zoned PLI but land use is private single family residentially used parcels. Zoning or land use needs to be updated.	COH: rezone parcels from PLI to R-1 or RA -2.5 or update land use
47	Parcel 33760 is zoned RA-2.5, use is single family residential, and has 4 residential units on it – zoning or land use might need to be updated	
49	PLI zoned parcels 80457 and 27934 are privately owned	
52	Parcel 7018 is privately owned, single family residential land use with one dwelling unit – zoning is Commercial	

**General Notes:**

- **Parks Highway District**
  - Intent: encourage a moderate level of growth which will provide the city with an economic base, employment opportunities, and decrease dependency on external governmental or economic factors. Encourage this area to support mixed residential and commercial use which maintains community character and promotes a community center.
  - Introduction of a **Town Center district** or overlay might replace this designation in some areas – PHD may not be needed at all if this is established
- **Neighborhood Commercial District**



- Intent: allows for the provisions of goods and services on a retail basis within residential districts to provide residents with convenience of neighborhood shopping. Intended to apply only to areas which are isolated from other commercial zones, located on collector streets rather than local roads but are easily accessible for the surrounding residential district.
- Currently, no parcels are zoned for NCD
  - City is discussing the removal of this zoning district, debating whether it serves a purpose separate from a conditional use within a residential district
- **Industrial Districts**
  - Newly annexed Knikatnu Inc. land is proposed for mainly HI and LI land uses.
    - Knikatnu, Inc. anticipates proposing through the CUP process the following projects:
      - Wastewater treatment plant
      - Railroad Reliant Industries
      - Warehousing and other Support Services
- **Commercial District**
  - Other than the Gold Miners Lodge in the northeast, only commercial zoning exists near the Big Lake Road intersection extending north to W Larae Road.
  - Parks Highway District currently allows for commercial development within it
    - If Parks Highway District is eliminated, Town Center District will most likely include some commercial but may way to reconsider some current PHD parcels for commercial designation
- **Recreation and Lake Access**
  - Concerns about lack of access and determined recreation spaces have been expressed within the Steering Committee as well as at the Open Houses
    - Only two areas are designated for recreation/parks – one is the Susitna Campground by City Hall and the other is the Park on the north shore of Bear Paw Lake

- No Parks and Recreation District exists within zoning, only PLI. Might want to consider creating a P&R District
- Parcel 31015 is owned by the Borough but surrounds the northern shoreline of Bear Paw Lake – Park designation according to our Project Area map but is not listed as a park on our land use map (update land use map)
- City owned parcel 75182 on north shore of Loon Lake, currently zoned for R-1 but could be PLI and has recreational and lake access potential
- Land west of Houston Middle and High Schools is owned by the Borough, zoned PLI has been sighted by the public as a potential area for recreational trails (CIA Open House)

### Next Steps

#### Land Use Plan Map

- a. Land Use Designations
- b. Designate distribution and general location of land uses including residential, commercial, industrial, parks and institutional development
- c. Address desired density, intensity, character of land use designations
- d. Ensure adequate housing, employment and recreation opportunities
- e. Maintain a balance distribution of land uses
- f. Provide guidance for future public facilities and utility investments
- g. Provides basis for future zoning decisions but is not a Zoning Map
- h. COH's Municipal Code, Title 10, Land Use Regulations is the primary tool for implementing the Comprehensive Plan Policies and are applied as Zoning Districts on the Zoning Map
- i. The Land Use Plan Map is the graphical representation and geographically explicit statement of the Comp Plan policies



APPENDIX F.  
CITY OF HOUSTON PLANNING  
AND ZONING COMMISSION  
RESOLUTION NO. 16-PC-07

Introduced By: Councilmember Hartley  
Introduction Date:  
Public Hearing Date: July 28, 2016  
Vote: Anderson, Burnett, and Hartley in favor  
Jones and Mistor absent

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**CITY OF HOUSTON  
PLANNING & ZONING COMMISSION**

**RESOLUTION NO. 16-PC-07**

**A RESOLUTION OF THE HOUSTON PLANNING & ZONING COMMISSION FORWARDING FINDINGS AND RECOMMENDATIONS ON THE CITY OF HOUSTON COMPREHENSIVE PLAN UPDATE DRAFT DATED JUNE 23<sup>RD</sup>, 2016.**

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**WHEREAS**, The City of Houston received Grant # 14-DC-057 in the amount of \$350,000 to perform a Community Impact Assessment and Comprehensive Plan Update; and

**WHEREAS**, this process is nearing completion and a Draft Comprehensive Plan Update is ready for review; and

**WHEREAS**, Houston Municipal Code 7.06.030 Planning Commission Duties states that the Planning & Zoning Commission shall "Undertake a general review of the Comprehensive Plan at least once every two years and make recommendations to the Council for amendments"; and

**WHEREAS**, this draft plan update was introduced by the Planning Commission at the publicly noticed Planning Commission regular meeting on June 30, 2016 and set to a public hearing on July 28<sup>th</sup>, 2016; and

**WHEREAS**, the Houston Planning Commission sufficiently considered all evidence and testimony presented to them to make the following recommendation.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Houston to forward the following recommendations regarding proposed City of Houston Comprehensive Plan Update:

**Section 1.** This following findings-recommendations are made or affirmed:

**Recommendation 1:**

**Under Town Center Development, add language to encourage the development of street side or other public parking venues in the town center.**

**Recommendation 2:**

**Implement additional information on the history of industry in Houston.**

**Recommendation 3:**

**Under Transport add objective to provide additional traffic crossings across the Little Susitna River to promote public safety and convenience.**




Introduced By: Councilmember Hartley  
Introduction Date:  
Public Hearing Date: July 28, 2016  
Vote: Anderson, Burnett, and Hartley in favor  
Jones and Mistor absent

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**PASSED, APPROVED, AND ADOPTED** By a duly constituted quorum of the Planning & Zoning Commission for the City of Houston on this 28th day of January, 2016.

  
Christian Hartley, Chair

**ATTEST:**

  
Sonya Dukés, CMC  
Houston City Clerk

APPENDIX G.  
CITY OF HOUSTON  
CITY COUNCIL  
ADOPTING ORDINANCE 16-22



Introduced by: Mayor Thompson  
Introduction Date: August 11, 2016  
Public Hearing: September 8, 2016  
Adoption Date: September 8, 2016

Vote: Barney, Johansen, Johnson, Jorgensen, Stout, Wilson and Thompson in favor

**HOUSTON, ALASKA  
ORDINANCE 16-22**

**AN ORDINANCE OF THE HOUSTON CITY COUNCIL REPEALING THE 1999 CITY OF HOUSTON COMPREHENSIVE PLAN, AS AMENDED IN 2003 (ORDINANCE SERIAL NO. 199-078; 2003-108) AND ADOPTING THE 2016 CITY OF HOUSTON COMPREHENSIVE PLAN.**

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**BE IT ORDAINED AND ENACTED BY THE CITY OF HOUSTON, ALASKA:**

**WHEREAS**, The City of Houston received State of Alaska Grant #14-DC-057 in the amount of \$350,000 to perform a Community Impact Assessment and Comprehensive Plan Update; and

**WHEREAS**, in 2013 the City created a Community Impact Assessment and Comprehensive Plan Update Steering Committee to work closely with the consultant, City staff, City Planning Commission and City Council through the public process; and

**WHEREAS**, in 2013 the City hired qualified planning consultants through the bidding process to assist the Committee and staff in the process of revising the Comprehensive Plan through a number of public meetings, open houses and workshops ; and

**WHEREAS**, the 2016 City of Houston's Comprehensive Plan is based on community and stakeholder input and has been supported by the City and Committee as a balanced approach to the community's future;

**WHEREAS**, the 2016 City of Houston's Comprehensive Plan is based on community and stakeholder input and has been supported by the City and Committee as a balanced approach to the community's future;

**WHEREAS**, the Houston Planning and Zoning Commission reviewed the 2016 plan, held a Public hearing and forwarded recommendations on the plan to the City Council (Resolution 16-PC-07).

**SECTION I: CLASSIFICATION:** This ordinance is a non-code ordinance.

**SECTION II: SEVERABILITY:** If any provisions of this ordinance, or any application thereof to any person or circumstances is held invalid, the remainder of this ordinance and the application to all other persons or circumstances shall not be affected thereby.

Introduced by: Mayor Thompson  
Introduction Date: August 11, 2016  
Public Hearing: September 8, 2016  
Adoption Date: September 8, 2016

Vote: Barney, Johansen, Johnson, Jorgensen, Stout, Wilson and Thompson in favor

**SECTION III: PURPOSE:** The Purpose of Ordinance 16-22 is to replace the regulatory framework for land use and development in the City of Houston with a new, revised comprehensive plan that is responsive and convenient for the City residents.

**SECTION IV: REPEAL OF THE 1999 COMPREHENSIVE PLAN:** the 1999 Comprehensive Plan (Adopted in Ordinance Serial No. 1999-078) including the amendment adopted in 2003 (Ordinance Serial No. 2003-108) is hereby repealed.

**SECTION V: ADOPTION OF THE 2016 COMPREHENSIVE PLAN:** The 2016 City of Houston Comprehensive Plan, as submitted by the Houston Planning and Zoning Commission and the City of Houston Community Impact Assessment and Comprehensive Plan Update Steering Committee as contained in Exhibit A of this ordinance, is hereby adopted.

**SECTION VI: SUBMISSION TO THE MATANUSKA - SUSITNA BOROUGH.** The Mayor shall submit the 2016 City of Houston Comprehensive plan in this ordinance to the Matanuska-Susitna Borough for approval by the Borough Planning Commission and Assembly as required by AS 29.40.030 (b) and MSB 17.42.025.


**SECTION VII: ENACTMENT:** Sections IV and V of this ordinance shall be effective upon the effective date of the ordinance of the Matanuska Susitna Borough Assembly approving the City of Houston Comprehensive Plan in this ordinance.

**ADOPTED** by the Houston City Council on September 8, 2016.

THE CITY OF HOUSTON, ALASKA

  
Virgie Thompson, Mayor

ATTEST:

  
Sonya Dukes, CMC, City Clerk





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# Community Outreach



## City of Houston Comprehensive Plan and Community Impact Assessment Survey

November 2014

Dear << Name >>

The City of Houston needs your help! We are in the process of updating our Comprehensive Plan and Community Impact Assessment. As part of that process, we have contracted with the McDowell Group, an Alaska research firm, to conduct a survey of Houston property owners and residents. The purpose of the survey is to gather your opinions about the city's priorities for the next 20 years. Please take a few minutes to complete the enclosed survey now. Your participation is critical. You can make a difference for your community.

The information you provide is confidential and is seen only by McDowell Group. The City of Houston will never see any individual survey data. Survey results are presented only in aggregate with other responses.

Please complete your survey by **December 5, 2014** and return it by using the enclosed self-addressed, postage-paid envelope. You may also fax the survey to (907) 586-2673, scan to [robert.koentizer@mcdownellgroup.net](mailto:robert.koentizer@mcdownellgroup.net), OR complete the survey on-line. Type the following address into your web browser and enter the password found in the bottom right of your survey's last page.

**[HoustonCompPlanSurvey.com](http://HoustonCompPlanSurvey.com)**

When you return your completed survey (either by mail, online, fax, or scan), your name will be entered into a drawing to win your choice of one of **20 \$50 Fred Meyer or Walmart gift cards**. Winners will be randomly selected by McDowell Group.

If you have any questions about this survey, please contact Bob Koenitzer, McDowell Group Project Manager at (866-586-6133) or [robert.koenitzer@mcdownellgroup.net](mailto:robert.koenitzer@mcdownellgroup.net).

We appreciate your time and assistance with this important project.

Sincerely,

Virgie Thompson  
Mayor  
City of Houston

Len Anderson  
Chair, City of Houston CIA and Comprehensive Plan  
Revisions Steering Committee





5. Please indicate how important it is for the City of Houston to support each of the following transportation-related projects.

	Very important	Somewhat important	Not important	Unsure/ Don't know
a. Improved road maintenance	1	2	3	4
b. Improved lighting on roads	1	2	3	4
c. Public transportation (bus service) between Houston and other parts of the Mat-Su Borough	1	2	3	4
d. New Alaska Railroad depot/train stop	1	2	3	4
e. New road between Houston and Port Mackenzie	1	2	3	4
f. More paved roads	1	2	3	4
g. Improved street/road signage	1	2	3	4
h. Development of a "Park and Ride" lot for commuters	1	2	3	4
i. Development of a Hawk Lane bike path	1	2	3	4

6. Of the transportation-related projects listed above, which one should be the most important priority for the City? \_\_\_\_\_(enter letter a-i)     Unsure/Don't know

7. Please indicate how important it is for the City of Houston to support each of the following recreation-related projects.

	Very important	Somewhat important	Not important	Unsure/ Don't know
a. Creation of new parks with playgrounds	1	2	3	4
b. Improved public access to lakes	1	2	3	4
c. Creation of recreation programs for youth	1	2	3	4
d. Maintenance of existing trails and pathways	1	2	3	4
e. More non-motorized trails and pathways (for walking, biking, horse-riding, dog-sledding, etc.)	1	2	3	4
f. More motorized trails and pathways (for ATVs, snow machines, etc.)	1	2	3	4
g. Creation or expansion of indoor recreation facilities, such as an ice rink, swimming pool, or running track	1	2	3	4

8. Of the recreation-related projects listed above, which one should be the most important priority for the City? \_\_\_\_\_(enter letter a-g)     Unsure/Don't know

9. Please indicate how supportive you are for the City of Houston to strengthen each of the following environmental-related issues.

	Very supportive	Somewhat supportive	Not supportive	Unsure/ Don't know
a. Stricter regulation of land near rivers, lakes, and streams	1	2	3	4
b. Stricter enforcement of flood plain development regulations	1	2	3	4
c. Protection of drinking water quality	1	2	3	4



10. Please indicate how important it is for the City of Houston to support new development or expansion in each of the following areas of economic development.

	<i>Very important</i>	<i>Somewhat important</i>	<i>Not important</i>	<i>Unsure/ Don't know</i>
a. Attracting industrial development along the railroad tracks	1	2	3	4
b. Recruiting new businesses	1	2	3	4
c. Attracting more tourism development	1	2	3	4
d. Developing a tourism attraction along the Little Susitna River (ex. river walk, city park, etc.)	1	2	3	4
e. Developing a "town center" with pedestrian-friendly facilities	1	2	3	4
f. Supporting natural resource development in the area	1	2	3	4
g. Supporting extension of utility services (ex. power, communication, etc.)	1	2	3	4

11. Of the economic development projects listed above, which should be the most important priority for the City? \_\_\_\_\_(enter letter a-g)     Unsure/Don't know

12. Please indicate how important it is for the City of Houston to continue providing the following services.

	<i>Very important</i>	<i>Somewhat important</i>	<i>Not important</i>	<i>Unsure/ Don't know</i>
a. Community planning	1	2	3	4
b. Road maintenance	1	2	3	4
c. Animal control and shelter	1	2	3	4
d. Fire and emergency services	1	2	3	4

13. Please indicate how willing you are to pay for the following suggested new or improved City of Houston services or facilities through increased property taxes.

	<i>Very willing</i>	<i>Somewhat willing</i>	<i>Not willing</i>	<i>Unsure/ Don't know</i>
a. Improved road maintenance	1	2	3	4
b. Funding of Public Safety Officers	1	2	3	4
c. Improved city fire and emergency services	1	2	3	4
d. Cemetery development and maintenance	1	2	3	4

14. Please indicate how willing you are to pay a fee to drop off your garbage at a solid waste transfer station located in Houston?

Very willing

Somewhat willing

Not willing

Unsure/Don't know

15 In Houston, do you feel there is too much, too little, or just enough private property regulation?

- 01  Too much regulation
- 02  Too little regulation
- 03  Just enough regulation
- 04  Unsure/Don't know

16. How many people, including yourself, live in your Houston household? # \_\_\_\_\_ people

- 01  I do not live in Houston

17. How many people in your Houston household are under 18 years of age? # \_\_\_\_\_ people

- 01  I do not live in Houston

18. What is the highest level of education you have had the opportunity to complete?

- 01  Less than HS diploma
- 02  HS diploma/GED
- 03  Vocational/Tech Cert.
- 04  Some college
- 05  AA (Associate's Degree)
- 06  BA (Bachelor's Degree)
- 07  MA (Master's Degree)
- 08  PhD (Doctorate)

19. Please indicate the category that best describes your total combined household income before taxes for 2013.

- 01  Less than \$15,000
- 02  \$15,001 to \$25,000
- 03  \$25,001 to \$35,000
- 04  \$35,001 to \$50,000
- 05  \$50,001 to \$75,000
- 06  \$75,001 to \$100,000
- 07  Over \$100,000

20. Please indicate your gender    01  Male            02  Female

21. In what year were you born? 19\_\_\_\_\_

22. Please feel free to comment about any other planning issues you feel are important for the City of Houston to consider as it develops its new Comprehensive Plan and Community Impact Assessment.

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If you have any questions contact: Bob Koenitzer, McDowell Group Survey Manager, call toll free 1-866-586-6133 or 1-907-586-2990, or e-mail [robert.koenitzer@mcdowellgroup.net](mailto:robert.koenitzer@mcdowellgroup.net).

**Please complete and return this survey by December 3, 2014.**

***Thank you. Your opinions matter!***

For more information on the City of Houston Comprehensive Plan and Community Impact Assessment, please visit: <http://houstonakcompplan.com/>

Password
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## City of Houston Comprehensive Plan and Community Impact Assessment Survey

December 2014

Dear << Name >>

A couple weeks ago, we sent you a survey that asked for your opinions about the City of Houston's priorities for the next 20 years as part of our process to update our City's Comprehensive Plan and Community Impact Assessment. If you have completed the survey, thank you for your time and participation in our planning process. If you have not completed the survey, please take a few minutes to complete the enclosed survey now. Your participation is critical. You can make a difference for your community.

The information you provide is confidential and is seen only by McDowell Group. The City of Houston will never see any individual surveys or names associated with survey data. Survey results will be presented only in total with other responses.

We have extended the survey's due date to **December 15, 2014**. Please return your survey by using the enclosed self-addressed, postage-paid envelope. You may also fax the survey to (907) 586-2673, scan to [robert.koenitzer@mcdowellgroup.net](mailto:robert.koenitzer@mcdowellgroup.net), OR complete the survey on-line. Type the following address into your web browser and enter the password found in the bottom right of your survey's last page.

### [HoustonCompPlanSurvey.com](http://HoustonCompPlanSurvey.com)

When you return your completed survey (either by mail, online, fax, or scan), your name will be entered into a drawing to **win your choice of one of 20 \$50 Fred Meyer or Walmart gift cards**. Winners will be randomly selected by McDowell Group.

If you have any questions about this survey, please contact Bob Koenitzer, McDowell Group Project Manager at (866-586-6133) or [robert.koenitzer@mcdowellgroup.net](mailto:robert.koenitzer@mcdowellgroup.net).

We appreciate your time and assistance with this important project.

Sincerely,

Virgie Thompson  
Mayor  
City of Houston

Len Anderson  
Chair, City of Houston CIA and Comprehensive Plan  
Revision Steering Committee



Hi, just a reminder that you're receiving this email because you have expressed an interest in the City of Houston's Community Impact Assessment & Comprehensive Plan Revision. Don't forget to add vle@rmconsult.com to your address book so we'll be sure to land in your inbox!

IM 17-030

OR 17-019

You may [unsubscribe](#) if you no longer wish to receive our emails.

## City of Houston Community Impact Assessment and Comprehensive Plan Revision



### Reminder: Complete the Survey!

As part of the City of Houston's Community Impact Assessment and Comprehensive Plan Revision, we are conducting a survey of Houston residents and property owners to gather your opinions about the City's priorities for the next 20 years.

You received a survey in the mail from McDowell Group, an Alaska research firm. We appreciate you taking a few minutes to complete the survey.

Your opinions matter and we thank you in advance!

### Thank you for attending the Future's Workshop in September

On September 18th, residents gathered in the Houston Fire Station for the first project open house, the Future's Workshop.

Attendees were tasked with "creating ideal futures" and openly discussed what the future of Houston should include; all responses were recorded.

For the results of the Future's Workshop and to provide us with feedback, go to the Public Involvement page of the project website: <http://houstonakcompplan.com/>

Please continue to participate in the City's Community Impact Assessment and Comprehensive Plan Revision

The City of Houston Community Impact Assessment and Comprehensive Plan Revision is a collaborative effort between the City of Houston, the Planning Commission, Houston residents and business owners, and the R&M Team.

Questions? Please Contact:

Van Le, AICP  
Project Manager  
R&M Consultants, Inc.

email: [comments@rmconsult.com](mailto:comments@rmconsult.com)  
phone: 907-546-9655

Visit the project website:  
[www.houstonakcompplan.com](http://www.houstonakcompplan.com)

process, your input is important appreciated!

IM 17-030  
OR 17-019



R&M Consultants, Inc., 9101 Vanguard Drive, Anchorage, AK 99507

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JOIN US AT THE  
**OPEN HOUSE**

THURSDAY  
June 4, 2015  
4:30 pm-6:30 pm

**HOUSTON FIRE STATION**

The City of Houston is conducting a Community Impact Assessment (CIA) to identify the potential impacts upcoming projects may have on the community. Please join us at the open house to review identified impacts and provide feedback. The CIA will be used to help inform the Comprehensive Plan Revision currently underway. The City, in partnership with the Alaska Department of Transportation & Public Facilities, is also kicking off a Parks Highway Corridor Plan effort that will be introduced at the Open House.

13965 W Armstrong Road, Houston, AK 99694

For More Information Please Contact: **PLANNER & PUBLIC INVOLVEMENT COORDINATOR**  
**TARYN OLESON** | R&M Consultants, Inc. | [Comments@RMConsult.com](mailto:Comments@RMConsult.com) | 907.646.9645

VISIT THE PROJECT WEBSITE – [www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)





JOIN US AT THE  
**OPEN HOUSE**

THURSDAY  
June 4, 2015  
4:30 pm-6:30 pm



MR. AND MRS. SMITHERS  
OR CURRENT RESIDENT  
5943 Meow Avenue  
Anchorage, AK 99518

Hi, just a reminder that you're receiving this email because you have expressed an interest in the City of Houston's Community Impact Assessment & Comprehensive Plan Revision. Don't forget to add vle@rmconsult.com to your address book so we'll be sure to land in your inbox!

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OR 17-019

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## JOIN US AT THE OPEN HOUSE

The City of Houston is conducting a Community Impact Assessment (CIA) to identify the potential impacts upcoming projects may have on the community. Please join us at the open house to review identified impacts and provide feedback. The CIA will be used to help inform the Comprehensive Plan Revision currently underway.

Thursday, June 4, 2015  
4:30 PM - 6:30 PM  
Houston Fire Station

We hope you continue to participate in the City's Community Impact Assessment and Comprehensive Plan Revision process, your input is important appreciated!

For more information about the City of Houston Community Impact Assessment and Comprehensive Plan Revision, please visit the project website [www.houstonakcompplan.com](http://www.houstonakcompplan.com)

The City of Houston Community Impact Assessment and Comprehensive Plan Revision is a collaborative effort between the City of Houston, the Planning Commission, Houston residents and business owners, and the R&M Team.

Questions? Please Contact:

Van Le, AICP  
Project Manager  
R&M Consultants, Inc.

email:  
[comments@rmconsult.com](mailto:comments@rmconsult.com)  
phone: 907-646-9659

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You may [unsubscribe](#) if you no longer wish to receive our emails.



## The Draft Community Impact Assessment is Available for Review

The [Draft Community Impact Assessment \(CIA\)](#) is now available for public review. The full report and appendices can be found on the project website:

<http://houstonakcompplan.com/>

The CIA will help inform the current City of Houston Comprehensive Plan revision effort by analyzing potential impacts transportation projects may have on the community and residents' quality of life. The evaluation will allow the city and its residents to prepare for positive impacts and mitigate any potential negative impacts and assist Houston in maintaining its unique community character.

We appreciate your interest in the CIA and Comprehensive Plan Update process and value your comments on this draft report. Comments can be submitted through the project website, or you can contact a member of the project team.

Thank you and please contact a member of the project team if you have any questions!

The City of Houston Community Impact Assessment and Comprehensive Plan Revision is a collaborative effort between the City of Houston, the Planning Commission, Houston residents and business owners, and the R&M Team.

Questions? Please Contact:

Van Le, AICP  
Project Manager  
R&M Consultants, Inc.

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JOIN US AT THE  
**OPEN HOUSE**

THURSDAY  
May 5, 2016  
5:00 pm-7:00 pm

Please join us at the Open House to review the Draft Comprehensive Plan for the City of Houston. This 20-year plan reflects the community's core values and future needs while providing a framework for development in the City of Houston through 2035.

**HOUSTON FIRE STATION**

13965 W Armstrong Road, Houston, AK 99694

For More Information Please Contact: **PLANNER & PUBLIC INVOLVEMENT COORDINATOR**  
VAN LE | R&M Consultants, Inc. | Comments@RMConsult.com | 907.646.9659

VISIT THE PROJECT WEBSITE – [www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)



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## Join us at the Draft Comprehensive Plan Open House

Please join us at the Open House to review the Draft Comprehensive Plan for the City of Houston on May 5th, 2016. This 20-year plan reflects the community's core values and future needs while providing a framework for development and improvements in the City of Houston through 2035. We appreciate your interest and encourage your feedback on the Draft Comprehensive Plan Revision.

### Open House

**Thursday, May 5th, 2016**  
**5:00 PM - 7:00 PM**

**Houston Fire Station 9-1**  
**13965 W Armstrong Road, Houston**

<http://houstonakcompplan.com/>

The Draft Comprehensive Plan will be posted to the website before the Open House on Thursday.

Comments can be submitted at the Open House, through the project website, or you can contact a member of the project team.

Thank you and please contact Project Manager, Van Le at [vle@rmconsult.com](mailto:vle@rmconsult.com) if you have any questions!

The City of Houston Community Impact Assessment and Comprehensive Plan Revision is a collaborative effort between the City of Houston, the Planning Commission, Houston residents and business owners, and the R&M Team.

Questions? Please Contact:

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PUBLIC NOTICES

1. **Postcard Mailing and Flyer– Futures Workshop**  
Postcard sent to 1,651 residents, tenants property owners, and businesses and flyers distributed at Founder’s Day event and at City Hall
2. **Household Opinion Survey Mailing**  
Cover letter, opinion survey, and second round mailing sent out 1,651 residents, tenants, property owners, and businesses
3. **Constant Contact E-Newsletter – Household Survey**  
Email newsletter with reminder to complete the Household Survey and with information on past Future’s Workshop
4. **Postcard Mailing – CIA Open House**  
Postcard sent to 1,651 residents, tenants, property owners, and businesses inviting them to the public open house to identify the potential impacts upcoming projects may have on the community for the CIA
5. **Constant Contact E-Newsletter – CIA Open House**  
Email newsletter inviting stakeholders to the CIA Open House
6. **Constant Contact E-Newsletter – Draft CIA Review**  
Email newsletter notifying stakeholders the Draft CIA is available for review and to solicit comments on the Draft.
7. **Postcard Flyers – Draft Comprehensive Plan Review**  
Over 200 flyers were distributed throughout the community, including City Hall, the Post Office, Miller’s Market, etc. inviting them to the public open house to review the Draft Comprehensive Plan.
8. **Constant Contact E-newsletter- Draft Comprehensive Plan Open House**  
Email newsletter inviting stakeholders to the public open house to review the Draft Comprehensive Plan.
9. **Frontiersman Advertisement– Public Hearing Notice**  
Advertisement placed in the Frontiersman notifying interested stakeholders of the City Council Public Hearing on the Comprehensive Plan
10. **City of Houston Website – Screen Shot of Home Page**  
Throughout the project, the city’s website prominently advertised the CIA and Comp Plan efforts, events, and updates as they were available. The City Calendar on the left reflected all events and Steering Committee meetings and posted the agenda of each meeting a minimum of one week prior to the meeting date.
11. **CIA & Comp Plan Project Website – Screen Shots (partial view)**  
The project specific website, linked to the City of Houston’s website, has been routinely updated and managed throughout the project to keep stakeholders well informed. All drafts and reports available for review are posted on the Documents page. Comments can be submitted any time through the website
12. **Public Involvement Page of Project Website – Content View**  
Full content on the Public Involvement page of the project specific website.





***Your Community, Your  
Future, Your Plan***

Save the date:  
Thursday,  
September 18, 2014 for a  
***Futures Workshop***

4:30 PM to 7:30 PM  
Houston Fire Station



*What Should Houston Look Like in the next 20 years?*

The City of Houston is conducting a Community Impact Assessment (CIA) and revising its Comprehensive Plan to guide future growth. Since the Comprehensive Plan was updated in 2003, population growth, transportation infrastructure projects and industrial development are on the rise. Join us at the first community workshop to plan for the future and prepare for growth and development while preserving community values.

For More Information Please Contact:  
Van Le, AICP, Project Manager  
R&M Consultants, Inc.

E-mail:  
[comments@rmconsult.com](mailto:comments@rmconsult.com)  
Phone: 907-646-9659

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9101 Vanguard Drive  
Anchorage Alaska

## City of Houston Comprehensive Plan Household Survey

### Watch Your Mail!

As part of Houston's Comprehensive Plan development, we have asked McDowell Group, an Alaska research firm, to conduct a mail survey of Houston residents. The Comprehensive Plan is a document that will guide our community's growth for the next 20 years. We want your opinions to help guide Houston's future.

McDowell Group will be mailing a survey to all households with a Houston mailing address this Fall. Once you receive the survey, we would appreciate you taking a few minutes to participate. Your opinion matters and we thank you in advance.

Sincerely,

A handwritten signature in blue ink that reads 'Virgie Thompson'.

Mayor, City of Houston



9101 Vanguard Drive  
Anchorage Alaska

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Mayor, City of Houston



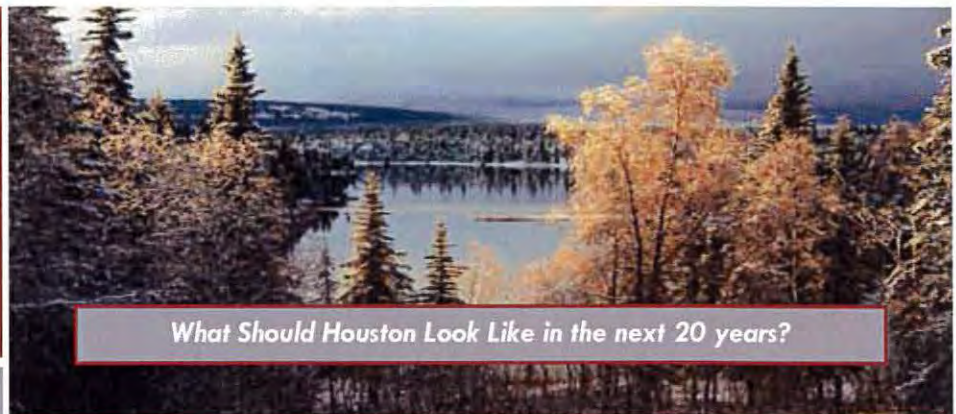


**Your Community, Your  
Future, Your Plan**

**Open House & Futures Workshop**

Thursday, September 18, 2014

4:30 PM to 7:30 PM  
Houston Fire Station



*What Should Houston Look Like in the next 20 years?*

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For More Information Please Contact:  
Van Le, AICP, Project Manager  
R&M Consultants, Inc.

E-mail: [comments@rmconsult.com](mailto:comments@rmconsult.com)  
Phone: 907-646-9659

Visit the Project Website:  
[www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)  
to sign up for updates



9101 Vanguard Drive  
Anchorage Alaska 99507

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Anchorage, AK

**Watch Your Mail**  
for the City of Houston Comprehensive Plan  
Household Survey, conducted by the  
McDowell Group in late fall.  
We want your opinions to help guide  
Houston's future.



## City of Houston Comprehensive Plan and Community Impact Assessment Survey

November 2014

Dear << Name >>

The City of Houston needs your help! We are in the process of updating our Comprehensive Plan and Community Impact Assessment. As part of that process, we have contracted with the McDowell Group, an Alaska research firm, to conduct a survey of Houston property owners and residents. The purpose of the survey is to gather your opinions about the city's priorities for the next 20 years. Please take a few minutes to complete the enclosed survey now. Your participation is critical. You can make a difference for your community.

The information you provide is confidential and is seen only by McDowell Group. The City of Houston will never see any individual survey data. Survey results are presented only in aggregate with other responses.

Please complete your survey by **December 5, 2014** and return it by using the enclosed self-addressed, postage-paid envelope. You may also fax the survey to (907) 586-2673, scan to [robert.koenitzer@mcdowellgroup.net](mailto:robert.koenitzer@mcdowellgroup.net), OR complete the survey on-line. Type the following address into your web browser and enter the password found in the bottom right of your survey's last page.

**[HoustonCompPlanSurvey.com](http://HoustonCompPlanSurvey.com)**

When you return your completed survey (either by mail, online, fax, or scan), your name will be entered into a drawing to win your choice of one of **20 \$50 Fred Meyer or Walmart gift cards**. Winners will be randomly selected by McDowell Group.

If you have any questions about this survey, please contact Bob Koenitzer, McDowell Group Project Manager at (866-586-6133) or [robert.koenitzer@mcdowellgroup.net](mailto:robert.koenitzer@mcdowellgroup.net).

We appreciate your time and assistance with this important project.

Sincerely,

Virgie Thompson  
Mayor  
City of Houston

Len Anderson  
Chair, City of Houston CIA and Comprehensive Plan  
Revisions Steering Committee





# City of Houston Comprehensive Plan and Community Impact Assessment Survey

The City of Houston is in the process of updating its Comprehensive Plan and Community Impact Assessment. This process will outline city priorities and guide planning efforts for the next 20 years. As part of that process, we appreciate you taking the time to complete this survey. Your opinions will help shape the future of your community.

If you prefer, you may also complete the survey online at a secure website by entering the following URL into your computer's browser and then entering your password (found in the bottom right of the survey last page). You will be entered in the drawing if you complete the survey by mail or online.

**HoustonCompPlanSurvey.com**

When you return your completed survey (either online or by mail), your name will be entered into a drawing to win your choice of **one of 20 \$50 Fred Meyer or Walmart gift cards.**

**1. Did you live in Houston for more than 9 months in the past year?**

Yes  $\Rightarrow$  1a. If yes, how many years have you lived in Houston? # \_\_\_\_\_ years (go to Question 2)

No  $\Rightarrow$  1b. Do you rent your Houston property to others?  Yes (go to Q3)  No (go to Q3)

**2. Do you own or rent your Houston residence or property?**

Own                       Rent                       Some other arrangement: \_\_\_\_\_

**3. Overall, how would you rate your quality of life in Houston using a scale of 1 – 10, where 1 means "very poor" and 10 means "very good"?** (Circle answer)  Do not live in Houston

Very Poor

Very Good

1	2	3	4	5	6	7	8	9	10
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**4. Please indicate your level of agreement regarding the following statements about the community of Houston.**

	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure/ Don't know
a. Houston is a safe place to live.	1	2	3	4	5
b. Houston is family-friendly.	1	2	3	4	5
c. Houston is a good place to enjoy a rural lifestyle.	1	2	3	4	5
d. Houston is a good place for people to live affordably.	1	2	3	4	5
e. Houston is a good place for outdoor recreation.	1	2	3	4	5
f. Houston could use more community planning.	1	2	3	4	5
g. Houston could use more landscaping of public spaces.	1	2	3	4	5

5. Please indicate how important it is for the City of Houston to support each of the following transportation-related projects.

	Very important	Somewhat important	Not important	Unsure/ Don't know
a. Improved road maintenance	1	2	3	4
b. Improved lighting on roads	1	2	3	4
c. Public transportation (bus service) between Houston and other parts of the Mat-Su Borough	1	2	3	4
d. New Alaska Railroad depot/train stop	1	2	3	4
e. New road between Houston and Port Mackenzie	1	2	3	4
f. More paved roads	1	2	3	4
g. Improved street/road signage	1	2	3	4
h. Development of a "Park and Ride" lot for commuters	1	2	3	4
i. Development of a Hawk Lane bike path	1	2	3	4

6. Of the transportation-related projects listed above, which one should be the most important priority for the City? \_\_\_\_\_(enter letter a-i)     Unsure/Don't know

7. Please indicate how important it is for the City of Houston to support each of the following recreation-related projects.

	Very important	Somewhat important	Not important	Unsure/ Don't know
a. Creation of new parks with playgrounds	1	2	3	4
b. Improved public access to lakes	1	2	3	4
c. Creation of recreation programs for youth	1	2	3	4
d. Maintenance of existing trails and pathways	1	2	3	4
e. More non-motorized trails and pathways (for walking, biking, horse-riding, dog-sledding, etc.)	1	2	3	4
f. More motorized trails and pathways (for ATVs, snow machines, etc.)	1	2	3	4
g. Creation or expansion of indoor recreation facilities, such as an ice rink, swimming pool, or running track	1	2	3	4

8. Of the recreation-related projects listed above, which one should be the most important priority for the City? \_\_\_\_\_(enter letter a-g)     Unsure/Don't know

9. Please indicate how supportive you are for the City of Houston to strengthen each of the following environmental-related issues.

	Very supportive	Somewhat supportive	Not supportive	Unsure/ Don't know
a. Stricter regulation of land near rivers, lakes, and streams	1	2	3	4
b. Stricter enforcement of flood plain development regulations	1	2	3	4
c. Protection of drinking water quality	1	2	3	4

10. Please indicate how important it is for the City of Houston to support new development or expansion in each of the following areas of economic development.

	<i>Very important</i>	<i>Somewhat important</i>	<i>Not important</i>	<i>Unsure/ Don't know</i>
a. Attracting industrial development along the railroad tracks	1	2	3	4
b. Recruiting new businesses	1	2	3	4
c. Attracting more tourism development	1	2	3	4
d. Developing a tourism attraction along the Little Susitna River (ex. river walk, city park, etc.)	1	2	3	4
e. Developing a "town center" with pedestrian-friendly facilities	1	2	3	4
f. Supporting natural resource development in the area	1	2	3	4
g. Supporting extension of utility services (ex. power, communication, etc.)	1	2	3	4

11. Of the economic development projects listed above, which should be the most important priority for the City? \_\_\_\_\_(enter letter a-g)     Unsure/Don't know

12. Please indicate how important it is for the City of Houston to continue providing the following services.

	<i>Very important</i>	<i>Somewhat important</i>	<i>Not important</i>	<i>Unsure/ Don't know</i>
a. Community planning	1	2	3	4
b. Road maintenance	1	2	3	4
c. Animal control and shelter	1	2	3	4
d. Fire and emergency services	1	2	3	4

13. Please indicate how willing you are to pay for the following suggested new or improved City of Houston services or facilities through increased property taxes.

	<i>Very willing</i>	<i>Somewhat willing</i>	<i>Not willing</i>	<i>Unsure/ Don't know</i>
a. Improved road maintenance	1	2	3	4
b. Funding of Public Safety Officers	1	2	3	4
c. Improved city fire and emergency services	1	2	3	4
d. Cemetery development and maintenance	1	2	3	4

14. Please indicate how willing you are to pay a fee to drop off your garbage at a solid waste transfer station located in Houston?

Very willing

Somewhat willing

Not willing

Unsure/Don't know



15 In Houston, do you feel there is too much, too little, or just enough private property regulation?

- 01  Too much regulation                      02  Too little regulation                      03  Just enough regulation  
04  Unsure/Don't know

16. How many people, including yourself, live in your Houston household? # \_\_\_\_\_ people

- 01  I do not live in Houston

17. How many people in your Houston household are under 18 years of age? # \_\_\_\_\_ people

- 01  I do not live in Houston

18. What is the highest level of education you have had the opportunity to complete?

- 01  Less than HS diploma                      04  Some college                      07  MA (Master's Degree)  
02  HS diploma/GED                      05  AA (Associate's Degree)                      08  PhD (Doctorate)  
03  Vocational/Tech Cert.                      06  BA (Bachelor's Degree)

19. Please indicate the category that best describes your total combined household income before taxes for 2013.

- 01  Less than \$15,000                      04  \$35,001 to \$50,000                      07  Over \$100,000  
02  \$15,001 to \$25,000                      05  \$50,001 to \$75,000  
03  \$25,001 to \$35,000                      06  \$75,001 to \$100,000

20. Please indicate your gender    01  Male                      02  Female

21. In what year were you born? 19 \_\_\_\_\_

22. Please feel free to comment about any other planning issues you feel are important for the City of Houston to consider as it develops its new Comprehensive Plan and Community Impact Assessment.

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If you have any questions contact: Bob Koenitzer, McDowell Group Survey Manager, call toll free 1-866-586-6133 or 1-907-586-2990, or e-mail [robert.koenitzer@mcdowellgroup.net](mailto:robert.koenitzer@mcdowellgroup.net).

**Please complete and return this survey by December 3, 2014.**

***Thank you. Your opinions matter!***

For more information on the City of Houston Comprehensive Plan and Community Impact Assessment, please visit: <http://houstonakcompplan.com/>

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## City of Houston Comprehensive Plan and Community Impact Assessment Survey

December 2014

Dear << Name >>

A couple weeks ago, we sent you a survey that asked for your opinions about the City of Houston's priorities for the next 20 years as part of our process to update our City's Comprehensive Plan and Community Impact Assessment. If you have completed the survey, thank you for your time and participation in our planning process. If you have not completed the survey, please take a few minutes to complete the enclosed survey now. Your participation is critical. You can make a difference for your community.

The information you provide is confidential and is seen only by McDowell Group. The City of Houston will never see any individual surveys or names associated with survey data. Survey results will be presented only in total with other responses.

We have extended the survey's due date to **December 15, 2014**. Please return your survey by using the enclosed self-addressed, postage-paid envelope. You may also fax the survey to (907) 586-2673, scan to [robert.koenitzer@mcdowellgroup.net](mailto:robert.koenitzer@mcdowellgroup.net), OR complete the survey on-line. Type the following address into your web browser and enter the password found in the bottom right of your survey's last page.

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We appreciate your time and assistance with this important project.

Sincerely,

Virgie Thompson  
Mayor  
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Len Anderson  
Chair, City of Houston CIA and Comprehensive Plan  
Revision Steering Committee



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# City of Houston Community Impact Assessment and Comprehensive Plan Revision



## Reminder: Complete the Survey!

As part of the City of Houston's Community Impact Assessment and Comprehensive Plan Revision, we are conducting a survey of Houston residents and property owners to gather your opinions about the City's priorities for the next 20 years.

You received a survey in the mail from McDowell Group, an Alaska research firm. We appreciate you taking a few minutes to complete the survey.

Your opinions matter and we thank you in advance!

## Thank you for attending the Future's Workshop in September

On September 18th, residents gathered in the Houston Fire Station for the first project open house, the Future's Workshop.

Attendees were tasked with "creating ideal futures" and openly discussed what the future of Houston should include; all responses were recorded.

For the results of the Future's Workshop and to provide us with feedback, go to the Public Involvement page of the project website: <http://houstonakcompplan.com/>

Please continue to participate in the City's Community Impact Assessment and Comprehensive Plan Revision

The City of Houston Community Impact Assessment and Comprehensive Plan Revision is a collaborative effort between the City of Houston, the Planning Commission, Houston residents and business owners, and the R&M Team.

Questions? Please Contact:

Van Le, AICP  
Project Manager  
R&M Consultants, Inc.

email: [comments@rmconsult.com](mailto:comments@rmconsult.com)  
phone: 907-646-9659

Visit the project website:  
[www.houstonakcompplan.com](http://www.houstonakcompplan.com)



process, your input is important appreciated!

IM 17-030  
OR 17-019



R&M Consultants, Inc., 9101 Vanguard Drive, Anchorage, AK 99507

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JOIN US AT THE  
**OPEN HOUSE**

THURSDAY  
June 4, 2015  
4:30 pm-6:30 pm

**HOUSTON FIRE STATION**

The City of Houston is conducting a Community Impact Assessment (CIA) to identify the potential impacts upcoming projects may have on the community. Please join us at the open house to review identified impacts and provide feedback. The CIA will be used to help inform the Comprehensive Plan Revision currently underway. The City, in partnership with the Alaska Department of Transportation & Public Facilities, is also kicking off a Parks Highway Corridor Plan effort that will be introduced at the Open House.

13965 W Armstrong Road, Houston, AK 99694

For More Information Please Contact: **PLANNER & PUBLIC INVOLVEMENT COORDINATOR**  
**TARYN OLESON** | R&M Consultants, Inc. | [Comments@RMConsult.com](mailto:Comments@RMConsult.com) | 907.646.9645

VISIT THE PROJECT WEBSITE – [www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)

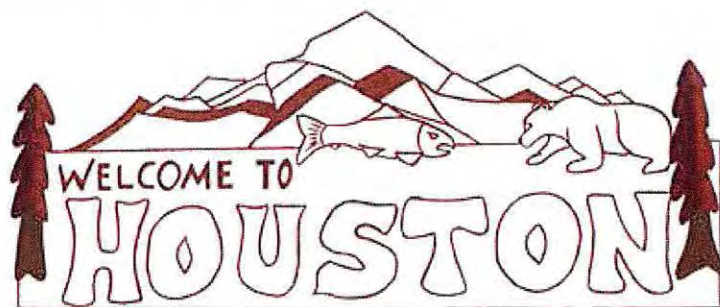


JOIN US AT THE  
**OPEN HOUSE**

THURSDAY

June 4, 2015

4:30 pm-6:30 pm



MR. AND MRS. SMITHERS  
OR CURRENT RESIDENT  
5943 Meow Avenue  
Anchorage, AK 99518



Hi, just a reminder that you're receiving this email because you have expressed an interest in the City of Houston's Community Impact Assessment & Comprehensive Plan Revision. Don't forget to add vle@rmconsult.com to your address book so we'll be sure to land in your inbox!

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## JOIN US AT THE OPEN HOUSE

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Thursday, June 4, 2015  
4:30 PM - 6:30 PM  
Houston Fire Station

We hope you continue to participate in the City's Community Impact Assessment and Comprehensive Plan Revision process, your input is important appreciated!

For more information about the City of Houston Community Impact Assessment and Comprehensive Plan Revision, please visit the project website [www.houstonakcompplan.com](http://www.houstonakcompplan.com)

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IM 17-030  
OR 17-019

You may [unsubscribe](#) if you no longer wish to receive our emails.



## The Draft Community Impact Assessment is Available for Review

The [Draft Community Impact Assessment \(CIA\)](#) is now available for public review. The full report and appendices can be found on the project website:

<http://houstonakcompplan.com/>

The CIA will help inform the current City of Houston Comprehensive Plan revision effort by analyzing potential impacts transportation projects may have on the community and residents' quality of life. The evaluation will allow the city and its residents to prepare for positive impacts and mitigate any potential negative impacts and assist Houston in maintaining its unique community character.

We appreciate your interest in the CIA and Comprehensive Plan Update process and value your comments on this draft report. Comments can be submitted through the project website, or you can contact a member of the project team.

Thank you and please contact a member of the project team if you have any questions!

The City of Houston Community Impact Assessment and Comprehensive Plan Revision is a collaborative effort between the City of Houston, the Planning Commission, Houston residents and business owners, and the R&M Team.

Questions? Please Contact:

Van Le, AICP  
Project Manager  
R&M Consultants, Inc.

email:  
[comments@rmconsult.com](mailto:comments@rmconsult.com)  
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JOIN US AT THE  
**OPEN HOUSE**

THURSDAY  
May 5, 2016  
5:00 pm-7:00 pm

Please join us at the Open House to review the Draft Comprehensive Plan for the City of Houston. This 20-year plan reflects the community's core values and future needs while providing a framework for development in the City of Houston through 2035.

**HOUSTON FIRE STATION**

13965 W Armstrong Road, Houston, AK 99694

For More Information Please Contact: **PLANNER & PUBLIC INVOLVEMENT COORDINATOR**  
VAN LE | R&M Consultants, Inc. | [Comments@RMConsult.com](mailto:Comments@RMConsult.com) | 907.646.9659

VISIT THE PROJECT WEBSITE – [www.HoustonAKCompPlan.com](http://www.HoustonAKCompPlan.com)



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You may [unsubscribe](#) if you no longer wish to receive our emails.



## Join us at the Draft Comprehensive Plan Open House

Please join us at the Open House to review the Draft Comprehensive Plan for the City of Houston on May 5th, 2016. This 20-year plan reflects the community's core values and future needs while providing a framework for development and improvements in the City of Houston through 2035. We appreciate your interest and encourage your feedback on the Draft Comprehensive Plan Revision.

### Open House

**Thursday, May 5th, 2016**  
**5:00 PM - 7:00 PM**

**Houston Fire Station 9-1**  
**13965 W Armstrong Road, Houston**

<http://houstonakcompplan.com/>

The Draft Comprehensive Plan will be posted to the website before the Open House on Thursday.

Comments can be submitted at the Open House, through the project website, or you can contact a member of the project team.

Thank you and please contact Project Manager, Van Le at [vle@rmconsult.com](mailto:vle@rmconsult.com) if you have any questions!

The City of Houston Community Impact Assessment and Comprehensive Plan Revision is a collaborative effort between the City of Houston, the Planning Commission, Houston residents and business owners, and the R&M Team.

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Project Manager  
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Wasilla, AK 99654

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(907) 352-2277 fax

### AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION  
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY  
PERSONALLY APPEARED BEFORE **JACKIE DOWNS** WHO, BEING  
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE  
LEGAL AD CLERK OF THE **FRONTIERSMAN**  
PUBLISHED AT WASILLA, IN SAID DIVISION THREE AND STATE OF ALASKA  
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE  
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

**AUGUST 26, 2016**

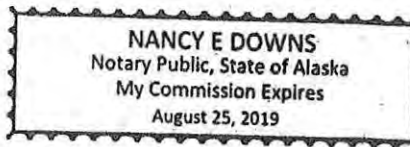
AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF  
THE RATE CHARGED PRIVATE INDIVIDUALS.

*Jackie Downs*

SUBSCRIBED AND SWORN TO BEFORE ME  
THIS 13TH DAY OF SEPTEMBER 2016.

*Nancy E Downs*

NOTARY PUBLIC FOR STATE OF ALASKA



CITY OF HOUSTON



# City of Houston

www.houston-ak.gov

M 17-030  
OR 17-019

## Public Hearing Notice Houston City Council - Regular Meeting September 8, 2016, 7 P.M.

Houston City Hall - 138778 Armstrong Road

During the upcoming Regular City Council meeting on September 8, 2016,  
at 7 p.m. the Houston City Council will take public testimony  
on the following public hearing items:

- **AM 16-15:** City Council statement of non-protest to the application of a retail marijuana store license # 10316 held by Silverthorn Investment group LLC, DBA Denali 420 Recreationals (*Introduced by Mayor Thompson*).
- **Ordinance 16-21:** An Ordinance of the Houston City Council amending Houston Municipal Code Title 3, Elections to provide clarification and specifications to definitions, declaration of candidacy payment options, notifications, election officials, ballots, election procedures, materials, voting methods, ballot counting procedures and the recount process, and requiring voter identification and a payment for contest of election. (*Introduced August 11, 2016*).
- **Ordinance 16-22:** An Ordinance of the Houston City Council repealing the 1999 City of Houston Comprehensive plan, as amended in 2003, (Ordinance serial no. 199-078; 2003-108) and adopting the 2016 City of Houston Comprehensive Plan. (*Introduced August 11, 2016*).

Comments are limited to 3-minutes per person.

Publish: August 26, 2016

HOUSTON CITY HALL  
13878 W ARMSTRONG ROAD, HOUSTON AK, 99694

[WWW.HOUSTON-AK.GOV](http://WWW.HOUSTON-AK.GOV)

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT THE CLERK'S OFFICE AT 907-892-6869





# City of Houston

[www.houston-ak.gov](http://www.houston-ak.gov)

## Public Hearing Notice Houston City Council - Regular Meeting September 8, 2016, 7 P.M.

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# Houston, Alaska

- Home
- Departments
- City Council
- Commissions/Committees
- Houston Municipal Code
- Forms
- Links

### Search

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### CITY CALENDAR

September 2016

S	M	T	W	T	F	S
		1	2	3		
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	
< Aug						Oct >

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### Licensed Houston Business Services

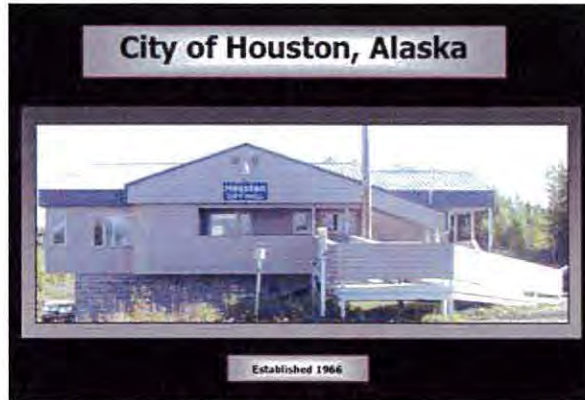
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Welcome to Houston, Alaska!



## Houston Happenings

### DRAFT CITY OF HOUSTON COMPREHENSIVE PLAN AVAILABLE FOR REVIEW

Visit <http://houstonakcompplan.com> to access this document.

The DRAFT Community Impact Assessment (CIA) is Available for Public Review.

The full report and appendices can be found on the project website:

<http://houstonakcompplan.com/>

The CIA will help inform the current City of Houston Comprehensive Plan revision effort by analyzing potential impacts transportation projects may have on the community and residents' quality of life. The evaluation will allow the City and its residents to prepare for positive impacts and mitigate and potential negative impacts.

For more information contact:

Project Manager, Van Le, AICP at 907.646.9659 or [comments@rmconsult.com](mailto:comments@rmconsult.com)

[To View All City Holidays Click Here](#)

### Notice:

**The Little Su Campground is now CLOSED as of September 6th, 2016.**

**Houston/Willow Creek Sled Trailhead Parking Area Welcome all trail user enthusiasts! The new Houston/Willow Creek Trailhead parking area is maintained by the City of Houston. [Click Here](#) for directions and information.**

**For Campground Information please call 907-355-8794**

### Public Notice

[9.8.16 Notice of Council Action Taken](#)

[Click Here](#)

### NOTICE OF PUBLIC HEARINGS

#### Regular City Council Meeting

Items set for a Public Hearing at a Regular Meeting on September 8, 2016 at 7:00 pm. (Public Hearing to be held 13878 W Armstrong Road).

**Ordinance 16-21:** An Ordinance of the Houston City Council amending Houston Municipal Code, Title 3 Elections.

**Ordinance 16-22:** An Ordinance of the Houston City Council repealing the 1999 City of Houston Comprehensive Plan as amended in 2003, and adopting the 2016 City of Houston Comprehensive Plan.

### MSB District 7 Platting Board Seat Available

The Borough is looking to fill a vacant seat on the Platting Board for District 7.

For more information and how to apply please visit: <http://www.matsuqov.us/boards/platting>

The Platting Board acts on applications for preliminary plats, variances, public use easements, plat note amendments and vacation of public interest. The Platting Board also acts on appeals of the Platting Officer's decision.

### Zoning Map

[To view the City of Houston Official Zoning Map, Click Here!](#)

[For Marijuana Business Information in the City of Houston, Click Here!](#)

### Alaska State Rail Plan

[Click Here](#) for the official website outlining future freight and passenger rail transportation policy in Alaska.

Mayor Thompson is available 5 days a week after 5 pm  
Please call City Hall to set up an appointment

Unless otherwise noted:

All City Meetings are Held at Houston City Hall, located at  
13878 W Armstrong Road, Houston AK 99694.

For a **Map** [CLICK HERE](#)

**Your Next Regular City Council Meeting**

**Thursday, September 8th, at 7:00pm**

**Agenda:** [Click Here](#)

**Packet:** To Be Posted

**Your Next Planning Commission Meeting**

**Thursday September 29th, at 7:00 pm**

**For Agenda:** To Be Posted

**For Packet:** To Be Posted

**NOTICE TO RESIDENTS CONCERNING ISO RATING**

Houston residents and business owners may see reduced fire insurance premium costs due to an improved fire class rating.

Please [click here](#) for notice for your Insurance Company.

City of Houston, 13878 W Armstrong, PO Box 940027, Houston AK  
99694  
P:907-892-6869 F:907-892-7677

Last updated 9/9/2016

Official City of Houston Alaska Website

**Parks HWY Project MP 44-52 (Lucas Rd -  
Big Lake Rd)**

DOT info about the Parks HWY expansion project  
[Click Here](#) or 1-907-535-1877 or  
[mycomments@brooks-alaska.com](mailto:mycomments@brooks-alaska.com)



**Absentee By-Mail Ballot Applications**



Did you know?

You can vote by mail. [Click here to apply for an Absentee By-Mail Application!](#)

**We are on Facebook!**

The City of Houston is on Facebook.

[Check us out by clicking here!](#)





**Public Hearing Draft of the Comprehensive Plan Available for Review**

June 21, 2016

The City of Houston's Comprehensive Plan Revision - Public Hearing Draft is available for review. On Thursday, June 23rd, 2016, starting at 7:00 PM the Houston Planning Commission will introduce and discuss the draft. Please submit your comments on the Public Hearing Draft on our Commission page or contact a member of the staff team.

City of Houston Comprehensive Plan, Public Hearing Draft June 2016

**Open House to Review Draft Comprehensive Plan Revision**

March 10, February 10, 2016

Mark your calendar to join us at the Open House to review the Draft Comprehensive Plan for the City of Houston on May 20, 2016. This 20-year plan reflects the community's core values and future needs while providing a framework for development in the City of Houston through 2036. We appreciate your interest and encourage your feedback on the City of Houston Comprehensive Plan Revision.

**Documents**

- City of Houston Comprehensive Plan Revision - Public Hearing Draft  
City of Houston Comprehensive Plan - Public Hearing Draft and Draft
- The City of Houston Planning Commission will be publishing the Public Hearing Draft of the Comprehensive Plan on Thursday, June 23rd, 2016
- Draft City of Houston Comprehensive Plan Revision - Public Review Draft  
City of Houston Comprehensive Plan Revision - Public Draft
- Review and public feedback on the Houston Comprehensive Plan Revision and public feedback on the draft plan
- Agenda for the Comprehensive Plan Revision
- City of Houston - Commission - Draft City of Houston Comprehensive Plan
- City of Houston Community Impact Assessment - Public Review Draft Report
- Agenda for the City of Houston Comprehensive Plan Revision
- City of Houston - Commission - Draft City of Houston Comprehensive Plan
- City of Houston - Commission - Draft City of Houston Comprehensive Plan
- City of Houston - Commission - Draft City of Houston Comprehensive Plan

houstonma.com

Home Comment Contact Documents Public Involvement Schedule

## Schedule

COMMUNITY IMPACT ASSESSMENT AND COMPREHENSIVE PLAN REVISION SCHEDULE

2014 2015 2016 2017

Community Impact Assessment

Anticipated Plan Adoption

Public Involvement

Planning Commission Commission & Boarding

houstonma.com

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## Comment

Your email address will not be published. Required fields are marked \*

### Leave a Reply

Comment

Name \*

Email \*

Post Comment



# Public Involvement

## Join Us at the Open House to review the Draft Comprehensive Plan

Join us at the Houston Fire Station on **Thursday, May 5th** to review and provide feedback on the City of Houston's Draft Comprehensive Plan. Members of the project team and Steering Committee will be in attendance to answer any questions you may have. Please continue to help your community plan for the next 20 years by visiting us at the Open House.

## Thank you for attending the Second Open House on June 4th

The second Open House focused on the Community Impact Assessment. Thank you for joining us to identify and analyze the impacts upcoming projects may create for the City of Houston. The information gathered at the Open House will be incorporated into the CIA.

## Thank you for participating in the Survey!

Thank you for your participation in the City of Houston Comprehensive Plan Household Survey, conducted by the McDowell Group over the last two months. Your opinions will help guide Houston's future.

The **Future's Workshop** was held on **September 18th** at the Houston Fire Station where residents gathered to answer the question;

## “What should Houston be like in 20 years?”

If you missed the Workshop, it's not too late to participate. Please use the [comment](#) form or [contact](#) the Project Manager to tell us what your ideal future of Houston is like!

## Workshop Summary:

In small groups, residents were tasked with “creating ideal futures” and openly discussed what the future of Houston should include; all responses were recorded. After the small group session, residents reported key themes and ideas shared within their group to all attendees in an effort to find common ground on the future.

The Mind Maps are the complete list of ideas and themes we heard the community say during the Future's Workshop:

View or print the [Workshop's Small Group Mind Maps](#).

View or print the [Workshop's Whole Group Mind Maps](#) .

The following is what we heard the community say in the whole group session:

## Community Character

- Houston as a destination for tourism and recreation



- Have a unique identity or theme for us to be recognized by- distinguish Houston Alaska from the rest of the country and state
- Preservation of residential character – keeping “Houston Houston” with larger parcels for housing and minimal light pollution and noise
- Own a recreational identity; more than just trail heads
- Design standards for development
- Establish a Town Center keeping to the Houston feel
- Preservation of existing trails and ecology
- Involving community in the development and construction of community facilities
- Maintaining the quiet dark character – open for growth but keep it rural
- Community needs to be proactive
- Family friendly
- Make both sides of the river and railroad tracks feel like one community
- Wide reaching community government and development- increased involvement

#### Working Mission Statement:

The community of Houston wants to develop as a destination for tourism and recreation; while maintaining a family friendly community that will encompass a future town center, designated trails and community facilities.

#### Transportation

- Train station in the City
- More connectivity – more emergency access
- Town center that is accessible and multiuse
- Multiuse pathways
- Better signage
- Main road be protected – increased vegetation
- Maintain multiuse trails
- Improved lighting and roadways
- Eventually expand availability of utilities and services
- Safety on the Parks corridor
- Development of King Arthur Rd.
- Hawk lane bike path – improvement of pedestrian safety via pathways and lighting
- Industrial development along the rail lanes- light industrial
- Increase vegetative buffers in roadways
- Main artery needs proper planning for controlled access and the expansion of the Parks highway and the secondary roadways – *proper planning for corridor*
- *Port to Parks*
- Bus stop marker, signage, and lighting
- Park and ride with Valley-movers throughout Mat-Su and Anchorage Bowl

#### Summary Statement:

There is a need to increase safety, accessibility, and mobility through much of the City and improvements shall be beneficial to all users, including pedestrians, bicyclists, and other non-motorized uses, while maintaining the community character.

#### Planning

- More staffing for City, Fire department should not be responsible for all emergency and police services

- Corridor study
- Planning land use (one comment on no zoning restrictions)
- Water resource planning –special attention to the flood planes
- Development suitability study
- MSB build out- match with community growth
- Program to reduce junk cars
- Transfer centers
- Incentive for people to come here – education, recreation facilities, design
- Encourage subdivision with more high income development

**Summary Statement:**

Effective, implementable planning is a recognized need for successful growth, development, and overall health of the community, as defined by its residents.

Housing

- Incentivize Dr. and medical facilities to move here
  - Assisted care facilities
- Plan for multi-family and senior housing with the aging population
- Conveniences for high end houses for a higher tax base – designate areas for high end housing

**Summary Statement:**

The availability of housing in Houston should be appealing for a wide range of incomes, while providing opportunities for satisfactory, safe living for all residents.

Community Facilities and Services

- Education – elementary school
- Town Center with; pedestrian friendly facilities, landscaping, panels and walk theme, restaurants, mixed use, near river or railroad, building codes (Form based codes)
- Youth summer programs
- Opportunities for post-secondary education/carter school
- Public safety; EMS expansion, year round water flow for fire
- Flood control response planning
- Community watch
- Recreation; trails, multiuse, designated facilities for recreation (rinks, pools, ball courts), preservation of natural areas, facility maintenance for motorized and non-motorized users including horses and dogs
- Animal shelter
- Utility expansion dependent on road alignment ; natural gas, coal, alternative energy
- Recreation destination; use Little Su for business services (tourism)
- Cemetery
- Veterinary clinic
- Daycare
- Business districts; planned, designed, and built
- Pharmacy
- Dentist
- Medical facilities
- Assisted care facilities
- Gas station and goods services

Summary Statement:

The City of Houston recognizes the need to expand its facilities and services in order to provide safe and satisfactory living for its residents, while enhancing the City's autonomy, economy, and unique identity.

Economic Development

- Keep tax base
- Local jobs
- Riverwalk
- Community identity for economic development (using it to draw in visitors and residents)
- Centralized for recreation for Hatcher Pass, Deskha, etc. – capitalize on natural location
- Facilities at King Arthur; Laundromat, shower, gym, meeting place
- Daycare
- Natural resource development; coal mines, power plant, city owned utility

Summary Statement:

While maintaining the current tax structure, the City of Houston aims to develop economically by capitalizing on its current amenities and natural resources; allowing commercial and light industrial development as long as it aligns with the community character and will be to the benefit of City residents.

Let us know how you would define Houston's Community Character and your opinion on these summary statements!





CODE ORDINANCE

Sponsored by:  
Introduced:  
Public Hearing:  
Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-019**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030 (B)(5) UPDATING THE CITY OF HOUSTON COMPREHENSIVE PLAN.

---

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. Adoption of Plan. The Borough Assembly hereby adopts the 2016 City of Houston Comprehensive Plan.

Section 3. Amendment of section. MSB 15.24.030(B)(5) is hereby amended as follows:

City of Houston Comprehensive Plan, as amended July 2003. (Ord. 81-151 dated June 1982, as amended by Ord. 84-100 dated September 1984, Ord. 85-43 dated August 1985, Ord. 85-90 dated October, 1985, Ord. 86-09, Ord. 86-10, and Ord. 86-11 dated February 1986, Ord. 86-17 dated March 1986, Ord. 86-31 dated May 1986, Ord. 86-111 dated November 1986, Ord. 87-147 dated December 1987, Ord. 90-032 dated May 1990, Ord. 99-070, Ord. 03-108 dated July 2003, Ord. 17-019, dated February 2017;

Section 3. Effective date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day  
of -, 2017.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

SUBJECT: REQUEST ASSEMBLY AUTHORIZATION FOR THE BOROUGH MANAGER TO DISPOSE OF THE BOROUGH-OWNED EXCESS LAND ACQUIRED FOR THE PORT MACKENZIE RAIL EXTENSION PROJECT (PMRE), DESCRIBED AS TRACT 22A, ALASKA STATE LAND SURVEY NO. 80-111, RECORDED AS PLAT NO. 82-80, PALMER RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA, TO BE PLACED IN AN UPCOMING LAND SALE WITH A MINIMUM BID AMOUNT OF \$650,000 (CPD000296).

AGENDA OF: February 7, 2017

ASSEMBLY ACTION:

MANAGER RECOMMENDATION: Introduce and set for public hearing.

APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:

Route To:	Department/Individual	Initials	Remarks
	Originator	<i>[Handwritten initials]</i>	
	Capital Projects Director	<i>[Handwritten initials]</i>	
	Finance Director	<i>[Handwritten initials]</i>	
	Borough Attorney	<i>[Handwritten initials]</i>	
	Borough Clerk	<i>[Handwritten initials]</i>	1/31/17 <i>[Handwritten initials]</i>

ATTACHMENT (S) : Fiscal Note: YES X NO \_\_\_\_\_  
 Subject Parcel Map "Exhibit A" (1 pp)  
 Public Notice Comments (7 pp)  
 Final Environmental Impact Statement Map  
 "Exhibit B" (1 pp)  
 Ordinance Serial No. 17-020 (3 pp)



**SUMMARY STATEMENT:**

Staff respectfully recommends approval of the Decisional Document and adoption of the Ordinance authorizing the Borough Manager to dispose of Tract 22A and place the property in an upcoming land sale either by sealed bid or outcry auction.

The borough acquired Tract 22A, Alaska State Land Survey No. 80-111, recorded as Plat No. 82-80, Palmer Recording District, Third Judicial District, State of Alaska, containing approximately 301.7 acres, as part of the PMRE Project.

Pursuant to Title 23, the Public Notice requirements were met. Adjacent landowners were mailed notices on March 29, 2016. The Public Notice area was expanded up to a 4-mile radius to include all of the Point MacKenzie Agricultural District. Public Notices were specifically mailed to the State of Alaska, Mental Health Trust Land Authority, Division of Agriculture, Department of Natural Resources, and Department of Corrections. Additionally, notices were published in the Frontiersman, posted at the Big Lake Post Office, and on the borough website. There were six comments received from the public and three comments received from borough departments or divisions and outlined in the Decisional Document.

The following Decisional Document was prepared to support the sale of Tract 22A:

**DECISIONAL DOCUMENT  
For the Sale of Borough-owned Land  
Acquired for the Port MacKenzie Rail Extension**

I. Summary of Proposed Action

Finalized in December of 2014, the Matanuska-Susitna Borough (MSB), Capital Projects Department, purchased approximately 301.7 acres of land, known as Tract 22A, Alaska State Land Survey (A.S.L.S.) No. 80-111, recorded as Plat No. 82-80, Palmer Recording District, Third Judicial District, State of Alaska, in support of the PMRE Project.

Of Tract 22A's 301.7 acres, there are 289.6 acres remaining outside of the rail right of way which are encumbered with a perpetual covenant (AS 38.05.321) which restricts or limits the use of the land for agricultural purposes only. The covenants are managed and enforced by the State of Alaska, Department of Natural Resource, Mining, Land and Water Division and the Division of Agriculture "for the benefit of all Alaska residents." This covenant restricts or limits the use of the land to agricultural purposes only. The covenants were removed

from the rail corridor. In accordance with Chapter 20, SLA 1997, Tract 22A was not subdivided to ensure future subdivision options remained available for this parcel. Upon Assembly approval, Tract 22A will be placed in an upcoming bid or outcry auction land sale.

A map identifying Tract 22A and the easement area for classification and sale is attached as Exhibit "A".

## II. Property Site Factors

- A. Location: Tract 22A is located in the Point MacKenzie Agricultural District, 15933 S. Guernsey Road, approximately 2.3 miles south of Ayrshire Road.
- B. Legal Descriptions: Tract 22A, A.S.L.S. 80-111, recorded as Plat No. 82-80, Palmer Recording District, Third Judicial District, State of Alaska, 301.7 acres.
- C. Land Status: The MSB, executing right-of-way acquisition for the PMRE Project, obtained title by a Warranty Deed from Craig D. and Vicki L. Trytten signed December 8, 2014, recorded January 16, 2015, at Serial No. 2015-000868-0, Palmer Recording District, Third Judicial District, State of Alaska.
- D. Restrictions:
1. Land Classification: Currently unclassified.
  2. Land Use Plans: The property lies within the boundaries of the Point MacKenzie Community Comprehensive Plan which lists as the number one (1) economic development goal "Encourage development that will benefit the Point MacKenzie community."
  3. Title Restrictions: There are no apparent adverse easements or encroachments. There are typical utility easements and road easements.
  4. Covenants: AS 38.05.321, for agricultural use only and declaration of a Farm Conservation Plan. Any development of the property will have to conform to the State statutes for the Point MacKenzie Agricultural District.
  5. Zoning: Tract 22A is not regulated by zoning.
  6. Easements & Other Reservations:
    - a) Blanket Easement granted to Matanuska Electric Association, July 24, 1985, at Book 427, Page 246,

Palmer Recording District.

b) Subsurface Hydrocarbon - Oil and Gas only granted to Alaska Mental Health Trust Authority, Trustee, September 25, 1996, at Book 866, Page 511, Palmer Recording District.

c) Subsurface Oil and Gas Lease, Amendments and Assignments from Alaska Mental Health Trust Authority to Forest Oil Corporation, January 26, 2005, Serial No. 2005-001908-0, Palmer Recording District.

d) Subsurface Oil and Gas Lease, Amendments and Assignments from Alaska Mental Health Trust Authority to Apache Alaska Corporation, September 23, 2011, Serial No. 2011-018535-0, Palmer Recording District.

- E. Current Land Use: The property has been used for hay production through a Real Property Land Use Permit (short-term use) issued by the MSB. The parcel is improved with various farm use related buildings.
- F. Surrounding Land Use: Other properties within the Point MacKenzie Agricultural District are currently large parcels ranging from 40 acres up to 640 acres and restricted by AS 38.05.321 agricultural covenants for development.
- G. Existing Infrastructure: S. Guernsey Road is located along the west boundary and provides access to W. Ayrshire Avenue, 2.3 miles north, and Point MacKenzie Road, 2 miles east. M.E.A. utility line is located along the west boundary of the property parallel with S. Guernsey Road.
- H. Soils & Terrain: According to the US Department of Agriculture (USDA), Natural Resource Conservation Service, Tract 22A is 100% Kashwitna silt loam, which are well drained soils and nearly level and suitable for farmland.
- I. Coastal Management: Tract 22A is not located within Federally Designated Flood Hazard Zone, and is not mapped.
- J. Resources: The majority of the property is cleared for haying activities with approximately 20 acres cleared for a home site and various farm use related buildings. The USDA Soils Survey identifies the characteristics of the land with slopes in the 0 to 3 percent range and the major use of the land as cropland.
- K. Assessment: The 2016 assessed value of the land and existing structures on Tract 22A is as follows:
- |                            |              |
|----------------------------|--------------|
| Land                       | \$150,900.00 |
| Calving Barn/ Milking Barn | \$ 23,200.00 |
| Holding Barn               | \$236,000.00 |



Animal Barn \$ 6,300.00  
\*The values shown do not include the residential home which was removed.

Land Appraisal (2013)  
Appraisal 1 \$543,557.80  
Appraisal 2 \$598,412.89

### III. Department Review

The Capital Projects Department sent requests for comments through a Departmental Review Memo. The Platting Division, Cultural Resource Division, Operations and Maintenance Division, Recreational Services Division, and Capital Projects Department had no comments or objections.

- A. The Planning Department, Development Services, Right of Way Coordinator, commented, "I assume the railroad easement being made is needed for agricultural purposes. Namely the construction of improvements that are reasonably required for or related to agricultural use. The railroad corridor will be bringing and shipping animals and/or agricultural products over its lifetime. We must follow the statues or get them changed by the state."

Response: *The Final Order issued by the court removed the agricultural covenants from the 12.1 acres of Tract 22A to use as the rail right of way. The remaining 289.6 acreage is subject to the agricultural covenants as set forth in AS 38.05.321.*

- B. The Port Director commented, "Please ensure the Alaska Railroad receives their notice."

Response: *The Borough coordinates closely with the Alaska Railroad Corporation (ARRC) and ARRC is aware of the progress of acquisition and easement dedications required for the development of the rail corridor on Tract 22A.*

- C. The Land and Resource Management, Real Property Analyst commented, "I don't think I have anything new to add to all the reasons acquisitions shouldn't sell property - Title 23 Farm Plan?"

Response: *Tract 22A is proposed to be sold upon assembly approval and revenue generated from the sale will go back into the PMRE project grant as per the grant language. Since the property is located in the Point MacKenzie Agricultural District, the MSB, or a subsequent owner, can modify the existing farm plan or file a new farm plan with the Division of Agriculture, that conforms to AS 38.05.321.*

#### IV. Public Notice and Comments

For the purposes of this public notice, property owners in a 4-mile radius of Tract 22A, to include all owners within the Point MacKenzie Agricultural District, were notified of the proposed classification, grant of an easement for the rail right of way, and sale of the property. Public Notices were specifically mailed to the State of Alaska, Mental Health Trust Land Authority, Division of Agriculture, Department of Natural Resources, and Department of Corrections. Additionally, notices were published in the Frontiersman, posted at the Big Lake Post Office, and on the borough website. Notices were sent to other organizations such as the Point MacKenzie Community Council, the Road Service Area Board (17), the Parks, Recreation and Trails Advisory Board and Assembly members. Notices were hand delivered to the Mayor, Manager, Land and Resource Management, and the Emergency Services Director. Approximately 300 public notices were mailed and the public notice comment period ran from March 30, 2016 through April 29, 2016.

There were six comments received from the public notice and those are attached for review (7 pages). The comments that pertain to the request as noticed are summarized below:

**A. Mr. Ray Debenham, d.b.a. Rita, LLC,** commented "I am against the rezoning or taking of the agricultural land for any reason, unless the Borough rezones all agricultural land."

**Response:** *The agricultural covenants are an interest in land that can be extinguished by eminent domain. The agricultural covenants were specifically condemned for the rail corridor and terminal reserve only.*

**B. Mr. Stephen Sims commented,** "The right of way easement 12.1 acres is encumbered with a perpetual covenant (A.S. 38.05.321) solely for agricultural use until the State legislature changes it. The M.S. Borough has no jurisdiction or power to change this status absent State legislative action. So you have no right or power to include 12.1 acres in the upcoming competitive sealed bid or outcry auction land sale. The same above arguments apply to the entire Point MacKenzie agricultural district. Only the Alaska Legislature can alter the Ag Covenants. This is an illegal usurpation of power. An ultra vires act. Neither the Borough nor the railroad can reclassify Ag right land as reserve use land. Nor can they sell or use these lands without State legislative approval for non Ag purposes. If the legislature wishes to terminate agricultural use restrictions they need to change it for all Point MacKenzie Ag right owners per equal protection and due process as the State has disregarded the law and allowed a prison use, a [sic] alcohol Nugent Ranch use, cell towers, water

extraction well for new prison, gravel extraction for other properties than the farm itself, and now a rail yard is attempted and rail corridor. The government - Borough and State - break our laws. See AS 38.05.321."

**Response:** *The covenants are a property interest that the MSB may condemn by eminent domain proceeding and, further, that the State, with its broadest authority to represent the public interest is the entity to compensate for the acquisition of the covenants since the property right belongs to the public, i.e., the covenants are "for the benefit of all Alaska residents." On March 8, 2016, the Final Order of Condemnation was issued by the Palmer Superior Court for the "Borough's title to these parcels [the rail corridor and rail reserve within the Point MacKenzie Agricultural District] is hereby vested free and clear of the agricultural covenants and the use restrictions thereof."*

## V. Analysis & Discussion

### Agricultural Covenants (AS 38.05.321) and Condemnation of 12.1 acres

The Point MacKenzie Agricultural District was designed by the State of Alaska as a 15,000-acre project with 31 tracts that would provide dairy operations or crops in the early 80's. Patents or deeds issued by the State for agricultural land were limited to the agricultural interest only, commonly called "ag rights." On August 5, 1997, a new law went into effect for State agricultural land sales: Chapter 20, SLA 1997 (originally known as "SB 109"). Patents or deeds issued by the State conveyed the State's remaining interest in the land, subject to "a perpetual covenant for the benefit of all Alaska residents and running with the land that restricts or limits the use of the land for agricultural purposes." AS 38.05.321(a)(1).

On April 19, 1999, the MSB submitted an Application to the State of Alaska, Department of Natural Resources, Division of Mining, Land and Water for a rail right of way and utilities, 300 feet in width, on six parcels that were in State ownership at the time of the application. There are a total of 10 parcels within the agricultural district that were needed for the PMRE right of way. Tract 22A was not part of the application at that time since it was in private ownership.

On December 21, 2011, the Surface Transportation Board (STB), Record of Decision, determined that the environmentally preferred routes for the PMRE corridor were the Mac East Variant - Connector 3 Variant - Houston - Houston South alternative (see Exhibit "B").



In the summer of 2012, representatives of the MSB and the State of Alaska, Department of Natural Resources, Division of Agriculture (State), met on several occasions to discuss the restrictive agricultural use covenants and their removal. The State indicated its agreement that the covenants are a property interest that the MSB may acquire by eminent domain and, further, that the State, with its broadest authority to represent the public interest is the entity to compensate for the acquisition of the covenants since the property right belongs to the public, i.e., the covenants are "for the benefit of all Alaska residents."

On March 3, 2015, the MSB Assembly authorized and directed the Borough Manager to institute eminent domain proceedings to extinguish the agricultural covenants (IM No. 15-056 & Resolution No. 15-021).

On May 22, 2015, the MSB filed with the Palmer Superior Court its Complaint for Condemnation (Case No. 3PA-15-1623 CI) for the agricultural covenants.

On March 8, 2016, the Final Order of Condemnation was issued by the Palmer Superior Court which stated the "Borough's title to these parcels is hereby vested free and clear of the agricultural covenants and the use restrictions thereof." The Final Order was recorded March 14, 2016, at Serial No. 2016-004742-0, Palmer Recording District.

The Final Order issued by the court removed the agricultural covenants from the 12.1 acres of Tract 22A to use as the rail right of way. Since the remaining 289.6 acreage is still subject to the agricultural covenants as set forth in AS 38.05.321, the enforcement of the covenants is exercised through state statute. Therefore, classification of the 289.6 is not occurring through the MSB process since the parcel is within an agricultural land use district by State statute.

Subject Parcel, Tract 22A (301.7 Acres Total)

Tract 22A was acquired in whole in 2014 through exhaustive negotiations between the owners and the MSB for \$1,383,445. The parcel had to be acquired in whole due to the owner's extensive debt and the need to remove multiple liens against the title of the property. The property had been used as a dairy farm with several farm-related buildings on the property along with a pivot irrigation system using two wells for the haying operation. A two story home with full basement was on the property at the time of purchase. However, due to significant amounts of human feces scattered throughout the house, the house was deemed a bio hazard and was destroyed in a controlled burn training scenario for DES firefighters in March of 2016.

Extensive theft and vandalism of both irrigation and milking system components is another concern on this property. If the MSB decided to repair these to an operational condition, the cost would be significant.

Shannon & Wilson, Inc. provided a Limited Environmental Site Assessment for Tract 22A, dated November 11, 2015. The report indicated that some of the soils next to the milking parlor are impacted with petroleum hydrocarbons and hazardous substances that may require clean up.

The funding source used to acquire Tract 22A for the PMRE Project are from State grants (program funds). During the summer of 2016, a short-term haying permit was issued. Any revenue collected from the sale or permit(s) may not be used for the operations or maintenance of Tract 22A per the State grant agreements. However, revenues generated from the sale or permit(s) may be appropriated back into the grant funds and used for the PMRE Project itself.

Public interest in selling Tract 22A for the haying and farming resources has led to strong consideration of selling the property in its entirety, subject to a rail right-of-way easement. The area outside of the rail right of way is not needed and would put a strain on the MSB budget for the management and maintenance of the farm.

Since State grant funds were used to acquire Tract 22A for the PMRE Project, consideration should be given first to a bidder that is an all-cash buyer or a buyer using outside financing, as opposed to MSB financing. MSB financing should not be a consideration.

Staff has researched the State of Alaska, Division of Agriculture, Agricultural Revolving Loan Fund (ARLF) at the following website: [http://dnr.alaska.gov/ag/ag\\_arlf.htm](http://dnr.alaska.gov/ag/ag_arlf.htm). A "Farm Development" loan to purchase real property for agricultural purposes may be obtained for a qualified buyer for a maximum loan amount of \$1,000,000 for a 30-year term at a fixed rate of 4.5%. The loan amount is 75% of appraised value or borough-assessed value. Another avenue for an agricultural loan is the Alaska Rural Rehabilitation Corporation (ARRC) at the following website: [www.rrc.us](http://www.rrc.us). The ARRC offers loans to qualified buyers for agricultural operations and real estate for a 20-year term at an interest rate of 5%-9%.

The land for Tract 22A was appraised in 2013 by two independent appraisers. One appraiser gave a market value of \$1,800 (rounded) per acre and the second appraiser gave a market value

of \$2,000 (rounded) per acre. Comparable sales in the appraisal reports include sales of acreage up to \$3,500 an acre. Between the two land appraisals from 2013, the amount ranges from \$543,557.80 to \$598,412.89 for the 301.7 acres. Taking into consideration the value of the farm buildings and pivot irrigation system, the recommended minimum bid amount is set at \$650,000. This is also taking into consideration that 12.1 acres of the 301.7 acres will be taken out of farm production and reserved for the PMRE project. Again, the farm buildings will need a considerable amount of work in order to bring them back into production.

The Capital Projects Department believes the proposed sale of Tract 22A is in the public's best interest. This will allow an opportunity for the farm fields to be restored back to producing quality hay and possible use of the farm buildings for animal production or a type of farm operation that meets the goals of the agricultural covenants.

#### Final Administrative Decision

##### **Recommended Action:**

In consideration of all sections and criteria listed above, it has been determined that the sale of Tract 22A in an upcoming land sale, either by sealed bid or outcry auction, and reserving the rail right-of-way by an easement document is in the best interest of the MSB. The sale of Tract 22A is consistent with the agricultural management intent for this land and the PMRE Project, and the income would benefit the PMRE Project.

The Capital Projects Department respectfully recommends the assembly authorize the Borough Manager to sign all documents necessary to dispose of the borough-owned land described as Tract 22A, A.S.L.S. 80-11, Plat No. 82-80, Palmer Recording District, Third Judicial District, State of Alaska, which will be placed in an upcoming land sale either by sealed bid or outcry auction with a minimum bid amount of \$650,000.

Authority: MSB Resolution Serial No. 16-068 and MSB Ordinance Serial No. 16-100



**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: February 7, 2017

SUBJECT: THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AUTHORIZING THE BOROUGH MANAGER TO SIGN ALL DOCUMENTS NECESSARY TO DISPOSE OF THE BOROUGH-OWNED EXCESS LAND ACQUIRED FOR THE PORT MACKENZIE RAIL EXTENSION PROJECT (PMRE), DESCRIBED AS TRACT 22A, ALASKA STATE LAND SURVEY NO. 80-111, RECORDED AS PLAT NO. 82-80, PALMER RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA, TO BE PLACED IN AN UPCOMING LAND SALE WITH A MINIMUM BID AMOUNT OF \$650,000 (CPD000296).

ORIGINATOR:

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <b>(YES)</b> NO
AMOUNT REQUESTED * \$ 650,000 min.	FUNDING SOURCE Land Sale
FROM ACCOUNT #	PROJECT #
TO ACCOUNT: 203.000.000.3XX XXX	PROJECT #
VERIFIED BY: <i>Barbara Baumgardt</i>	CERTIFIED BY:
DATE: 1-26-17	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL						
---------	--	--	--	--	--	--

REVENUE	*					
---------	---	--	--	--	--	--

FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other	*					
TOTAL	*					

POSITIONS:

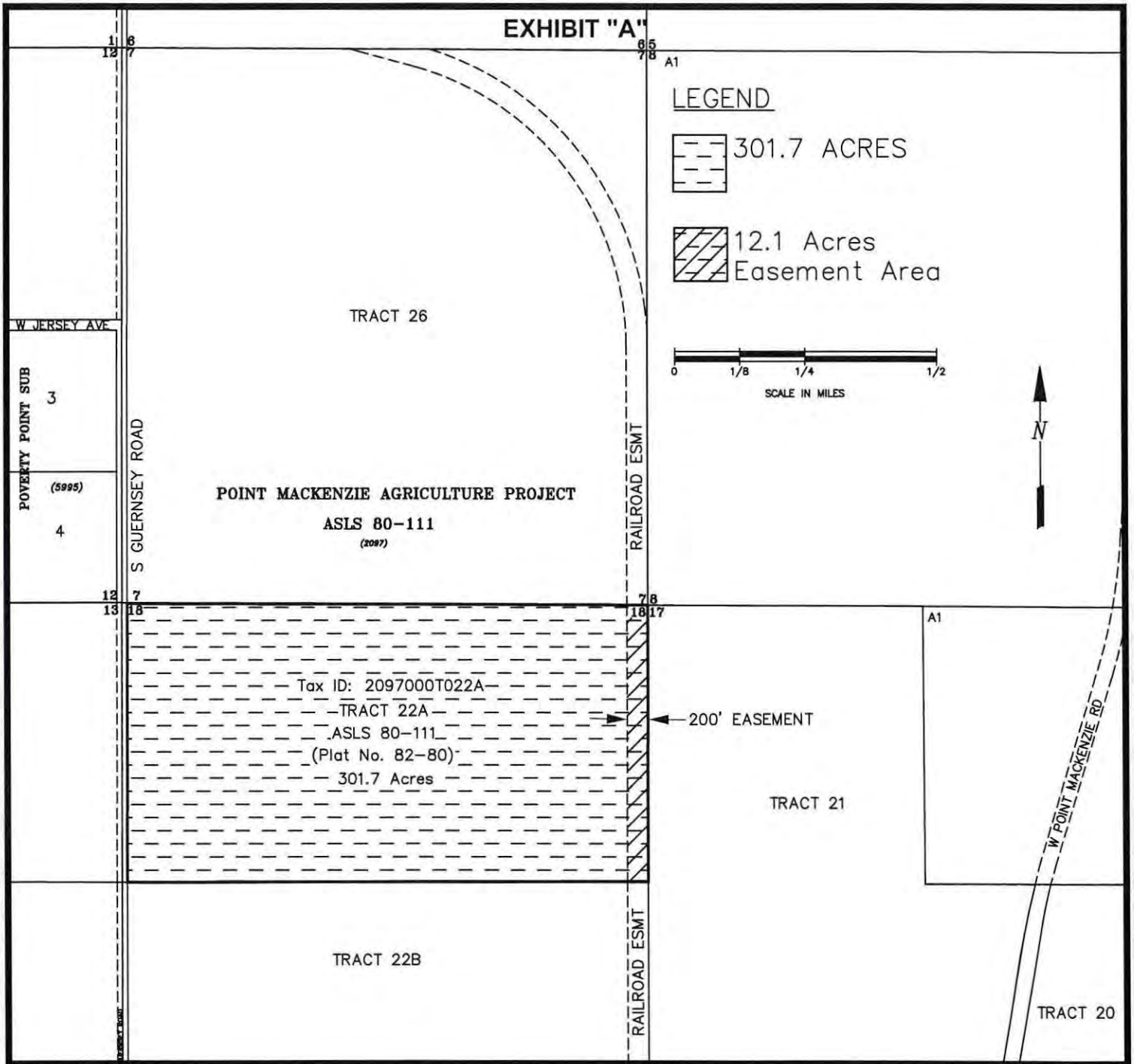
Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary) \* Actual dollar amount will depend on the results of the land sale and also for future tax revenue.

PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_

DEPARTMENT: \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED BY: *Cheryl [Signature]* DATE: 1/27/17



**PARCEL No. 35 - TRACT 22A**

**APPROXIMATE ACREAGE:** 301.7 acres  
**MSB MAP NO:** GB12 (T15N, R4W, Sec. 18, SM)  
**CASE FILE NO:** CPD000296

**MINIMUM BID:** \$650,000.00  
**MSB TAX ID:** 2097000T022A

**DESCRIPTION:** Tract 22A, ASLS 80-111, Plat No. 82-80, Palmer Recording District, Third Judicial District, State of Alaska.

**COMMENTS:** Reservation of 12.1 acres for the Port MacKenzie Rail Extension Project. The remaining area (289.6 acres), outside the easement area is encumbered with a perpetual covenant (AS 38.05.321) for agricultural lands within the Point MacKenzie Agricultural District, which restricts/limits the use of the land for agricultural purposes only.

**ADDITIONAL CONDITIONS OF SALE:** Reservation of a perpetual, full and unrestricted easement 200' wide along the east boundary, for the purposes of a rail right of way along, over, under, and across Tract 22A with the owner of the burdened estate having no rights of direct access to the easement area.

*Im17-028  
 OR17-020*

**PUBLIC NOTICE COMMENTS**  
**(7 Pages)**





MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

RECEIVED  
 APR 01 2016  
 BY: \_\_\_\_\_

FIRST CLASS

# PUBLIC NOTICE

## MATANUSKA-SUSITNA BOROUGH PUBLIC NOTICE

Type: ROW Easement, Classification & Land Sale (CPD000296)  
 Legal Description: Tract 22A, ASLS 80-111, Plat No. 82-80, 301.7 Acres

Tax ID: 2097000T022A  
 PARCEL NO.: 35

The Matanuska-Susitna Borough (MSB), Capital Projects Department, Pre-Design & Engineering Division, proposes to classify a portion of Borough-owned land (12.1 acres) as "Reserve Use Land" for the Port MacKenzie Rail Extension (PMRE). The larger parcel outside the right-of-way easement is encumbered with a perpetual covenant (AS 38.05.321) for agricultural lands within the Point MacKenzie Agricultural District, which restricts or limits the use of the land for agricultural purposes only. The purpose of the Public Notice is for: 1) for the purposes of granting a right-of-way easement for the PMRE 200' wide along the east boundary (approx. 2,640 x 200') (MSB 23.05.030); 2) classification of the PMRE right-of-way easement area as "Reserved Use Lands"; and 3) inclusion of the parcel in an upcoming competitive sealed bid or outcry auction land sale.

Supporting material is available for public inspection during normal business hours at the Matanuska-Susitna Borough Fireweed Building, 533 E. Fireweed Avenue, Palmer, Alaska 99645, in the Capital Projects Department, Pre-Design & Engineering Division, or visit the Public Notice Section on the Borough's web page at [www.matsugov.us](http://www.matsugov.us). Public comment is invited on this request. If you have any comments please mail or deliver them to the Borough offices at the address indicated above, no later than **April 29, 2016**. If you have questions about this request: call Pre-Design & Engineering at 861-7723 between 8:00-5:00 or you can send an e-mail to: [pre-design&engineering@matsugov.us](mailto:pre-design&engineering@matsugov.us) (PLEASE REFER TO CPD000296 WHEN SUBMITTING COMMENTS).

Comments: I AM AGAINST THE REZONING OR TAKING  
OF THE AGRICULTURAL LAND FOR ANY REASON, UNLESS  
THE BOROUGH REZONES ALL AGRICULTURAL LAND

Signature: *Ray Johnson* Phone: 907-562-9330

(If you need more space for comments please attach a separate sheet of paper.)

For assistance with your property location, tax or assessment matters please call 861-7801.

MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

RITA LLC  
 STE 202  
 2960 C ST  
 ANCHORAGE, AK 99503

\*This public notice & request for comments is in compliance with MSB Code 23.05.025  
 PLEASE TAPE CLOSED ON BOTTOM AND RIGHT OF STAMP





MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

RECEIVED  
 APR 27 2016  
 By Debbie P.

FIRST CLASS

# PUBLIC NOTICE

## MATANUSKA-SUSITNA BOROUGH PUBLIC NOTICE

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Comments: THE RIGHT OF WAY EASEMENT 12.1 ACRES IS ENCUMBERED WITH A PERPETUAL COVENANT (A.S. 38-05-321) SOLELY FOR AGRICULTURAL USE UNTIL THE STATE LEGISLATURE CHANGES IT. THE M-S BOROUGH HAS NO JURISDICTION OR POWER TO CHANGE THIS STATUS ABSENT STATE LEGISLATIVE ACTION

Signature: Stephen M. Sims 4-12-16 Phone: 907 361-0281  
907 563-7281

(If you need more space for comments please attach a separate sheet of paper.) -ATTACHED

For assistance with your property location, tax or assessment matters please call 861-7801.

MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

SIMS STEPHEN M  
 1769 WICKERSHAM DR  
 ANCHORAGE AK 99507

\*This public notice & request for comments is in compliance with MSB Code 23.05.025  
 PLEASE TAPE CLOSED ON BOTTOM AND RIGHT OF STAMP

IM17-028  
 OR 17-020



4-12-16

TAX ID 209700072 22A

PARCEL #35

PAGE 2 COMMENT

SO YOU HAVE NO RIGHT OR POWER TO INCLUDE 12.1 ACRES IN THE UPCOMING COMPETITIVE SEALED BID OR BUTERY AUCTION LAND SALE. THE SAME ABOVE AGREEMENTS APPLY TO THE ENTIRE POINT MACKENZIE AGRICULTURAL DISTRICT. ONLY THE ALASKA LEGISLATURE CAN ALTER THE AG COVENANTS. THIS IS AN ILLEGAL USURPATION OF POWER, AN ULTRA VIRES ACT. NEITHER THE BOROUGH NOR THE RAILROAD CAN RECLASSIFY AG RIGHT LAND AS RESERVE USE LAND. NOR CAN THEY SELL OR USE THESE LANDS WITHOUT ~~THE~~ STATE LEGISLATIVE APPROVAL FOR NON AG PURPOSES. IF THE LEGISLATURE WISHES TO <sup>TERMINATE</sup> ~~RE~~ AGRICULTURAL USE <sup>RESTRICTIONS</sup> THEY NEED TO CHANGE IT FOR ALL POINT MACKENZIE AG RIGHT OWNERS PER EQUAL PROTECTION AND DUE PROCESS AS THE STATE HAS DISREGARDED THE LAW AND ALLOWED A PRISON USE, A ALCHEL NUGENT RANCH USE, CELL TOWERS, WATER EXTRACTION WELL FOR NEW PRISON, GRAVEL EXTRACTION) FOR OTHER PROPERTIES THAN THE FARM ITSELF, AND NOW A RAIL YARD IS ATTEMPTED AND RAIL CORRIDOR. THE GOVERNMENT - BOROUGH AND STATE - BREAK ~~THE~~ ~~THEIR~~ LAWS SEE AS 3805-321

4-12-16

*Stephen M. Sims*



STEPHEN M SIMS 907 301-8201  
907 563-7281

Im17-028  
OR17-00533





MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

*CPD 0000296*

FIRST CLASS

# PUBLIC NOTICE

## MATANUSKA-SUSITNA BOROUGH PUBLIC NOTICE

**Type: ROW Easement, Classification & Land Sale (CPD000296)**  
**Legal Description: Tract 22A, ASLS 80-111, Plat No. 82-80, 301.7 Acres**

**Tax ID: 2097000T022A**  
**PARCEL NO.: 35**

The Matanuska-Susitna Borough (MSB), Capital Projects Department, Pre-Design & Engineering Division, proposes to classify a portion of Borough-owned land (12.1 acres) as "Reserve Use Land" for the Port MacKenzie Rail Extension (PMRE). The larger parcel outside the right-of-way easement is encumbered with a perpetual covenant (AS 38.05.321) for agricultural lands within the Point MacKenzie Agricultural District, which restricts or limits the use of the land for agricultural purposes only. The purpose of the Public Notice is for: 1) for the purposes of granting a right-of-way easement for the PMRE 200' wide along the east boundary (approx. 2,640 x 200') (MSB 23.05.030); 2) classification of the PMRE right-of-way easement area as "Reserved Use Lands"; and 3) inclusion of the parcel in an upcoming competitive sealed bid or outcry auction land sale.

Supporting material is available for public inspection during normal business hours at the Matanuska-Susitna Borough Fireweed Building, 533 E. Fireweed Avenue, Palmer, Alaska 99645, in the Capital Projects Department, Pre-Design & Engineering Division, or visit the Public Notice Section on the Borough's web page at [www.matsugov.us](http://www.matsugov.us). Public comment is invited on this request. If you have any comments please mail or deliver them to the Borough offices at the address indicated above, no later than **April 29, 2016**. If you have questions about this request: call Pre-Design & Engineering at 861-7723 between 8:00-5:00 or you can send an e-mail to: [pre-design&engineering@matsugov.us](mailto:pre-design&engineering@matsugov.us) (PLEASE REFER TO CPD000296 WHEN SUBMITTING COMMENTS).

Comments: *Strongly oppose. MSB officials have a proven record. Sadly, they are catastrophic and failures*

Signature: *[Handwritten Signature]* Phone: *907 242 6456*

(If you need more space for comments please attach a separate sheet of paper.)

For assistance with your property location, tax or assessment matters please call 861-7801.

MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

BAKER LEWIS E JR & FRIEDA  
 7660 BIG SPRUCE CIR  
 ANCHORAGE AK 99502-4400

\*This public notice & request for comments is in compliance with MSB Code 23.05.025  
 PLEASE TAPE CLOSED ON BOTTOM AND RIGHT OF STAMP

*Im17-028  
 OR 17-020*





MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

*Tracye McDaniel's*

*Save*

FIRST CLASS

# PUBLIC NOTICE

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Comments: *I pay approximately \$35 per acre to private sector for hay leases at Pt. MacKenzie, when ARLE + DNR had hay leases they were usually annual competitive bid*

Signature: *Wayne J Brost* Phone: *907 355 2671*

(If you need more space for comments please attach a separate sheet of paper.)  
 For assistance with your property location, tax or assessment matters please call 861-7801.

MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

*I would like to be notified of time and method of competitive bid*

BROST WAYNE J & VERONICA P  
 PO BOX 870436  
 WASILLA, AK 99687-0436

\*This public notice & request for comments is in compliance with MSB Code 23.05.025  
 PLEASE TAPE CLOSED ON BOTTOM AND RIGHT OF STAMP

**Debbie Passmore**

---

**From:** Cassie Wohlgemuth <Cassie.Wohlgemuth@enstarnaturalgas.com>  
**Sent:** Monday, April 25, 2016 12:00 PM  
**To:** Pre Design  
**Cc:** ROW  
**Subject:** ENSTAR comments: CPD000300, CPD000296

Hello,

ENSTAR Natural Gas Company has reviewed the Subject Case Files (CPD000300 & CPD000296) and has no comments, recommendations, or objections.

Thank you for the opportunity to review and comment.

Cassie

Cassie Wohlgemuth  
Right of Way and Compliance Technician  
**ENSTAR Natural Gas Company**  
401 E. International Airport Rd.  
P.O. Box 190288, Anchorage, AK 99519-0288  
907-334-7944 (office)  
907-334-7798 (fax)





MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

FIRST CLASS

# PUBLIC NOTICE

## MATANUSKA-SUSITNA BOROUGH PUBLIC NOTICE

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Comments: WE ARE SUPPORTIVE OF THIS DEVELOPMENT,  
SINCE THE RAIL IS IN THE CENTERLINE OF  
THE SECTION LINE EASEMENTS NEED CREATED  
FOR TRAIL AND ROADWAY.

Signature: [Signature] Phone: 9/5/16

(If you need more space for comments please attach a separate sheet of paper.)

For assistance with your property location, tax or assessment matters please call 861-7801.

MATANUSKA-SUSITNA BOROUGH  
 Capital Projects Department  
 Pre-Design & Engineering Division  
 350 East Dahlia Avenue  
 Palmer, Alaska 99645

KRUG TIMOTHY P & KATHLEEN  
 PO BOX 298431  
 WASILLA AK 99629-8431

\*This public notice & request for comments is in compliance with MSB Code 23.05.025  
 PLEASE TAPE CLOSED ON BOTTOM AND RIGHT OF STAMP

Im17-028  
 OR17-020



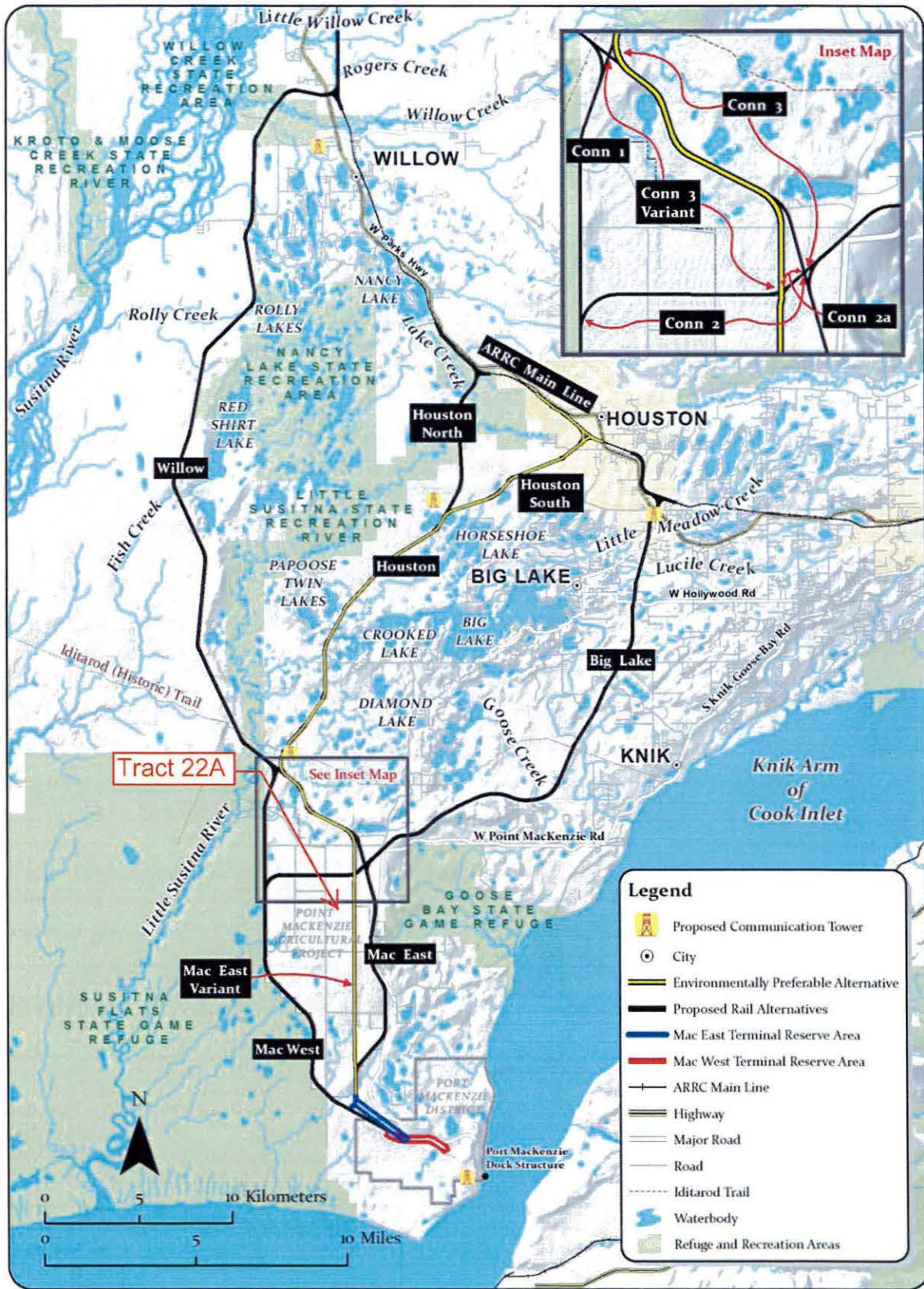


Figure 2-6. OEA's Environmentally Preferable Alternative

NON-CODE ORDINANCE

Sponsored By:  
Introduced:  
Public Hearing:  
Adopted:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-020**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AUTHORIZING THE BOROUGH MANAGER TO SIGN ALL DOCUMENTS NECESSARY TO DISPOSE OF THE BOROUGH-OWNED EXCESS LAND ACQUIRED FOR THE PORT MACKENZIE RAIL EXTENSION PROJECT (PMRE), DESCRIBED AS TRACT 22A, ALASKA STATE LAND SURVEY NO. 80-111, RECORDED AS PLAT NO. 82-80, PALMER RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA, TO BE PLACED IN AN UPCOMING LAND SALE WITH A MINIMUM BID AMOUNT OF \$650,000 (CPD000296).

---

WHEREAS, the Matanuska-Susitna Borough Assembly has reviewed the Decisional Document for borough-owned land described as Tract 22A, Alaska State Land Survey No. 80-111, recorded as Plat No. 82-80, Palmer Recording District, Third Judicial District, State of Alaska, approximately 301.7 acres; and

WHEREAS, the land was acquired by the borough as part of the Port MacKenzie Rail Extension Project; and

WHEREAS, the Borough has separated the larger Tract 22A into an easement for the Port MacKenzie Rail Corridor (12.1 acres) and the remainder farmland (289.6 acres); and

WHEREAS, the Borough has received requests from the public about the disposition of the farmland remainder portion of Tract 22A with interest to purchase; and



WHEREAS, pursuant to Title 23, the public notice requirements were met; and

WHEREAS, On May 22, 2015, the MSB filed with the Palmer Superior Court its Complaint for Condemnation (Case No. 3PA-15-1623 CI) to remove the agricultural covenants on 12.1 acres of Tract 22A; and

WHEREAS, On March 8, 2016, the Final Order of Condemnation, recorded March 14, 2016, at Serial No. 2016-004742-0, Palmer Recording District, was issued by the Palmer Superior Court which stated the "Borough's title to these parcels is hereby vested free and clear of the agricultural covenants and the use restrictions thereof" that affect 12.1 acres for the rail right-of-way on Tract 22A; and

WHEREAS, the remaining 289.6 acres is encumbered with a perpetual covenant (AS 38.05.321) which restricts or limits the use of the land for agricultural purposes only; and

WHEREAS, the sale of Tract 22A is in the best interest of the borough and the public by providing the opportunity to put the farm fields back in farm production thereby meeting the goals of the agricultural covenants.

BE IT ENACTED:

Section 1. Classification. This Ordinance is a non-code ordinance.

Section 2. Approval of Sale. The Matanuska-Susitna Borough Assembly approves and authorizes the Borough Manager to sign all documents necessary to dispose of the borough-owned excess land described as Tract 22A, A.S.L.S. 80-111, Plat No. 82-80, Palmer Recording District, Third Judicial District, State of Alaska, to be placed in an upcoming land sale with a minimum bid amount of \$650,000.

Section 3. Effective Date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this \_\_\_ day of \_\_\_\_\_, 2017.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)






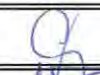



**SUBJECT:** A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH AMENDING THE BUDGETS FOR PROJECT NOS. 45198, 47006, 47007, AND 47021, AMENDING THE BUDGET AND SCOPE OF WORK FOR PROJECT NOS. 47038, AND 47520, AND EXTENDING THE TIME OF COMPLETION FOR PROJECT FUNDING.

**AGENDA OF: February 21, 2017**

**Assembly Action:**

**MANAGER RECOMMENDATION:** Present to the Assembly for consideration.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** 

Route To:	Department/Individual	Initials	Remarks
	Originator - P. Graham		
	Planning and Land Use Director		
	Finance Director		
	Borough Attorney		
	Borough Clerk		2/13/17 

**ATTACHMENT(S) :** Fiscal Note: YES  X  NO \_\_\_\_\_  
 Resolution Serial No. 17-015 (4 pp)

**SUMMARY STATEMENT:**

The Department of Planning and Land Use has several project accounts that have passed the anticipated end date. Legislation extending the funding needs to be adopted by the assembly in order to expend the remaining funds.

Two of the projects are ongoing, one is the Lake Management Signage; this funding is used to provide new and replacement signage for lakes. The second is the Board of Fisheries Proposal; this funding is used for contracting and travel related to the Board of Fisheries meeting. The next meeting will occur at the end of February 2017.

Two projects, the MSB Short Range Transit plan, and the Trunk Road Connector Study, have been completed. A portion of the remaining funding will be used to purchase a new Scanner/Plotter/Printer to replace the old one in the platting division. The one being replaced is so old that parts are no longer available; this means that the next time it breaks down it will not be possible to repair it. The remaining funding will be placed into the regional transportation project account, for continuing transportation related activities.

**RECOMMENDATION OF ADMINISTRATION:**

Staff respectfully recommends assembly adoption of the legislation amending the budgets for project nos. 45198, 47006, 47007, and 47021, amending the budget and scope of work for project nos. 47038, and 47520, and extending the time of completion for project funding.

MATANUSKA-SUSITNA BOROUGH - FISCAL NOTE

Agenda Date February 21, 2017

ORIGINATOR: Pamela Graham, Grant Coordinator

SUBJECT: A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH AMENDING THE BUDGETS FOR PROJECT NOS. 45198, 47006, 47007, AND 47021, AMENDING THE BUDGET AND SCOPE OF WORK FOR PROJECT NOS. 47038, AND 47520, AND EXTENDING THE TIME OF COMPLETION FOR PROJECT FUNDING.

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT? <u>YES</u> NO
AMOUNT REQUESTED \$ <u>\$ 31,924.61</u>	FUNDING SOURCE <u>Operating fund transfers</u>
FROM ACCOUNT # <u>480.000.000.4XX.XXX</u>	PROJECT # <u>47006/47007</u>
TO ACCOUNT # <u>440.000.000.3XX.XXX</u>	PROJECT # <u>47038/47520</u>
VERIFIED BY: <u>Bambana Bueyart</u>	CERTIFIED BY:
DATE: <u>2/8/17</u>	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						
CAPITAL			<u>31.9</u>			
REVENUE						

FUNDING: (Thousands of Dollars)

General Fund						
Federal Funds						
Other			<u>31.9</u>			
TOTAL			<u>31.9</u>			

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: \_\_\_\_\_  
 DEPARTMENT: \_\_\_\_\_  
 APPROVED BY: Chryse Hurd

Phone: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Date: 2/9/17



Action:

**MATANUSKA-SUSITNA BOROUGH  
RESOLUTION SERIAL NO. 17-015**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH AMENDING THE SCOPE OF WORK AND BUDGET FOR PROJECT NOS. 47038 AND 47520, AND EXTENDING THE TIME OF COMPLETION FOR PROJECT NOS. 45198, 47006, 47007, 47021, 47038, AND 47520; FOR THE PURPOSE OF UTILIZING UNEXPENDED PROJECT FUNDING AS ORIGINALLY APPROVED AND FOR THE PURCHASE OF A NEW MULTIFUNCTION SCANNER FOR PLATS AND FOR REGIONAL TRANSPORTATION STUDIES.

---

WHEREAS, the Assembly reappropriated \$9,000 to fund 480 project 45198, for Lake Management Signage, by Ordinance Serial No. 06-105; and

WHEREAS, there is a remaining balance of \$6,099.96 that is still needed for signage on several lakes in the borough; and

WHEREAS, the Assembly, by Ordinance Serial No. 08-077 reappropriated \$40,000 to fund 480 project 47006, for the MSB Short Range Transit Plan, and \$50,000 to fund 480 project 47007, Trunk Road Connector Study,; and

WHEREAS, the MSB Short Range Transit plan was completed with a remaining balance of \$4,471.94; and

WHEREAS, the Trunk Road Connector Study was completed with a remaining balance of \$27,452.67; and

WHEREAS, a portion of this remaining funding is needed for the purchase of a replacement scanner plotter printer for the platting division; and

WHEREAS, a portion of this remaining funding will be moved to the regional transportation project; and

WHEREAS, the Assembly, by Ordinance Serial No. 10-049 reappropriated \$4,650 to fund 480 project 47021, for Board of Fisheries Proposals; and

WHEREAS, the Assembly, by Ordinance Serial No. 14-083 reappropriated \$10,000 to fund 480 project 47021, for Board of Fisheries Proposals, Salmon Trends Report; and

WHEREAS, there is a remaining balance of \$2,848.24 from the 2010 funding, and a remaining balance of \$4,000 from the 2014 funding, and

WHEREAS, a portion of this funding is needed for the report created for the next Board of Fisheries meeting that occurs the end of February 2017; and

WHEREAS, a portion of this funding is needed to cover the travel expenses of the Matanuska-Susitna Borough Fish and Wildlife Commission members to attend the 2017 Board of Fisheries meeting that occurs the end of February 2017; and

WHEREAS, these funds have expired and must be extended by the Assembly in order to use them; and

WHEREAS, the Assembly is required to approve the scope of work and budget prior to any expenditures.

NOW THEREFORE BE IT RESOLVED that the Matanuska-Susitna Borough Assembly hereby approves the following amended scope of work and budgets.

**SCOPE OF WORK**

**PROJECT 47520 PLANNING OFFICE MODIFICATION PROJECT:**

Remaining project funding will be used for the purchase of a replacement multifunction plotter /scanner/copier, maintenance agreement, and initial ink and paper supplies.

**PROJECT 47038 REGIONAL TRANSPORTATION:**

This funding will be utilized to conduct regional transportation planning efforts, fund continuing education opportunities, and implement recommendations from adopted transportation-related plans.

**AMENDED BUDGETS**

<u>Project/Account No.</u>	<u>Previously Approved Budgets</u>	<u>Amended Budgets</u>
<b>MSB Short Range Transit Plan Project No. 47006-4200-4201</b>		
Fiscal Year 2008 Areawide Planning Department Operating Budget Reappropriation	\$40,000.00	\$35,528.06
To: Regional Transportation Project No. 47038	\$-0-	\$4,471.94
<b>Trunk Road Connector Study Project No. 47007-4200-4201</b>		



<u>Project/Account No.</u>	<u>Previously Approved Budgets</u>	<u>Amended Budgets</u>
Fiscal Year 2008 Areawide Planning Department Operating Budget Reappropriation	\$50,000.00	\$22,547.33
To: Planning Office Modification No. 47520	\$-0-	\$15,000.00
To: Regional Transportation Project No. 47038	\$-0-	\$12,452.67
<b>Total Amended Budgets</b>	<b><u>\$90,000</u></b>	<b><u>\$90,000</u></b>

NOW THEREFORE BE IT FURTHER RESOLVED that the Matanuska-Susitna Borough Assembly hereby extends the time of completion on the project funding to June 30, 2020.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2017.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. MCKECHNIE, CMC, Borough Clerk


(SEAL)





**SUBJECT:** AMEND THE BUDGET FOR THE REMOTE ASSESSMENT SURVEY, PROJECT NO. 45137, THE TREASURY MANAGEMENT SOFTWARE, PROJECT NO. 45189, AND THE DEBT MANAGEMENT/BOND PRICING SOFTWARE, PROJECT NO. 45213 AND APPROVE THE SCOPE OF WORK AND BUDGET FOR FINANCIAL, TAX ASSESSMENT AND COLLECTION SOFTWARE AND TRAINING, PROJECT NO. 47506, FUND 480 (NON-LAPSING/NON-CAPITAL PROJECTS).

**AGENDA OF: February 21, 2017**

**Assembly Action:**

**MANAGER RECOMMENDATION:** Present to the Assembly for consideration.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** 

Route To:	Department/Individual	Initials	Remarks
	Originator	EP/Fin	
	Finance Director		
	Borough Attorney		
	Borough Clerk		2/13/17 

**ATTACHMENT(S):** Fiscal Note: YES  NO   
 Resolution Serial No. 17-016 (3 pp)

**SUMMARY STATEMENT:** In FY2003, operating funds were transferred to Project No. 45137, for the Remote Assessment Survey Project in the amount of \$70,000. To date, \$6,362.19 has been expensed leaving a remaining available balance of \$63,637.81.

In FY2005, \$25,000 of operating funds were transferred for the Treasury Management Software Project, Project No. 45189, and \$40,000 of operating funds for the Debt Management/Bond Pricing Software Project, were transferred to Project No. 45213, in FY2006. Both projects were never completed and all funds remain available.

It has been determined that additional funds are needed for financial, tax assessment and collection software, and

necessary training for the Finance Department, Project No. 47506, Fund 480. Therefore, budgets for Project Nos. 45137, 45189, and 45213, must be amended and the scope of work and budget approved for Project No. 47506, (Fund 480), so the remaining funds totaling \$128,637.81 can be used for financial, tax assessment and collection software, and necessary training.



**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: February 21, 2017

SUBJECT: AMEND THE BUDGET FOR PROJECTS 45137, 45189, AND 45213 AND APPROVE THE SCOPE OF WORK AND BUDGET FOR FINANCIAL SOFTWARE AND TRAINING, PROJECT 47506, FUND 480.

*tax assessment and collections*

ORIGINATOR: Eileen Pickett – Finance Dept/Acctg

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <input checked="" type="radio"/> YES <input type="radio"/> NO
AMOUNT REQUESTED \$128,637.81	FUNDING SOURCE <i>Operating Funds Transfer</i>
FROM ACCOUNT # 480.000.000.4xx.xxx	PROJECT # 45137, 45189, 45213
TO ACCOUNT: 480.000.000.3xx-xxa	PROJECT # 47506
VERIFIED BY: <i>Barbara Sawyer</i>	CERTIFIED BY:
DATE: 2/8/17	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL		128.6				
---------	--	-------	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other		128.6				
TOTAL		128.6				

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_  
 DEPARTMENT: *Chesapeake* DATE: \_\_\_\_\_  
 APPROVED BY: *Chesapeake* DATE: *2/9/17*

Action:

**MATANUSKA-SUSITNA BOROUGH  
RESOLUTION SERIAL NO. 17-016**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING THE BUDGET FOR THE REMOTE ASSESSMENT SURVEY, PROJECT NO. 45137, THE TREASURY MANAGEMENT SOFTWARE, PROJECT NO. 45189, AND THE DEBT MANAGEMENT/BOND PRICING SOFTWARE, PROJECT NO. 45213, AND APPROVE THE SCOPE OF WORK AND BUDGET FOR FINANCIAL TAX ASSESSMENT AND COLLECTION SOFTWARE AND TRAINING, PROJECT NO. 47506, FUND 480 (NON-LAPSING/NON-CAPITAL PROJECTS).

WHEREAS, in FY2003, operating funds were transferred to Project No. 45137, for the Remote Assessment Survey Project in the amount of \$70,000; and

WHEREAS, to date, \$6,362.19 has been expensed leaving a remaining available balance of \$63,637.81; and

WHEREAS, in FY2005, \$25,000 of operating funds were transferred to Project No. 45189, for the Treasury Management Software Project; and

WHEREAS, \$40,000 of operating funds for Debt Management/Bond Pricing Software were transferred to Project No. 45213, in FY2006; and

WHEREAS, both projects were never completed and all funds remain available; and

WHEREAS, it has been determined that additional funds are needed for financial, tax assessment and collection software, and necessary training for the Finance Department, Project No. 47506; and

WHEREAS, budgets for Project Nos. 45137, 45189, and 45213,

must be amended prior to expenditures; and

WHEREAS, the assembly must approve the scope of work and budget for the financial, tax assessment and collection software, and training project before expenditures can be made.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Assembly hereby approves the following amended budgets and scope of work to allow financial, tax assessment and collection software, and training.

**ORIGINAL BUDGETS**

Project 45137 - Remote Assessment Survey	\$ 70,000.00
Project 45189 - Treasury Management Software	\$ 25,000.00
Project 45213 - Debt Management/Bond Pricing Software	\$ 40,000.00
Project 47506 - Financial, Tax Assessment and Collection Software and Training	<u>\$ 0.00</u>
TOTAL	\$135,000.00

**SCOPE OF WORK AND AMENDED BUDGETS**

Project 45137 - Remote Assessment Survey	\$ 6,362.19
Project 45189 - Treasury Management Software	\$ 0.00
Project 45213 - Debt Management/Bond Pricing Software	\$ 0.00



Project 47506 - Financial, tax assessment and collection software and necessary training for the Finance Department.  
)

\$128,637.81

TOTAL \$135,000.00

ADOPTED by the Matanuska-Susitna Borough Assembly this -  
day of -, 2017.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

**SUBJECT:** Approve utility relocation costs of \$186,265 to GCI for Waldron Cove, Finger Cove and Finger Lake, Project 30045.

**AGENDA OF:** Feb 21, 2017

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Present to the assembly for consideration.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:**

Route To:	Department/Individual	Initials	Remarks
	Originator	HM	2/13/17
	Public Works Director	TDO	3/16/17
	Finance Director	CY	
	Borough Attorney	NS	
	Borough Clerk	JAM	2/13/17

**ATTACHMENT (S):** Fiscal Note: Yes  No

**SUMMARY STATEMENT:** On March 9, 2015 the assembly approved the Capital Projects List with AM 15-013. Included in the Road Maintenance and Repair Capital Projects - Summer 2015 was the Waldron Cove, Finger Cove and Finger Lake, Project 30045.

An estimate was received from GCI for relocation of telephone facilities in the amount of \$186,265. MSB 3.08.161 requires assembly approval of any contract award over \$100,000.

**RECOMMENDATION OF ADMINISTRATION** Approve utility relocation costs of \$186,265 to GCI for Waldron Cove, Finger Cove and Finger Lake, Project 30045.

**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: February 12, 2017

SUBJECT: Approve utility relocation costs of \$186,265 to GCI for Waldron Cove, Finger Cove and Finger Lake, Project 30045.

ORIGINATOR: Dept of Public Works, Operations & Maintenance

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <u>(YES)</u> NO
AMOUNT REQUESTED <u>\$ 186,265</u>	FUNDING SOURCE <u>Bogard RSA Fund 279 SA approp.</u>
FROM ACCOUNT # <u>410.000.000.4xx.4xx</u>	PROJECT # <u>30045</u>
TO ACCOUNT :	PROJECT #
VERIFIED BY: <u>Barbara Baerwald</u>	CERTIFIED BY:
DATE: <u>2/6/17</u>	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY17	FY18	FY19	FY20	FY21	FY22
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL	<u>186</u>					
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REVENUE						
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FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other	<u>186</u>					
TOTAL	<u>186</u>					

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_  
 DEPARTMENT: Challenged DATE: \_\_\_\_\_  
 APPROVED BY: Challenged DATE: 2/7/17

AM17-013






**SUBJECT:** Award of Bid No. 17-062B, MSBSD HVAC Upgrades - Warehouse to Axys, LLC for the contract amount of \$129,950.00.

**AGENDA OF: February 21, 2017**

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Present to the assembly for consideration.

**APPROVED BY JOHN MOOSEY BOROUGH MANAGER:** 

Route To:	Department/Individual	Initials	Remarks
	Purchasing		
	Capital Projects Director	AB	
	Finance Director	CS	
	Borough Attorney	NS	
	Borough Clerk	JMM	2/18/17 

**ATTACHMENT (S) :** Fiscal Note: Yes  X  No    
Advertisement (1p)  
Analysis Sheet (3pp)

**SUMMARY STATEMENT:** On January 10, 2017, the Matanuska-Susitna Borough issued a solicitation requesting bids from qualified contractors to provide labor, equipment and materials to remove and replace the existing heating and ventilation system within the office area of the MSBSD Warehouse. The project also includes installation of new variable refrigerant and heat recovery ventilation systems. This project is part of the District Wide Energy Upgrade plan.

In response to the advertisement, eleven (11) bids were received. Award recommendation is being made to Axys, LLC as the lowest responsive and responsible bidder. The substantial completion date for this project is September 1, 2017, with the final completion 30 days later.

The Capital Projects Department, Project Management Division, with the aid of PDC, Inc. will be administering the contract.

RECOMMENDATION OF ADMINISTRATION: Award of BID NO. 17-062B, MSBSD HVAC UPGRADES - WAREHOUSE to AXYS, LLC for the contract amount of ONE HUNDRED TWENTY NINE THOUSAND NINE HUNDRED FIFTY AND NO/100 DOLLARS (\$129,950.00).

MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE

Agenda Date: February 21, 2017

SUBJECT: Award of Bid No. 17-062B, MSBSD HVAC Upgrades – Warehouse to Axyx, LLC for the contract amount of \$129,950.00.

ORIGINATOR: Purchasing

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT (YES NO)
AMOUNT REQUESTED <b>\$129,950</b>	FUNDING SOURCE <b>Bonds</b>
FROM ACCOUNT # <b>400.000.000.4xx, xxx</b>	PROJECT # <b>40199</b>
TO ACCOUNT :	PROJECT #
VERIFIED BY: <b>Barbara August</b>	CERTIFIED BY:
DATE: <b>2/8/17</b>	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL	<b>129.9</b>					
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REVENUE						
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FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other <b>Bonds</b>	<b>129.9</b>					
TOTAL	<b>129.9</b>					

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_

DEPARTMENT: **Chelienne Donald** DATE: **2/8/17**

APPROVED BY: \_\_\_\_\_ DATE: **2/8/17**



**MATANUSKA-SUSITNA BOROUGH**  
**350 East Dahlia**  
**Palmer, Alaska 99645**

**ADVERTISEMENT**

VENDOR		ACCOUNT #	DATE FOR ADVERTISEMENT
Frontiersman		CONTRACT	January 13, 2017
Anchorage Dispatch News		MATA 0070	January 10 & 17, 2017
<b>TYPE OF AD:</b>	<input type="checkbox"/> Display	<input checked="" type="checkbox"/> Classified	<input type="checkbox"/> Public Information

The material herein must be printed in its entirety on the dates shown above. Affidavit of publication is required prior to payment.

**MATANUSKA-SUSITNA BOROUGH**  
**BID #17-062B**  
**MSBSD HVAC Upgrades – Warehouse**

The Matanuska-Susitna Borough is soliciting bids to replace the existing heating and ventilation system within the office area of the MSBSD Warehouse including installation of a new variable refrigerant system and heat recovery ventilation system. The MSBSD Warehouse is located at 690 Cope Industrial Way in Palmer. Work could begin immediately after Notice to Proceed has been issued and shall be substantially complete by September 1, 2017.

Bid documents are available beginning **January 10, 2017** from the Purchasing Division, Matanuska-Susitna Borough, 350 E. Dahlia Ave., Palmer AK 99645. For information call (907) 861-8601, Fax (907) 861-8617, or e-mail [purchasing@matsugov.us](mailto:purchasing@matsugov.us). This bid document may be available on the internet at [www.matsugov.us](http://www.matsugov.us). Cost of bid documents picked up \$10.00; if mailed, \$15.00.



Pre-bid: **January 18, 2017 @ 9:00 AM** in the Purchasing Division P2 conference room. Site visit will be offered at the conclusion of the Pre-Bid meeting.

Bids open: **February 1, 2017 @ 3:00 PM in the Purchasing Division**

Bids must be received in the Purchasing Division prior to the time fixed for opening of the bids to be considered. Time of receipt will be determined by the time stamp in the Purchasing Division.

Persons needing accommodation in order to participate should contact the borough ADA coordinator at (907) 861-8687.

The Matanuska-Susitna Borough reserves the right to accept or reject any or all bids, waive any and all technicalities or informalities it deems appropriate. Award of this project is subject to the availability of funding.

1/9/17	Requested by:  1/9/17	Approved by: 
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DEPARTMENT ACCOUNT NO.: **100.180.183.422.000**

Am17-014

**MATANUSKA-SUSITNA BOROUGH**  
**BID #17-062B**  
**MSBSD HVAC Upgrades - Warehouse**  
**ANALYSIS SHEET**

MSB-PURCH\*17FEB01 FH03-01

BIDDER		AXYS	WOLFRINE S.	ORION	T&E CON
Signed Bid Form		OKg	OKg	OKg	OKg
Bid Guarantee		B.B.	B.B.	B.B.	B.B.
Acknowledgement of Addendum (1)		OKg	OKg	OKg	OKg
BID ITEM	DESCRIPTION	BID PRICE	BID PRICE	BID PRICE	BID PRICE
1.	Demolition of existing heating and ventilation system within the office area of the MSBSD Warehouse and installation of a new variable refrigerant system and heat recovery ventilation system per Bid Documents & Scope of Work	105,450.00	117,140.00	152,000.00	133,000.00
Additive Alternate #1	Add DDC systems to the warehouse to control the new HVAC system, as well as provide temperature sensors and damper controls to the warehouse bays.	24,500.00	23,000.00	22,500.00	27,288.00
<b>Total</b>		<b>129,950.00</b>	<b>140,140.00</b>	<b>174,500.00</b>	<b>160,288.00</b>

**RECOMMENDATION:** All Bids Talked with AMVISOR

\_\_\_\_\_  
PURCHASING OFFICER

\_\_\_\_\_  
ASST PURCHASING OFFICER

\_\_\_\_\_  
BUYER

\_\_\_\_\_  
CONST PROCUREMENT SPECIALIST

2/1/17  
\_\_\_\_\_  
DATE

\_\_\_\_\_  
WITNESS

\_\_\_\_\_  
WITNESS

\_\_\_\_\_  
WITNESS

AMIT-01

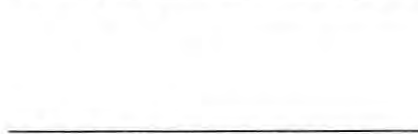


**MATANUSKA-SUSITNA BOROUGH  
 BID #17-062B  
 MSBSD HVAC Upgrades - Warehouse  
 ANALYSIS SHEET**

BIDDER		F + E CONTRACTING	GOERTZ	NORCONST	SHEET METAL INC
Signed Bid Form		OKg	OKg	OKg	OKg
Bid Guarantee		B.B	B.B	B.B	B.B
Acknowledgement of Addendum (1)		OKg	OKg	OKg	OKg
BID ITEM	DESCRIPTION	BID PRICE	BID PRICE	BID PRICE	BID PRICE
1.	Demolition of existing heating and ventilation system within the office area of the MSBSD Warehouse and installation of a new variable refrigerant system and heat recovery ventilation system per Bid Documents & Scope of Work.	141,500.00	126,193.00	121,000.00	129,960.00
Additive Alternate #1	Add DDC systems to the warehouse to control the new HVAC system, as well as provide temperature sensors and damper controls to the warehouse bays.	22,340.00	25,032.00	21,775.00	21,000.00
<b>Total</b>		163,840.00	151,225.00	142,775.00	150,960.00

**RECOMMENDATION:** ALL BIDS TALKED UNDER ADVICE

  
 PURCHASING OFFICER

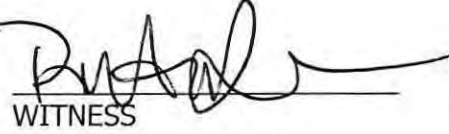
  
 ASST PURCHASING OFFICER

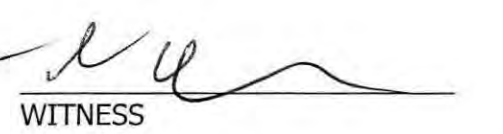
  
 BUYER

  
 CONST PROCUREMENT SPECIALIST

2/1/17  
 DATE

  
 WITNESS

  
 WITNESS

  
 WITNESS

PM17-014



**MATANUSKA-SUSITNA BOROUGH**  
**BID #17-062B**  
**MSBSD HVAC Upgrades - Warehouse**  
**ANALYSIS SHEET**

BIDDER		CONSOLIDATE & CONTRACTORS	WELBAIN	MECHANICAL SPECIALISTS	
Signed Bid Form		OKg	OKg	OKg	
Bid Guarantee		B.B	B.B	B.B	
Acknowledgement of Addendum (1)		OKg	OKg	OKg	
BID ITEM	DESCRIPTION	BID PRICE	BID PRICE	BID PRICE	BID PRICE
1.	Demolition of existing heating and ventilation system within the office area of the MSBSD Warehouse and installation of a new variable refrigerant system and heat recovery ventilation system per Bid Documents & Scope of Work	111,111.00	126,388.00	119,842.00	
Additive alternate #1	Add DDC systems to the warehouse to control the new HVAC system, as well as provide temperature sensors and damper controls to the warehouse bays.	26,350.00	24,080.00	23,481.00	
<b>Total</b>		137,461.00	150,468.00	134,323.00	

**RECOMMENDATION:** ALL BIDS TAKEN WITH ADVISOR

\_\_\_\_\_  
PURCHASING OFFICER                      ASST PURCHASING OFFICER                      BUYER                      CONST PROCUREMENT SPECIALIST

*[Signature]*

\_\_\_\_\_  
DATE                      2/1/17                      WITNESS                      WITNESS                      WITNESS

Am 17-04

**SUBJECT:** Acceptance of late filed and retroactive Senior Citizen and Disabled Veteran exemption applications.

**AGENDA OF:** February 21, 2017

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Present to the assembly for consideration.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** \_\_\_\_\_

Route To:	Department/Individual	Initials	Remarks
1	Originator	BL	
2	Finance Director	JMS	
3	Borough Attorney	JMS	
4	Borough Clerk	JAM	2/13/17

**ATTACHMENT (S) :** Fiscal Note: Yes  No  
Senior Citizen and Disabled Veteran Tax Exemptions (1pp)

**SUMMARY STATEMENT:** Attached is a listing of individuals who are requesting exceptions for late filed and retroactive applications for Senior Citizen and Disabled Veteran exemption. In 2002, the state of Alaska enacted legislation whereby Disabled Veterans and Senior Citizens may request retroactive exemption. MSB Code was amended accordingly. MSB Code 3.15.030(c), now establishes authority for the assembly with good cause to accept the late filed applications as timely.

**RECOMMENDATION OF ADMINISTRATION:** Acceptance of late filed and retroactive requests for tax exemption.

**MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE**

Agenda Date: January 21, 2017

SUBJECT: Acceptance of retroactive and late filed Senior Citizen and Disabled Veteran exemption applications.

ORIGINATOR: Brad Pickett, Borough Assessor

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <u>YES</u> NO
AMOUNT REQUESTED \$ <u>60,246</u>	FUNDING SOURCE <u>ARA/NAR/RSA/FSA</u>
FROM ACCOUNT # <u>100.200.000-311, 100/102</u>	PROJECT #
TO ACCOUNT :	PROJECT #
VERIFIED BY: <u>[Signature]</u>	CERTIFIED BY:
DATE: <u>2/9/17</u>	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL						
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REVENUE				<u>&lt;60.2&gt;</u>		
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FUNDING: (Thousands of Dollars)

General Fund				<u>&lt;37.2&gt;</u>		
State/Federal Funds						
Other				<u>&lt;23&gt;</u>		
TOTAL				<u>&lt;60.2&gt;</u>		

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: Brad Pickett, Borough Assessor PHONE: 861-8647

DEPARTMENT: [Signature] DATE: 2/9/17

APPROVED BY: [Signature] DATE: 2/9/17



## Senior Citizen and Disabled Veteran Tax Exemptions

Account #	Name	Exemption	Tax Year	Amount
7264B17L001	Anthony Rogers	DVET	2016	\$218,000
1365B02L008	Crystal Bruns	DVET	2015	\$109,000
1365B02L008	Crystal Bruns	DVET	2016	\$144,800
2983B06L012	Andrew McNair	DVET	2016	\$218,000
6749000L007	Steven Dail	DVET	2015	\$193,100
6749000L007	Steven Dail	DVET	2016	\$203,100
7117B02L005	Thomas Gogan	DVET	2016	\$218,000
2815B03L005	Alexander Kraft	DVET	2015	\$163,800
2815B03L005	Alexander Kraft	DVET	2016	\$169,100
5714B09L023	Christopher Koops	DVET	2016	\$218,000
1067B02L015	Linda Timothy	SCIT	2015	\$218,000
1067B02L015	Linda Timothy	SCIT	2016	\$218,000
1032B01L007	John Shadrach	SCIT	2016	\$109,700
1431B01L008	Glenda Cross	SCIT	2015	\$132,700
1431B01L008	Glenda Cross	SCIT	2016	\$135,000
9020000U028B	Betty Doggett	SCIT	2016	\$150,000
1107B02L031	Richard Larson	SCIT	2016	\$218,000
5743B05L001	Kitty Benson	SCIT	2016	\$218,000
2377B01L010	Madeline Knowlton	SCIT	2016	\$34,100
2602B02L006	Sherry Wales	SCIT	2015	\$218,000
2602B02L006	Sherry Wales	SCIT	2016	\$218,000

**SUBJECT:** APPROPRIATING \$450,000 FROM THE AREAWIDE CAPITAL RESERVE AND \$400,000 FROM THE LAND MANAGEMENT PERMANENT FUND, FOR A TOTAL OF \$850,000 TO FUND 450, PROJECT NO. 70012, AS A LOAN TO FUND 520, TO FUND REPAIRS TO THE PORT MACKENZIE BARGE DOCK WHICH WILL BE PAID BACK BY TRANSFERS FROM THE PORT ENTERPRISE FUND, PORT REVENUES AND INSURANCE SETTLEMENT, AND ACCEPTING AND APPROPRIATING \$169,009.50 FROM NORTON CORROSION TO FUND 450, PROJECT NO. 70012.

**AGENDA OF: February 21, 2017**

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Introduce and set for public hearing.

**APPROVED BY** *[Signature]* **JOHN MOOSEY, BOROUGH MANAGER:** *[Signature]*

Route To:	Department/Individual	Initials	Remarks
	Originator:Port Director	<i>[Signature]</i>	
	Community Development Director	<i>[Signature]</i>	
	Finance Director	<i>[Signature]</i>	
	Borough Attorney	<i>[Signature]</i>	Form only Payback is uncertain
	Borough Clerk	<i>[Signature]</i>	2/13/17 <i>[Signature]</i>

**ATTACHMENT(S):** Fiscal Note: YES X NO (2 pp)  
 Ordinance Serial No. 17-013 (3 pp)  
 Resolution Serial No. 17-009 (2 pp)

**SUMMARY STATEMENT:**

This legislation is to appropriate \$450,000 from the Areawide Capital Reserve and \$400,000 from the Land Management Permanent Fund, to Fund 450, Project No. 70012, as a loan to Fund 520, to fund repairs to the Port MacKenzie Barge Dock and to accept and appropriate \$169,009.50 from Norton Corrosion to Fund 450, Project No. 70012.

On or about October 19, 2016 a significant failure occurred on the sheet pile barge dock at Port MacKenzie when a sink hole developed exposing a torn sheet pile in a tail wall and a crack in the adjacent wye. Pressure from inside the dock has caused a

bulge in the barge dock face as well as bending of the fascia beam and bullrail.

\$53,917.98 was expended from the Port Enterprise Fund to stabilize the barge dock until spring break-up when repairs can begin.

The permit application to the Corps of Engineers has been submitted. It will also be necessary to obtain approvals from the National Marine Fisheries Service

The cost estimate of \$1,600,000 includes contingency costs. Other funds available for repairs include \$316,480 remaining from the \$2,500,000 loan from the Land Management Fund for barge dock repairs done in 2015-2016 (ORD No. 15-148 and RES No. 15-105,) and \$265,000 from the Port Enterprise Fund.

This project will be competitively bid with the stipulation that the contractor is responsible to provide all materials, post a construction bond, and include a one year warranty on workmanship and materials.

**RECOMMENDATION OF ADMINISTRATION:**

Approve the appropriation of \$450,000 from the Areawide Capital Reserve and \$400,000 from the Land Management Permanent Fund, to Fund 450, Project No. 70012, as a loan to Fund 520, and to accept and appropriate \$169,009.50 from Norton Corrosion to Fund 450, PROJECT NO. 70012 to fund repairs to the Port MacKenzie Barge Dock.



MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE

Agenda Date: February 21, 2017

SUBJECT: APPROPRIATE \$450,000 FROM THE AREAWIDE CAPITAL RESERVE AND \$400,000 FROM THE LAND MANAGEMENT PERMANENT FUND, FOR A TOTAL OF \$850,000 TO FUND 450, PROJECT NO. 70012, AS A LOAN TO FUND 520, TO FUND REPAIRS TO THE PORT MACKENZIE BARGE DOCK WHICH WILL BE PAID BACK BY TRANSFERS FROM THE AREAWIDE FUND, PORT REVENUES AND INSURANCE SETTLEMENT AND TO ACCEPT AND APPROPRIATE \$169,009.50 FROM NORTON CORROSION TO FUND 450, PROJECT NO. 70012

ORIGINATOR: Therese Dolan, Division Administrative Specialist, Port MacKenzie

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <input checked="" type="radio"/> YES <input type="radio"/> NO
AMOUNT REQUESTED \$1,019,009.50	FUNDING SOURCE Capital Reserve, Land Mgt Reserve, Fund 520 Port
FROM ACCOUNT # 100/203/520.000.000.4xx,xx	PROJECT #
TO ACCOUNT: 450.000.000.3xx,xx	PROJECT # 70012
VERIFIED BY: Barbara Sawyer	CERTIFIED BY:
DATE: 2/8/17	DATE:

EXPENDITURES/REVENUES:

(Thousands of Dollars)

OPERATING	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL		1,019				
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REVENUE						
---------	--	--	--	--	--	--

FUNDING:

(Thousands of Dollars)

General Fund						
State/Federal Funds						
Other		1,019				
TOTAL		1,019				

POSITIONS:

Full-Time						
Part-Time						
Temporary						

IM No. 17-022  
Ordinance Serial No. 17-013  
Resolution Serial No. 17-009

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_  
DEPARTMENT: \_\_\_\_\_ DATE: \_\_\_\_\_  
APPROVED BY: Chapman Hall DATE: 2/10/17

IM No. 17-022  
Ordinance Serial No. 17-013  
Resolution Serial No. 17-009

NON-CODE ORDINANCE

Sponsored By: Borough Manager  
Introduced:  
Public Hearing:  
Adopted:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-013**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ACCEPTING AND APPROPRIATING \$169,009.50 FROM FUND 520, TO FUND 450, PROJECT NO. 70012, TO FUND REPAIRS TO THE PORT MACKENZIE BARGE DOCK.

WHEREAS, between November 21, 2015, and February 9, 2016, five of the eight Cathodic Protection anode sleds ceased working; and

WHEREAS, upon pulling the five sleds from the seabed it was apparent there was either a design or material failure; and

WHEREAS, the Cathodic Protection System was under warranty, therefore the designer and manufacturer, Norton Corrosion Inc., is responsible for the cost of designing, manufacturing and reinstalling a completely new Cathodic Protection System; and

WHEREAS, funds in the amount of \$169,009.50 were expended from the Port Enterprise fund to pull the sleds from the seabed; and

WHEREAS, Norton Corrosion has reimbursed the Port the \$169,009.50.

BE IT ENACTED:

Section 1. Classification. This is a non-code ordinance.

Section 2. Acceptance and Appropriation Source. It is hereby accepted and appropriated by the Assembly \$169,009.50 from Fund



520 to Fund 450, Project No. 70012, to fund repairs to the Port MacKenzie Barge Dock.

Section 3. Effective Date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this \_\_\_ day of \_\_\_\_\_, 2017.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

Action:

**MATANUSKA-SUSITNA BOROUGH  
RESOLUTION SERIAL NO. 17-009**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVING THE APPROPRIATION OF \$450,000 FROM THE AREAWIDE CAPITAL RESERVE AND \$400,000 FROM THE LAND MANAGEMENT PERMANENT FUND, FOR A TOTAL OF \$850,000 TO FUND 450, PROJECT NO. 70012, AS A LOAN TO FUND 520, TO FUND REPAIRS TO THE PORT MACKENZIE BARGE DOCK.

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WHEREAS, on or about October 19, 2016, a significant failure occurred on the sheet pile barge dock at Port MacKenzie when a sink hole developed exposing a torn sheet pile in a tail wall and a crack in the adjacent wye. The pressure from inside the dock has caused a bulge in the barge dock face as well as bending of the fascia beam and bullrail; and

WHEREAS, \$850,00 in funding is needed to affect the repairs estimated at \$1,600,000; and

WHEREAS, \$450,000 from the Areawide Capital Reserve, \$400,000 from the Land Management Permanent Fund and \$169,009.50 (Ordinance Serial No. 17-013) combined with funds available for repairs which include \$316,480 remaining from the \$2,500,000 loan from the Land Management Fund for barge dock repairs done in 2015-2016 (Ordinance Serial No. 15-148 and Resolution Serial No. 15-105,) and \$265,000 from the Port Enterprise Fund will total the \$1,600,000 needed to facilitate the barge dock repairs; and

WHEREAS, the contractor will be responsible to provide all materials, post a construction bond and include a one year warranty on workmanship and materials.

NOW, THEREFORE, BE IT RESOLVED, that the Assembly approves the appropriation of \$450,000 from the Areawide Capital Reserve and \$400,000 from the Land Management Permanent Fund, to Fund 450, Project No. 70012, as a loan to Fund 520 for Barge Dock Repairs, Project No. 70012.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of , 2017.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

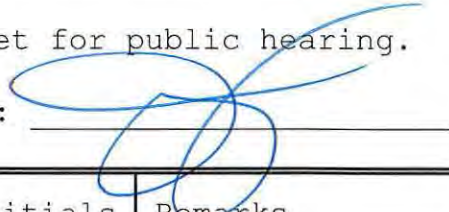





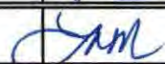

**SUBJECT:** AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 24.05.010, DEFINITIONS; AMENDING MSB 24.05.020(A), JURISDICTION; ADOPTING MSB 24.05.105; AMENDING MSB 24.40.050, FINES FOR INFRACTIONS; ADOPTING MSB 24.05.055, FORFEITURE OF TRAPS; AMENDING MSB 2.85.020(D), CLOSURES AND RESTRICTIONS; ADOPTING MSB 2.85.020(E); ADOPTING MSB 2.85.030, DEFINITIONS; AMENDING CHAPTER TITLE 19.12; ADOPTING MSB 19.12.015, TRAPPING PROHIBITED; ADOPTING OF MSB 19.12.030, DEFINITIONS; AMENDING MSB 1.45.100(C), FINES FOR INFRACTIONS; AND ADOPTING MSB 1.45.105, FORFEITURE OF TRAPS IN ORDER TO PROHIBIT TRAPPING ON BOROUGH OWNED PUBLIC SCHOOL PROPERTY AND TO RESTRICT TRAPPING ON THE BOROUGH OWNED PORTION OF CREVASSE MORAINES TRAIL SYSTEM.

**AGENDA OF: February 21, 2017**

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Introduce and set for public hearing.

**APPROVED BY JOHN MOOSEY, BOROUGH MANAGER:** 

Route To:	Department/Individual	Initials	Remarks
	Originator	SB 	For Assemblymember Mayfield
	Community Development Director		
	Finance Director		
	Borough Attorney		
	Borough Clerk		2/13/17 

**ATTACHMENT(S):** Fiscal Note: NO  
 Ordinance Serial No. 17-021 (14 pp)  
*Parks & Rec Resolution #17-01 (2 pp)*  
 • Petition (1 pp.)  
 • Memo fr. Animal Care & Regulation Board (1 pp.)  
 • map (1 pp.)

**SUMMARY STATEMENT:**

Assemblymember Mayfield was presented with a petition from Borough residents which requested the Borough Assembly pass an ordinance that would prohibit the placing of traps at the

Crevasse Moraine trail system, the developed Government Peak recreation trail area, and at the Borough's Core area schools. The petition also requested that exceptions be made for wildlife biologists with the State's Department of Fish and Game. The first page of the petition is in the packet materials; a total of 3568 people signed it.

An ordinance was drafted utilizing the Matanuska Susitna Borough's powers pursuant to AS 29.35.010(8), to regulate its own property, as well as its power to regulate and protect animals pursuant to AS 29.35.210(a)(3). The ordinance restricted trapping in a more discrete area relating to trails than proposed by the petition; more specifically, the ordinance limits trapping on only Borough owned portions of Crevasse Moraine trail system rather than all the trails.

However, instead of only applying to Borough core area school property, the ordinance was drafted to restrict trapping on all Borough public school property - rather than just those in the core area. Additionally, the intent of the language "public school property owned by the Borough" in the ordinance is meant to be construed broadly. More specifically, there are some school sites that have Borough owned parcels next to them - parcels which the public schools use for related school functions (like skiing), that are likewise open to the public as well. Sometimes the schools have a formal agreement to manage the adjacent property, other times they manage or utilize them without a formal agreement. Examples of such include an area around the Talkeetna Elementary School, as well as 80 acres adjacent to Houston Jr Senior School's 40 acre school site. There are other elementary schools which also use adjacent Borough property for science and studies which may or may not be on cleared trails. Under the ordinance these adjacent parcels would be public school property owned by the Borough on which trapping is restricted.

At the same time, there are currently only a few charter schools that would fall under the ordinance as written as "Borough owned school property." Those are the Fronteras, Academy Charter, and Twindly Bridge charter schools. The Borough could acquire or allow charter schools to utilize Borough property in the future (like Midnight Sun Family Learning Center). While the other privately owned parcels that are leased to charter schools could close trapping on their property if they choose to, this ordinance will not affect them.

The draft ordinance was then provided to the Animal Care and Regulation Board, the Parks, Recreation and Trails Advisory Board, and the MSB Fish and Wildlife Commission. It was also forwarded to the Matanuska-Susitna Borough School District. All

entities were asked to review and comment.

The Animal Care and Regulation Board considered the proposed legislation at their regular board meeting on November 28, 2016. The Board took no action and provided no comments. The memorandum provided by the Assistant Clerk is provided herewith.

The draft ordinance was introduced at the Parks, Recreation and Trails Advisory Board on October 24, 2016, and was discussed at length at the November 30, 2016, meeting.

On December 2, 2016, Luke Fulp, the Assistant Superintendent of Business and Operations with the Matanuska-Susitna Borough School District, conveyed that the District did not have any official comments regarding the draft legislation beyond the fact that it aligns with what they are trying to do to maintain safe/healthy environments for students.

The draft ordinance was then modified by Assembly member Mayfield after the Parks, Recreation and Trails Advisory Board meetings in light of some of the dialogue. More specifically, the following changes were made to the draft ordinance:

- Parts of the ordinance title was changed;
- "Prohibit" language was added in the "whereas" statements;
- Language was added to clarify that "trapping" does not mean the simple possession or transportation of traps;
- Language was added to create an exception to the trapping buffer in Crevasse Moraine, and the exclusion to Borough owned school properties so that certain trapping educational demonstrations can take place;
- Language was added to the Title 24 and Title 2.85 portions to further clarify that they only apply to Borough owned property and is not meant to apply to land owned by other entities;
- A typographical error was corrected where yards was referenced instead of 100 feet.

The Board then held a special meeting on December 29<sup>th</sup>, 2016, to review the legislation and propose any edits. On January 23, 2017, the Board passed Resolution 17-01 suggesting some modifications to it. Some of those modifications have been incorporated into the draft now before the Assembly.



The MSB Fish and Wildlife Commission was provided an opportunity to comment on the proposed ordinance. They briefly discussed the draft trapping ordinance with a member of the Parks, Recreation and Trails Advisory Board on December 15, 2016, and intended to take it up at their January 5, 2017, meeting. Other items on the agenda prevented them from allocating enough time to it to provide comments.

The Matanuska Susitna Borough is the fastest growing area in the State of Alaska. The Department of Labor estimates its population was 102,598 people in 2016. The core area (where Crevasse Moraine trail system), and the Borough public school property are impacted by population growth and more heavily utilized.

As a result of the increasing population in the Borough, conflicts are increasingly rising between those trapping and other users. There is a legitimate concern that additional individuals, children and/or their pets could come into contact with set traps on Borough owned land intended to be utilized for educating children, walking, running, hiking and other non-motorized activities. The restrictions proposed in this ordinance are an effort to mitigate those user group conflicts and allow various user groups to enjoy their experiences on Borough owned property without the fear of injury.

The restrictions in the proposed ordinance - the exclusion of traps on the maintained trail and within a 100 foot of a Borough owned Crevasse Moraine trail and the exclusion of traps on Borough owned public school property - will not interfere with the State of Alaska's ability to regulate wildlife. There are approximately fifteen (15) miles of trails in the Crevasse Moraine trail system on Borough owned lands; the area buffered from traps is only approximately three hundred twenty two (322) acres<sup>1</sup> of the vast amount of land in the Matanuska Susitna Borough. The map illustrating the Crevasse Moraine trail system buffered area is included in your materials. Additionally, the restrictions contained in the ordinance will have only an incidental impact on trapping.

In summary, this ordinance restricts the use of certain Borough owned real property for trapping. All other federal, state and private lands within the Matanuska Susitna Borough are not affected by this ordinance.

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<sup>1</sup> This calculation of the acres within the Crevasse Moraine Trail System affected by the ordinance used a width of 12' for trails coded as dirt roads or wide track and buffered them by 100'. For trails coded as single track, the calculation used a buffer of 100' from the centerline. A similar analysis was not undertaken for the acres of school property.

**RECOMMENDATION OF ADMINISTRATION:**

Adoption of legislation.

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 HCO-11111  
 GR 17-021

PETITION TO MATANUSKA-SUSITNA BOROUGH ASSEMBLY

We, residents of the Borough, ask that the Borough Assembly pass a narrowly-focused ordinance that would do the following:

1. Prohibit the placing of traps and snares at the Crevasse Moraine trail system, the developed Government Peak recreation trail area, and at the Borough's Core area schools.
2. Make exceptions for wildlife biologists with the State's Department of Fish and Game.

PRINTED NAME	SIGNATURE	RESIDENCE ADDRESS	PHONE #
Cindy Fox	<i>Cindy Fox</i>	Majestic View	745-8817
SEAN Tenan	<i>Sean Tenan</i>	2600 N Garret Ln	376-5250
Billie Longfellow	<i>Billie Longfellow</i>	15816 N. Glenn Hwy #102 Sutton AK 99674	746-4205
EVA BLURTON	<i>Eva Burton</i>	Mat-su Valley	746-1630
Andrea Freihardt	<i>Andrea Freihardt</i>	3520 N White Knight Dr Houston AK 99694	892-0155
Jessica Chenaut	<i>Jessica Chenaut</i>	801 Wasey way Houston AK 9964	841-1016
LINDA L. WALLACE	<i>Linda L. Wallace</i>	11275 W. Hazelt Ave, Wasilla, AK 99623	715-5043
Tom Pine	<i>Tom Pine</i>	12231 Kalwies Rd Palmer	232-2894
<i>John</i>	<i>John</i>	3700 Jackson St Wasilla AK 99654	232-0839
Ernie T. Ortiz III	<i>Ernie T. Ortiz III</i>	1775 Thuma St. Apt A7. Palmer AK 99645	414-0258
Samuel Richardson	<i>Samuel Richardson</i>	775 N. Cascade Ct Palmer AK 99645	232-7111
Daniel J. Parks	<i>Daniel J. Parks</i>	830 N. Hilltop Dr. 99645	746-3718
Tuesday L. Twohy	<i>Tuesday L. Twohy</i>	7873 N. Highlander lp. 99645	746-3152
Karla Kallam	<i>Karla Kallam</i>	3200 Sparrow Court 99645	354-7319





## MATANUSKA-SUSITNA BOROUGH

### Office of the Borough Clerk

350 E. Dahlia Avenue • Palmer, Alaska 99645-6488

Phone (907) 861-8684 • Fax (907) 861-9845

#### MEMORANDUM

DATE: November 29, 2016

TO: Assemblymember Dan Mayfield  
Shannon Bodolay, Assistant Borough Attorney

THROUGH: Brenda J. Henry, CMC, Assistant Clerk

FROM: Animal Care and Regulation Board

RE: Proposed Trapping Legislation

On November 28, 2016, the Animal Care and Regulation Board took up review of the proposed trapping legislation, at their regular board meeting.

Prior to review of the legislation the Board heard from Hugh Leslie, MSB Recreation and Library Services Manager, who offered to answer questions of the Board and from four members of the public.

The public testimony was all from members of the trapping community, Mr. Richard Person, Mr. Kenny Barber, Ms. Jonathan Zeppa, and Mr. Kyle Waite, who expressed concerns that the real problem of pets getting caught in traps is caused by off leash pets. Opinions were expressed that the legislation was poorly written because it was not clear in its intent.

After public testimony, the Board reviewed each section and expressed no comments or concerns but did ask a couple of minor questions regarding intent. The Board requested that Ms. Henry draft a memorandum on their behalf stating that they had no comments.

MATANUSKA-SUSITNA BOROUGH  
PARKS, RECREATION AND TRAILS ADVISORY BOARD  
RESOLUTION NO. 17-01

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PARKS, RECREATION, AND TRAILS ADVISORY BOARD SUPPORTING ORDINANCE 16-XX WHICH COVERS TRAPPING PROHIBITION ON MATANUSKA-SUSITNA BOROUGH OWNED DEVELOPED SCHOOL PROPERTIES AND TRAPPING RESTRICTIONS WITHIN THE MATANUSKA-SUSITNA BOROUGH OWNED PROPERTY WITHIN THE CREVASSE MORAINES TRAIL SYSTEM AND AMENDS MSB 1.45, MSB 2.85, MSB 19.12, MSB 24.05, and MSB 24.40AS AMENDED INCLUDING RECOMMENDATIONS FOR MODIFICATION TO IMPROVE READABILITY AND CONSISTENCY OF APPLICATION AS INTRODUCED AT THE DECEMBER 29, 2016, PARKS, RECREATION, AND TRAILS ADVISORY BOARD MEETING.

WHEREAS, population within the Mat-Su Borough continues to increase and safety risk management issues surface for consideration reasonable mitigation and accommodation of issues should be pursued; and


WHEREAS, the Matanuska Borough Assembly has requested the Parks, Recreation, and Trails Advisory Board to review proposed Ordinance 16-xx, this Board has conducted an in-depth review of the proposed Ordinance, and supports and submits an amended version of the proposed ordinance as a recommendation for action by the Matanuska-Susitna Borough Assembly; and

WHEREAS, the Parks, Recreation, and Trails Advisory Board had concern as to the structure, language, and impacts associated with the original proposal, amended language has been drafted to address the safety based concerns voiced by the originators while imposing minimal impacts on residents of the State of Alaska, the residents of the Matanuska-Susitna Borough, and the diverse Crevasse Moraine trail user groups.

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NOW, THEREFORE, BE IT RESOLVED, that the Parks, Recreation, and Trails Advisory Board Recommends adoption of the amended draft ordinance covering trapping prohibition on Matanuska-Susitna owned developed school property and trapping restrictions imposed on Matanuska-Susitna Borough maintained trails within the Borough owned portion of the Crevasse Moraine trail system.

Adopted by the Matanuska-Susitna Parks, Recreation, and Trails Advisory Board this 23<sup>rd</sup> day of January, 2017.

  
\_\_\_\_\_  
David R. Palmeri Chairperson

ATTEST:

  
\_\_\_\_\_  
Jill Irsik, Admin. Secretary





Central Landfill

E STARBEARER CIR

N GOLDEN NODAN RD

CLOSED

Loop 10 Trail

Loop 9 Trail

Loop 4 Trail

Loop 8 Trail

Loop 5 Trail

Loop 6 Trail

CM Trail

Loop 12 Trail

Monitor Well Road / Winter Horse Trail Trail

Trail

Loop 7 Trail

Mooseberry Mesa Trail

High Ridge Lake

E VALLEY CREST DR  
E HILSCHER HWY

E VALLEY CREST DR

Burish Lake

Fox Trot Trail

Picnic Table Singletrack Trail

Yuba Greenbelt / Crevasse-Moraine Trail

Bearbottom Trail

Bearback Trail

INTRODUCTIONS

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Draft ordinance presented to the following boards:  
Animal Care and Regulation Board, Parks, Recreation and Trails Board, MSB Fish and Wildlife Commission

CODE ORDINANCE

Sponsored by:  
Introduced:  
Public Hearing:  
Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 16-\_\_\_**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 24.05.010, DEFINITIONS; AMENDING MSB 24.05.020(A), JURISDICTION; ADOPTING MSB 24.05.105; AMENDING MSB 24.40.050, FINES FOR INFRACTIONS; ADOPTING MSB 24.05.055, FORFEITURE OF TRAPS; AMENDING MSB 2.85.020(D), CLOSURES AND RESTRICTIONS; ADOPTING MSB 2.85.020(E); ADOPTING MSB 2.85.030, DEFINITIONS; AMENDING CHAPTER TITLE 19.12; ADOPTING MSB 19.12.015, TRAPPING PROHIBITED; ADOPTING OF MSB 19.12.030, DEFINITIONS; AMENDING MSB 1.45.100(C), FINES FOR INFRACTIONS; AND ADOPTING MSB 1.45.105, FORFEITURE OF TRAPS IN ORDER TO PROHIBIT TRAPPING ON BOROUGH OWNED PUBLIC SCHOOL PROPERTY AND TO RESTRICT TRAPPING ON THE BOROUGH OWNED PORTION OF CREVASSE MORAINÉ TRAIL SYSTEM.

WHEREAS, the Matanuska-Susitna Borough owns property that has been developed for public school sites; and

WHEREAS, the Matanuska-Susitna Borough school sites are heavily utilized by children, teachers, school administrators, and members of the public; and

WHEREAS, the Borough also owns property that makes up various trail systems; and

WHEREAS, the Borough owns property within the core area that serves as part of the Crevasse Moraine Trail system;

WHEREAS, the Borough maintains certain trails on its property in the Crevasse Moraine Trail system; and

WHEREAS, people recreate beyond the boundaries of the Borough maintained trails in the Crevasse Moraine Trail system,

as there are no requirements or restrictions that recreational use is limited to a particular area or trail; and

WHEREAS, there are other "social trails" on the Borough property in the Crevasse Moraine Trail system that are not Borough maintained; and

WHEREAS, the Matanuska-Susitna Borough Recreational Trails Plan (Trails Plan) evaluated the needs and desires of Borough residents and landowners with regard to recreational trail development; and

WHEREAS, one of the goals of the Recreational Trails Plan is to preserve the existing popular recreational trails; and

WHEREAS, one of the Trails Plan management recommendation goals is to minimize conflicts between different types of trail users and avoid trail degradation due to improper use; and

WHEREAS, the Trails Plan recognizes that trail conflicts between separate user groups are likely to increase as trail use increases; and

WHEREAS, the Trails Plan likewise recognizes that it is important for the Borough to take some proactive steps to insure these conflicts are minimized; and

WHEREAS, the Trails Plan further recognizes that trails should be managed so as to provide the greatest recreational



benefit to those types of recreational trail uses for which the trail is uniquely situated; and

WHEREAS, the Trails Plan also recognizes that it may be necessary to limit some uses in certain situations; and

WHEREAS, in a survey reported in the Trails Plan, 51 percent of the respondents stated that walking or dog walking was the most common trail recreation activity; and

WHEREAS, the Crevasse Moraine trail system is included within the Trails Plan; and

WHEREAS, the Crevasse Moraine Trail System is described as a regionally significant trail in the Trails Plan; and

WHEREAS, in a separate plan called the Crevasse Moraine Master Plan, the area is described as a "high demand attraction serving diverse non-motorized users, including walkers (often with dogs), runners, equestrians, and mountain bikers;" and

WHEREAS, the Crevasse Moraine Master Plan explains that investment in the site is focused on providing healthy, enjoyable recreation opportunities for a compatible mix of nonmotorized uses, including family stroll and dog walking among others; and

WHEREAS, in the "Desired Future Conditions" of the Crevasse Moraine Master Plan, it states Crevasse Moraine consists of 360 acres reserved for a permanent, formalized, soft tread trail

network for which investment is focused on providing healthy, enjoyable recreation opportunities for a compatible mixture of non-motorized users including: family stroll/non strenuous walking; dog walking; strenuous walking/hiking; running/cross country training; equestrian; mountain biking; Nordic skiing; snowshoeing; skjoring; geocaching; bird/wildlife watching; orienteering; and informal neighborhood picnic and play areas; and

WHEREAS, in the "Desired Future Conditions" section of the Crevasse Moraine Master Plan also notes that Valley Pathways School shares some common infrastructure with Crevasse Moraine, and that the school seeks to instill respect for the Crevasse Moraine area by working with the Borough to create opportunities for student trail use related to their education; community service learning trail maintenance projects, forestry and trail building vocational training; and summer facility use for recreational programing; and

WHEREAS, demand for Borough trails increases every year, and is expected to continue as visitors and residents continue to get outside and enjoy the Borough's natural beauty in increasing numbers; and

WHEREAS, the Borough has an interest in managing its property to facilitate the intended use of the property, and

protect members of the public, their children and their pets;  
and

WHEREAS, there are currently no prohibitions or  
restrictions against trapping in these areas; and

WHEREAS, according to the "Trap Safety for Pet Owners"  
guide that is published by the Alaska State Department of Fish  
and Game, Division of Wildlife Conservation's and the Alaska  
Trappers Association, trapping is a popular pastime and a  
livelihood for some and occurs throughout Alaska, even on some  
popular recreation trails; and

WHEREAS, MSB 23.05.050(A) already prohibits a person from  
placing personal property upon or making unauthorized use of  
Borough owned real property without written permission from the  
Manager; and

WHEREAS, there are no express trapping restrictions on  
Borough owned public school sites, or within the Borough owned  
Crevasse Moraine trails; and

WHEREAS, allowing traps to be placed on Borough owned  
public school sites or within the Borough owned Crevasse Moraine  
trails or nearby is incompatible with the intended educational  
and or recreational uses for those areas; and

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WHEREAS, school site users, including children, may not be able to timely identify the location of traps on public school property and may not be able to successfully avoid them; and

WHEREAS, recreational trail users, including children, may not be able to timely identify the location of traps of on Borough owned Crevasse Moraine Trail and may not be able to successfully avoid them accordingly; and

WHEREAS, allowing traps to be placed in these areas could inadvertently, but seriously injure those using these areas including children and/or the pets individuals they recreate with; and

WHEREAS, at least dogs have been inadvertently caught in traps in the Borough over the year/s and treated by the Animal Care and Regulation shelter; and

WHEREAS, dogs in the Borough have suffered significant injuries as a result of being caught in traps; and

WHEREAS, AS 29.35.010(8) provides the Borough the power to manage and control real property; and

WHEREAS, the Borough has an interest in managing its property to protect the property users; and

WHEREAS, the Borough has an interest in managing its trail property to ensure the primary intended uses such as walking,

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hiking, running, biking etcetera, with or without pets, is safe from conflicts relating to traps; and

WHEREAS, the Borough has an interest in protecting domestic animals and the power to do so pursuant to A.S. 29.35.210(a)(3).

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 section. MSB 24.05.010 is hereby amended as follows:

"Trapping" means the placing or setting of a trap. ~~It does not include the possession or transportation of traps.~~

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Section 3. Amendment of section. MSB 24.05.020(A) is hereby amended as follows:

(A) The borough generally has jurisdiction only over domestic and domesticated animals. Except for purposes of enforcing MSB 2.85.020, MSB 19.12.015, and MSB 24.05.105, the borough does not have jurisdiction over the following animals:

(1) wild animals; and

(2) game animals, the taking or possession of which is regulated by the state or federal government.

Section 4. Adoption of section. MSB 24.05.105 is hereby adopted as follows:

(A) Except as provided in MSB 24.05.110, no person may engage in trapping, attempting to trap, or aiding and abetting any person in trapping any wild or domesticated animal:

(1) ~~Within any Borough maintained trail, or within 100 feet of such, on Borough owned property which is part of the Crevasse Moraine trail system~~ Within the Crevasse Moraine trail system there shall be no trapping with 100' of the Borough maintained trails, unless they are performing an educational demonstration, pursuant to a Borough issued permit, and the traps are removed at the end of the day the presentation began.

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(2) On any part of public school property owned by the Borough, unless they are performing an educational demonstration pursuant to written permission from the School Administration, and

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the traps are removed at the end of the day the presentation began.

(B) The Borough will prepare and keep current a map within the Crevasse Moraine trail system showing areas where trapping is not allowed pursuant to this section. A copy of the map shall be provided to any person upon request.

(C) The Alaska Department of Fish and Game, Alaska Department of Public Safety, United States Fish and Wildlife Service, or their authorized agents or designees, may trap animals within the area in which trapping is expressly prohibited by the chapter.

(D) This section shall not apply to property owned by other entities within the Crevasse Moraine trail system. This section shall not apply to the trapping or capturing of rats, mice, shrews, or similar vermin. This section shall not apply to the possession or transportation of traps

(E) Violation of this section shall be punishable as set forth in MSB 24.40.

Section 5. Amendment of section. MSB 24.40.050 is hereby amended as follows:

24.05.105 Trapping Prohibited

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1<sup>st</sup>Offense \$150

2<sup>nd</sup>Offense \$300

3<sup>rd</sup> and Subsequent \$500

Section 6. Adoption of section. MSB 24.40.055, is hereby adopted as follows:

24.40.055 FORFEITURE OF TRAPS

Ownership rights of any set trap found on public school property owned by the Borough, or within any Borough maintained trail that is part of the Crevasse Moraine Trail system or within 100 feet of such, are forfeited upon conviction of MSB 24.05.105.

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Section 7. Amendment of section. MSB 2.85.020(D) is amended as follows:

(D) [THE MANAGER MAY CLOSE OR RESTRICT TRAILS BECAUSE OF ENVIRONMENTAL, SEASONAL, SAFETY CONCERNS, or OTHER VALID REASONS AND MAY RESTRICT CERTAIN USES TO AVOID TRAIL CONFLICTS OR SAFETY CONCERNS.] Except as provided in MSB 24.05.110, Borough owned property which is part of the Crevasse Moraine trail system is closed to trapping, attempting to trap, or aiding and abetting in trapping any wild or domesticated animal on Borough maintained trails within the Crevasse Moraine trail system and within 100 feet of any such

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trail to prevent trail conflicts and ensure safety.  
Trapping in this area is allowed if the individual is  
performing an educational demonstration, pursuant to a  
Borough issued permit, and the traps are removed at  
the end of the day the presentation began.

(1) The Borough will prepare and keep  
current a map of the Crevasse Moraine trail system  
showing the Borough owned property areas where  
trapping is not allowed pursuant to this section. A  
copy of the map shall be provided to any person upon  
request.

(2) The Alaska Department of Fish and Game,  
Alaska Department of Public Safety, United States Fish  
and Wildlife Service, or their authorized agents or  
designees, may trap animals within the area.

(3) This section shall not apply to  
property owned by other entities within the Crevasse  
Moraine trail system. This section shall not apply to  
the trapping or capturing of rats, mice, shrews, or  
similar vermin. This section shall not apply to the  
possession or transportation of traps

(4) Violation of this section shall be  
punishable as set forth in MSB 1.45.



(E) The Manager may close or restrict additional trails because of environmental, seasonal, safety concerns, or other valid reasons and may restrict certain uses to avoid trail conflicts or safety concerns.

Section 8. Adoption of Section. MSB 2.85.030 is adopted as follows:

2.85.030 DEFINITIONS

"Trap" means any device designed or used to capture or hold an animal and that operates without direct human control. This includes any device for catching and holding wild or domesticated animals including, but not limited to, snares, nets, pitfalls, or clamp-like devices that spring shut suddenly.

"Trapping" means the placing or setting of a trap. ~~It does not include the possession or transportation of traps.~~

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Section 9. Amendment of Chapter Title. The title is amended as follows:

[OPERATION OF MOTOR VEHICLES] SCHOOL PROPERTY

Section 10. Adoption of Section. MSB 19.12.020 is hereby adopted as follows:

19.12.020 TRAPPING PROHIBITED

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OR 17-021

(A) Except as provided in MSB 24.05.110, no person may engage in trapping, attempting to trap, or aiding and abetting any person in trapping any wild or domesticated animals on any part of public school property owned by the Borough unless they are performing an educational demonstration pursuant to written permission from the School Administration, and the traps are removed at the end of the day the presentation began.

(B) The Borough will prepare and keep current a map showing areas where trapping is not allowed pursuant to this section. A copy of the map shall be provided to any person upon request.

(C) The School District, Alaska Department of Fish and Game, Alaska Department of Public Safety, United States Fish and Wildlife Service, or their authorized agents or designees, may trap animals within the area.

(D) Violation of this section shall be punishable as set forth in MSB 1.45.

Section 11. Adoption of Section. MSB 19.12.030 is hereby adopted as follows:

19.12.030 DEFINITIONS

IM17-034  
OR17-021

"Trap" means any device designed or used to capture or hold an animal and that operates without direct human control. This includes any device for catching and holding wild or domesticated animals including, but not limited to, snares, nets, pitfalls, or clamp-like devices that spring shut suddenly.

"Trapping" means the placing or setting of a trap. ~~It does not include the possession or transportation of traps.~~

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Section 12. Amendment of Section. MSB 1.45.100(C) is hereby amended as follows:

19.12.020 Trapping on School Property

1<sup>st</sup>Offense \$150

2<sup>nd</sup> Offense \$300

3<sup>rd</sup> and Subsequent \$500

23.05.105 Trapping Prohibited

1<sup>st</sup>Offense \$150

2<sup>nd</sup> Offense \$300

3<sup>rd</sup>and Subsequent \$500

Section 13. Adoption of section. MSB 1.45.105 is hereby adopted as follows:

1.45.105 FORFEITURE OF TRAPS

Im17-034  
UR17-021



Ownership rights of any set trap found on public school property owned by the Borough, or any trap found on a Borough maintained trail or within 100 feet of such on Borough owned property which is part of the Crevasse Moraine trail system, forfeited upon conviction of MSB 2.85.020(D) or MSB 19.12.020.

Section 14. Effective date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2016.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

Im17-034  
OR17-021

CODE ORDINANCE

Sponsored by: Assemblymember Mayfield

Introduced:

Public Hearing:

Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 17-021**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 24.05.010, DEFINITIONS; AMENDING MSB 24.05.020(A), JURISDICTION; ADOPTING MSB 24.05.105, TRAPPING PROHIBITIONS AND RESTRICTIONS; AMENDING MSB 24.40.050, FINES FOR INFRACTIONS; ADOPTING MSB 24.05.055, FORFEITURE OF TRAPS; AMENDING MSB 2.85.020(D) and ADOPTING MSB 2.85.020(E); CLOSURES AND RESTRICTIONS; ADOPTING MSB 2.85.030, DEFINITIONS; AMENDING CHAPTER TITLE 19.12 FROM OPERATION OF MOTORIZED VEHICLES TO SCHOOL PROPERTY; ADOPTING MSB 19.12.015, TRAPPING PROHIBITED; ADOPTING MSB 19.12.030, DEFINITIONS; AMENDING MSB 1.45.100(C), FINES FOR INFRACTIONS; AND ADOPTING MSB 1.45.105, FORFEITURE OF TRAPS IN ORDER TO PROHIBIT TRAPPING ON BOROUGH OWNED PUBLIC SCHOOL PROPERTY AND TO RESTRICT TRAPPING ON THE BOROUGH OWNED PORTION OF CREVASSE MORAINÉ TRAIL SYSTEM.

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WHEREAS, the Matanuska-Susitna Borough owns property that has been developed for public school sites; and

WHEREAS, the Matanuska-Susitna Borough school sites are heavily utilized by children, teachers, school administrators, and members of the public; and

WHEREAS, the Borough also owns property that makes up various trail systems; and

WHEREAS, the Borough owns property within the core area that serves as part of the Crevasse Moraine Trail system; and

WHEREAS, the Borough maintains certain trails on its property in the Crevasse Moraine Trail system; and

WHEREAS, people recreate beyond the boundaries of the

Borough-maintained trails in the Crevasse Moraine Trail system, as there are no requirements or restrictions that recreational use is limited to a particular area or trail; and

WHEREAS, there are other "social trails" on Borough property in the Crevasse Moraine Trail system that are not Borough-maintained; and

WHEREAS, the Matanuska-Susitna Borough Recreational Trails Plan (Trails Plan) evaluated the needs and desires of Borough residents and landowners with regard to recreational trail development; and

WHEREAS, one of the goals of the Trails Plan is to preserve the existing popular recreational trails; and

WHEREAS, one of the Trails Plan management recommendation goals is to minimize conflicts between different types of trail users and avoid trail degradation due to improper use; and

WHEREAS, the Trails Plan recognizes that trail conflicts between separate user groups are likely to increase as trail use increases; and

WHEREAS, the Trails Plan likewise recognizes that it is important for the Borough to take some proactive steps to ensure these conflicts are minimized; and

WHEREAS, the Trails Plan further recognizes that trails should be managed so as to provide the greatest recreational benefit to those types of recreational trail uses for which the



trail is uniquely situated; and

WHEREAS, the Trails Plan also recognizes that it may be necessary to limit some uses in certain situations; and

WHEREAS, in a survey reported in the Trails Plan, 51 percent of the respondents stated that walking or dog walking was the most common trail recreation activity; and

WHEREAS, the Crevasse Moraine trail system is included within the Trails Plan; and

WHEREAS, the Crevasse Moraine Trail System is described as a regionally significant trail in the Trails Plan; and

WHEREAS, in a separate plan called the Crevasse Moraine Master Plan, the area is described as a "high demand attraction serving diverse non-motorized users, including walkers (often with dogs), runners, equestrians, and mountain bikers;" and

WHEREAS, the Crevasse Moraine Master Plan explains that investment in the site is focused on providing healthy, enjoyable recreation opportunities for a compatible mix of non-motorized uses, including family strolls and dog walking among others; and

WHEREAS, in the "Desired Future Conditions" of the Crevasse Moraine Master Plan, it states Crevasse Moraine consists of 360 acres reserved for a permanent, formalized, soft tread trail network for which investment is focused on providing healthy, enjoyable recreation opportunities for a compatible mixture of non-motorized users including: family stroll/non-strenuous

walking; dog walking; strenuous walking/hiking; running/cross-country training; equestrian; mountain biking; Nordic skiing; snowshoeing; skjoring; geocaching; bird/wildlife watching; orienteering; and informal neighborhood picnic and play areas; and

WHEREAS, the "Desired Future Conditions" section of the Crevasse Moraine Master Plan also notes that Valley Pathways School shares some common infrastructure with Crevasse Moraine, and that the school seeks to instill respect for the Crevasse Moraine area by working with the Borough to create opportunities for student trails use related to their education; community service learning trail maintenance projects, forestry and trail building vocational training; and summer facility use for recreational programming; and

WHEREAS, demand for Borough trails increases every year, and is expected to continue as visitors and residents continue to get outside and enjoy the Borough's natural beauty in increasing numbers; and

WHEREAS, the Borough has an interest in managing its property to facilitate the intended use of the property, and protect members of the public, their children and their pets; and

WHEREAS, there are currently no prohibitions or restrictions against trapping in these areas; and

WHEREAS, according to the "Trap Safety for Pet Owners" guide that is published by the Alaska State Department of Fish and Game, Division of Wildlife Conservation, and the Alaska Trappers

Association, trapping is a popular pastime and a livelihood for some and occurs throughout Alaska, even on some popular recreation trails; and

WHEREAS, MSB 23.05.050(A) already prohibits a person from placing personal property upon or making unauthorized use of Borough-owned real property without written permission from the Manager; and

WHEREAS, there are no express trapping restrictions on Borough-owned public school sites, or within the Borough-owned Crevasse Moraine trails; and

WHEREAS, allowing traps to be placed on Borough-owned public school sites or within the Borough-owned Crevasse Moraine trails or nearby is incompatible with the intended educational and/or recreational uses for those areas; and

WHEREAS, school site users, including children, may not be able to timely identify the location of traps on public school property and may not be able to successfully avoid them; and

WHEREAS, recreational trail users, including children, may not be able to timely identify the location of traps on Borough-owned Crevasse Moraine Trail and may not be able to successfully avoid them accordingly; and

WHEREAS, allowing traps to be placed in these areas could inadvertently, but seriously, injure those using these areas including children and/or the pets individuals recreate with; and



WHEREAS, at least 3 dogs have been inadvertently caught in traps in the Borough over the years and treated by the Animal Care and Regulation shelter; and

WHEREAS, dogs in the Borough have suffered significant injuries as a result of being caught in traps; and

WHEREAS, AS 29.35.010(8) provides the Borough the power to manage and control real property; and

WHEREAS, the Borough has an interest in managing its property to protect the property users; and

WHEREAS, the Borough has an interest in managing its trails property to ensure the primary intended uses such as walking, hiking, running, biking etc., with or without pets, is safe from conflicts relating to traps; and

WHEREAS, the Borough has an interest in protecting domestic animals and the power to do so pursuant to AS 29.35.210(a)(3).

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 section. MSB 24.05.010 is hereby amended as follows:

"Trapping" means the placing or setting of a trap. It does not include the possession or transportation of traps.

Section 3. Amendment of section. MSB 24.05.020(A) is hereby amended as follows:

(A) The borough **generally** has jurisdiction **only** over domestic and domesticated animals. Except for purposes of enforcing MSB 2.85.020, MSB 19.12.015, and MSB 24.05.105, the borough does not have jurisdiction over the following animals:

- (1) wild animals; and
- (2) game animals, the taking or possession of which is regulated by the state or federal government.

Section 4. Adoption of section. MSB 24.05.105 is hereby adopted as follows:

**MSB 24.05.105 TRAPPING PROHIBITIONS AND RESTRICTIONS**

(A) **Except as provided in MSB 24.05.110, no person may engage in trapping, attempting to trap, or aiding and abetting any person in trapping any wild or domesticated animal:**

- (1) **Within the Crevasse Moraine trail system there shall be no trapping within Borough maintained trails or within 100' of the Borough maintained trails, unless they are performing an educational demonstration, pursuant to a Borough**

issued permit, and the traps are removed at the end of the day the presentation began.

(2) On any part of public school property owned by the Borough, unless they are performing an educational demonstration pursuant to written permission from the School Administration, and the traps are removed at the end of the day the presentation began.

(B) The Borough will prepare and keep current a map showing areas where trapping is not allowed pursuant to this section. A copy of the map shall be provided to any person upon request.

(C) The Alaska Department of Fish and Game, Alaska Department of Public Safety, United States Fish and Wildlife Service, or their authorized agents or designees, may trap animals within the area in which trapping is expressly prohibited by the chapter.

(D) This section shall not apply to property owned by other entities. This section shall not apply to the trapping or capturing of rats, mice, shrews, or similar vermin. This section shall not apply to the possession or transportation of traps.

(E) Violation of this section shall be punishable as set forth in MSB 24.40.



Section 5. Amendment of section. MSB 24.40.050 is hereby amended as follows:

**24.05.105 Trapping Prohibited**

**1<sup>st</sup> Offense \$150**

**2<sup>nd</sup> Offense \$300**

**3<sup>rd</sup> and Subsequent \$500**

Section 6. Adoption of section. MSB 24.40.055, is hereby adopted as follows:

**24.40.055 FORFEITURE OF TRAPS**

**Ownership rights of any trap found on public school property owned by the Borough, or within any Borough maintained trail that is part of the Crevasse Moraine Trail system or within 100 feet of such, are forfeited upon conviction of MSB 24.05.105.**

Section 7. Amendment of section. MSB 2.85.020(D) is amended as follows:

(D) [THE MANAGER MAY CLOSE OR RESTRICT TRAILS BECAUSE OF ENVIRONMENTAL, SEASONAL, SAFETY CONCERNS, or OTHER VALID REASONS AND MAY RESTRICT CERTAIN USES TO AVOID TRAIL CONFLICTS OR SAFETY CONCERNS.] **Except as provided in MSB 24.05.110, Borough-owned property which is part of the Crevasse Moraine trail system is closed to trapping, attempting to trap, or aiding and abetting in trapping any wild or domesticated animal on Borough**

maintained trails within the Crevasse Moraine trail system and within 100 feet of any such trail to prevent trail conflicts and ensure safety. Trapping in this area is allowed if the individual is performing an educational demonstration, pursuant to a Borough issued permit, and the traps are removed at the end of the day the presentation began.

(1) The Borough will prepare and keep current a map of the Crevasse Moraine trail system showing the Borough-owned property areas where trapping is not allowed pursuant to this section. A copy of the map shall be provided to any person upon request.

(2) The Alaska Department of Fish and Game, Alaska Department of Public Safety, United States Fish and Wildlife Service, or their authorized agents or designees, may trap animals within the area.

(3) This section shall not apply to property owned by other entities within the Crevasse Moraine trail system. This section shall not apply to the trapping or capturing of rats, mice, shrews, or similar vermin. This section shall not apply to the possession or transportation of traps.

(4) Violation of this section shall be punishable as set forth in MSB 1.45.

(E) The Manager may close or restrict additional trails because of environmental, seasonal, safety concerns, or other valid reasons and may restrict certain uses to avoid trail conflicts or safety concerns.

Section 8. Adoption of Section. MSB 2.85.030 is adopted as follows:

2.85.030 DEFINITIONS

"Trap" means any device designed or used to capture or hold an animal and that operates without direct human control. This includes any device for catching and holding wild or domesticated animals including, but not limited to, snares, nets, pitfalls, or clamp-like devices that spring shut suddenly.

"Trapping" means the placing or setting of a trap. It does not include the possession or transportation of traps.

Section 9. Amendment of Chapter Title. The title of 19.12 is amended as follows:

19.12 [OPERATION OF MOTOR VEHICLES] SCHOOL PROPERTY

Section 10. Adoption of Section. MSB 19.12.015 is hereby adopted as follows:

19.12.015 TRAPPING PROHIBITED

(A) Except as provided in MSB 24.05.110, no person



may engage in trapping, attempting to trap, or aiding and abetting any person in trapping any wild or domesticated animals on any part of public school property owned by the Borough unless they are performing an educational demonstration pursuant to written permission from the School Administration, and the traps are removed at the end of the day the presentation began.

(B) The Borough will prepare and keep current a map showing areas where trapping is not allowed pursuant to this section. A copy of the map shall be provided to any person upon request.

(C) The School District, Alaska Department of Fish and Game, Alaska Department of Public Safety, United States Fish and Wildlife Service, or their authorized agents or designees, may trap animals within the area.

(D) Violation of this section shall be punishable as set forth in MSB 1.45.

Section 11. Adoption of Section. MSB 19.12.030 is hereby adopted as follows:

19.12.030 DEFINITIONS

"Trap" means any device designed or used to capture or hold an animal and that operates without direct human control. This includes any device for catching and holding wild or domesticated animals

including, but not limited to, snares, nets, pitfalls, or clamp-like devices that spring shut suddenly.

"Trapping" means the placing or setting of a trap. It does not include the possession or transportation of traps.

Section 12. Amendment of Section. MSB 1.45.100(C) is hereby amended as follows:

19.12.020 Trapping on School Property

1<sup>st</sup>Offense \$150

2<sup>nd</sup> Offense \$300

3<sup>rd</sup> and Subsequent \$500

23.05.105 Trapping Prohibited

1<sup>st</sup>Offense \$150

2<sup>nd</sup> Offense \$300

3<sup>rd</sup>and Subsequent \$500

Section 13. Adoption of section. MSB 1.45.105 is hereby adopted as follows:

1.45.105 FORFEITURE OF TRAPS

Ownership rights of any trap found on public school property owned by the Borough, or any trap found on a Borough maintained trail or within 100 feet of such on Borough-owned property which is part of the Crevasse

Moraine trail system, forfeited upon conviction of MSB

2.85.020 (D) or MSB 19.12.020.

Section 14. Effective date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2016.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)



**BOARD AND COMMISSION VACANCY REPORT      February 21, 2017**

**N = New Application    R = Reappointment    \*\*\*Vacant since 12/31/2014    \*\*Vacant since 12/31/2015    \*Vacant since 12/31/2016**

<b>Board - Applicant</b>	<b>Applicants Under Consideration by Mayor</b>	<b>Mayor's Appointments for Confirmation by the Assembly</b>
<b>Animal Care and Regulation Board</b> <i>5 members/1 alt. - 1 vacancy</i> Licensed Vet		
<b>Aviation Advisory Board</b> <i>9 members - 3 vacancies</i> Member 2 - Pilots/Airport Owners Member 4 - Pilots/Airport Owners/State Aviation Org Member 5 - Pilots/Airport Owners		
<b>Board of Adjustment and Appeals</b> <i>5 members/3 alt. - 1 vacancy - (3) 3 year terms</i> ***Alternate 2		
<b>Board of Equalization</b> <i>15 members - 7 vacancies - (3) 3 year terms</i> Member 2 ***Member 6 ***Member 7 Member 11 ..... Member 12 ***Member 13 ***Member 14	.....	Blake Elder - N
<b>Board of Ethics</b> <i>15 members - 9 vacancies</i> Member 3 ***Member 7 ***Member 9 ***Member 10 ***Member 11 **Member 12 ***Member 13 ***Member 14 **Member 15		
<b>Borough Area Schools Site Selection Committee</b> <i>7 or 8 members/3 alt. - 4 vacancies</i> *Assembly Alternate **Assembly Representative 2 .....Jim Sykes - N Planning Commission Alternate .....Vern Rauchenstein - R Planning Commission Rep 1		

**BOARD AND COMMISSION VACANCY REPORT      February 21, 2017**

N = New Application    **R = Reappointment**    \*\*\*Vacant since 12/31/2014    \*\*Vacant since 12/31/2015    \*Vacant since 12/31/2016

Board - Applicant	Applicants Under Consideration by Mayor	Mayor's Appointments for Confirmation by the Assembly
<b>Commission on Salaries and Emoluments</b> <i>5 members – 5 vacancies</i> ***Member 1 (Business Executive) ***Member 2 (General Public) ***Member 3 (Experience in Public Admin) ***Member 4 (Labor Organization) ***Member 5 (Any 1-4 Qualifications)		
<b>Emergency Medical Services Board</b> <i>13 members/13 alt. – 2 vacancies</i> *Central Ambulance Alternate Fire Service Representative ..... *West Lakes Ambulance	.....	Resignation of Christian Hartley
<b>Enhanced 911 Advisory Board</b> <i>5 members/5 alt. – 2 vacancies</i> City of Houston **City of Houston Alternate		
<b>Health and Social Services Board</b> <i>13 members – 5 vacancies</i> Member 07 – District 7 Member 09 – District 2 Member 11 – District 6 Member 12 – At-Large 6 *Member 13 – District 1		
<b>Historical Preservation Commission</b> <i>9 members – 2 vacancies</i> Member 5 Member 7		
<b>Jt. Assembly/School Board Committee on School Issues</b> <i>6 members – 1 vacancy</i> *Assembly Member 2		
<b>Labor Relations Board</b> <i>5 members - 4 vacancies</i> Member 1 *Member 2 Member 3 Member 4		



**BOARD AND COMMISSION VACANCY REPORT      February 21, 2017**

**N = New Application    R = Reappointment    \*\*\*Vacant since 12/31/2014    \*\*Vacant since 12/31/2015    \*Vacant since 12/31/2016**

<b>Board - Applicant</b>	<b>Applicants Under Consideration by Mayor</b>	<b>Mayor's Appointments for Confirmation by the Assembly</b>
<b>Library Board</b> <span style="float:right"><i>9 members – 1 vacancy</i></span> Trapper Creek		
<b>Local Emergency Planning Committee</b> <span style="float:right"><i>33 members – 11 vacancies</i></span> ***Alaska Railroad ***Borough Government *City of Houston (non law enforcement) *City of Palmer (non law enforcement) ***Elected Official Env/Bus/Tech 2 *Law Enforcement AK State Troopers ***Law Enforcement Houston Police ***Law Enforcement Palmer Police Public Utility – Electric School District ..... *Tribal Government		Resignation of Joseph Schmidt
<b>Marijuana Advisory Committee</b> <span style="float:right"><i>17 members/17 alt. – 5 vacancies</i></span> Member 05A - Local Business Organization Alternate Member 06A - Law Enforcement Alternate Member 09A - Planning/Zoning Type Experience Alternate Member 10A - Sales/Marketing Advertising Alternate Member 15A – City Gov't Alternate		
<b>Office of Administrative Hearings</b> <span style="float:right"><i>5 members – 4 vacancies (2 year terms)</i></span> ***Seat A Seat B ***Seat C ***Seat E		
<b>Parks, Recreation, and Trails Advisory Board</b> <span style="float:right"><i>11 members – 4 vacancies</i></span> At-Large 1 .....Anthony Schwartz – N At-Large 3 ..... *District 4 District 7		Stuart Leidner – N Scott Lapiene - N



**BOARD AND COMMISSION VACANCY REPORT      February 21, 2017**

N = New Application    **R = Reappointment**    \*\*\*Vacant since 12/31/2014    \*\*Vacant since 12/31/2015    \*Vacant since 12/31/2016

Board - Applicant	Applicants Under Consideration by Mayor	Mayor's Appointments for Confirmation by the Assembly
<b>Planning Commission</b> <i>7 members – 2 vacancies</i> District 3 .....Beth Fread – N > .....Earl Lackey – N District 5 .....Chris Elder - N	.....	Patricia Chesbro – N
<b>Transportation Advisory Board</b> <i>9 members-2 vacancies</i> At-Large 2 Trails Representative		
<b>Sutton FSA # 4</b> <i>3 members – 3 vacancies</i> ***Member 1 ***Member 2 ***Member 3		
<b>Willow FSA # 35</b> <i>3 members - 1 vacancy</i> Member 2		
<b>Alpine RSA #31</b> <i>3 members - 1 vacancy</i> Member 2		
<b>Gold Trail RSA # 28</b> <i>3 members – 2 vacancies</i> Member 1 Member 3		
<b>Lazy Mountain RSA # 19</b> <i>3 members – 2 vacancies</i> Member 1 Member 2		
<b>Midway RSA # 9</b> <i>3 members – 2 vacancies</i> Member 2 Member 3		
<b>North Colony RSA # 23</b> <i>3 members – 2 vacancies</i> ***Member 1 ***Member 2		
<b>South Colony RSA #16</b> <i>3 members – 1 vacancy</i> Member 2		
<b>Trapper Creek RSA #30</b> <i>3 members – 1 vacancy</i> Member 1		
<b>Circle View &amp; Stampede Estates Flood &amp; Water Erosion # 131</b> <i>5 members – 2 vacancies</i> Member 3 Member 5		

**BOARD AND COMMISSION VACANCY REPORT      February 21, 2017**

**N = New Application    R = Reappointment    \*\*\*Vacant since 12/31/2014    \*\*Vacant since 12/31/2015    \*Vacant since 12/31/2016**

<b>Board - Applicant</b>	<b>Applicants Under Consideration by Mayor</b>	<b>Mayor's Appointments for Confirmation by the Assembly</b>
<b>Talkeetna Flood Control Service Area # 7</b> <i>3 members – 1 vacancy</i> ***Member 3 .....Geri McCann – N		



MATANUSKA-SUSITNA BOROUGH - CLERK'S OFFICE  
350 E. Dahlia Avenue Palmer, AK 99645  
Phone: 861-8683 Fax: 861-7845

RECEIVED  
DATE RECEIVED: JAN 17 2017  
CLERKS OFFICE

BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM

INSTRUCTIONS

Complete and sign the application. Do not leave any blank fields. Type or print legibly in ink. Specify exactly what board and position you are seeking. Completed applications may be emailed to [debra.wetherhorn@matsugov.us](mailto:debra.wetherhorn@matsugov.us) or delivered or mailed to the Borough Clerk's Office, 350 E. Dahlia Avenue, Palmer, or faxed to 861-7845. If you have questions, please call 861-8683.

Board and position for which I am applying: Board of Equalization  
(For example, Board of Equalization, Member 3)

Applicant Name: Blake Elder

Residence Address: 1400 Wasilla Fishhook Road Wasilla AK 99687

Mailing Address: Po Box 871582 Wasilla AK 99687

Home phone: 907-354-8307 Work phone: Same Email: blake@amysrealstate.com

Name and Address of Employer: Keller Williams Realty - 1981 Palmer Wasilla Highway

Can you regularly attend meetings? Yes  No  (Pursuant to (MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest:  
(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)

How long have you lived in the Borough? 1999-2007 2014-Present

Briefly explain, why you are you interested in serving on the board in which you are applying? As a local Realtor I would love to offer my experience here in the community and learn more about the process

List professional or personal experiences that qualify you for membership on the board? You may attach a brief resume to highlight your qualifications: - Licensed Realtor since 2013, helped 103 homes close since then.

List three professional or personal references: Name: Sharon Ackles Phone: 907-841-6238  
Name: Phillip Abdeser Phone: 907-299-2845  
Name: Larry Maulden Phone: 907-864-6599

Applicant Signature: [Signature] Date: 1/13/17

PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2

Office Use Only: Precinct: 07-120 Assembly District: 4 Service Area: NA  
Position on Board: BOE member 11 Term Ends: 12/31/2019  
Residence Checked:  Yes Map Checked:  Yes Code Checked: 1<sup>st</sup>  2<sup>nd</sup>

1-18 Alice emailed to me.



Applicant Name: Blake Elder

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1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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## Debra Wetherhorn

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**From:** Mary Brodigan  
**Sent:** Thursday, February 09, 2017 4:55 PM  
**To:** Debra Wetherhorn  
**Subject:** PC Chair, Vice Chair, and SSSC Representatives

Hi Deb,

As promised, our new PC Chair is Colleen Vague and our new Vice Chair is Mary Anderson. The PC voted just have one representative to the **School Site Selection Committee** with one alternate. Colleen Vague will remain the main representative and Vern Rauchenstein will be the alternate.

Mary

*Mary Brodigan  
Planning Department Administrative Specialist  
Matanuska-Susitna Borough  
(907) 861-7851*

*SBA Planning Com Alternate  
12/31/2019*

City of Houston, Alaska  
Fire Department

RECEIVED  
FEB 06 2017  
CLERKS OFFICE



February 4, 2017

Mayor Halter:

Due to the time requirements of my new position with Houston Fire Department, I humbly ask you to accept my resignation from the EMS Advisory Board at this time. I currently serve as the primary Fire Service Area Representative. I have enjoyed my time on the board, but with the additional duties of my job I have been unable to fulfill my duties of attending the meetings and believe that it would be in the best interest of the board if the seat were held by someone who could fulfill that duty.

I thank you for your trust when you appointed me to the seat, and look forward to working with board on EMS related issues as the pop up.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'C. Hartley', written over a horizontal line.

Christian M Hartley, Fire Chief

EMS Uniformed or Responder  
Fire Service Rep  
12.31.2017



## Debra Wetherhorn

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**From:** JOSEPH SCHMIDT <JOSEPH.SCHMIDT@MATSUK12.US>  
**Sent:** Wednesday, February 01, 2017 10:25 AM  
**To:** Debra Wetherhorn  
**Subject:** Automatic reply: Outstanding Oath of Office Schmidt

I have taken a new position with another organization and no longer work for MSBSD. For assistance, please contact Marianne Wick, (907) 761-4001, [marianne.wick@matsuk12.us](mailto:marianne.wick@matsuk12.us). Thank you.

LEPC School District  
12/31/2019

DATE RECEIVED: **RECEIVED**  
**NOV 18 2016**  
**CLERKS OFFICE**

**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

**INSTRUCTIONS**

Complete and sign the application. Do not leave any blank fields. Type or print legibly in ink. Specify exactly what board and position you are seeking. Completed applications may be emailed to [debra.wetherhorn@matsugov.us](mailto:debra.wetherhorn@matsugov.us) or delivered or mailed to the Borough Clerk's Office, 350 E. Dahlia Avenue, Palmer, or faxed to 861-7845. If you have questions, please call 861-8683.

Board and position for which I am applying: Parks, Recreation and Trails Advisory Board  
*(For example, Board of Equalization, Member 3)*

Applicant Name: Anthony Schwartz

Residence Address: 11021 E. Equestrian St

Mailing Address: PO Box 2677 Palmer Alaska 99645

Home phone: 745-2000 Work phone: 745-2000 Email: aschwartz@mtaonline.net

Name and Address of Employer: Self

Can you regularly attend meetings? Yes  No  *(Pursuant to (MSB 4.05.030), "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause."*

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: \_\_\_\_\_  
*(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)*

How long have you lived in the Borough? 46 years

Briefly explain, why you are you interested in serving on the board in which you are applying? I am a regular user of the Palmer and Wasilla pools since the 1980's and very familiar with operations and needs. I use the Trails and have a interest.

List professional or personal experiences that qualify you for membership on the board? You may **attach a brief resume** to highlight your qualifications: I have 40 plus years in construction, engineering and procurement. I have a strong background in Project Management skills - stakeholder input, planning, design, scheduling. Understanding of process equipment, instrumentation and controls.

List three professional or personal references: Name: Brian Clemenz Phone: (907) 231-9929  
Name: Reed Dilley Phone: (907) 355-4924  
Name: Joe Offner Phone: (907) 745-2051

Applicant Signature:  Date: 11/17/2016  
PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2

Office Use Only: Precinct: 11-060 Assembly District: 2 Service Area: NA  
Position on Board: PAR AT-LARGE 1 Term Ends: 12/31/2019  
Residence Checked:  Yes Map Checked:  Yes Code Checked: 1<sup>st</sup>  2<sup>nd</sup>

N

Applicant Name: Anthony Schwartz

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1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---

2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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MATANUSKA-SUSITNA BOROUGH - CLERK'S OFFICE  
350 E. Dahlia Avenue Palmer, AK 99645  
Phone: 861-8683 Fax: 861-7845

RECEIVED  
DATE RECEIVED:  
JAN 24 2017  
CLERKS OFFICE

**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

**INSTRUCTIONS**

**Complete and sign the application.** Do not leave any blank fields. Type or print legibly in ink. Specify exactly what board and position you are seeking. Completed applications may be emailed to **debra.wetherhorn@matsugov.us** or delivered or mailed to the Borough Clerk's Office, 350 E. Dahlia Avenue, Palmer, or faxed to 861-7845. If you have questions, please call 861-8683.

**Board and position for which I am applying:** Parks, Recreation and Trails Advisory Board  
*(For example, Board of Equalization, Member 3)*

Applicant Name: Stuart R Leidner

Residence Address: 9700 E. Breen Palmer, AK 99645

Mailing Address: 9700 E. Breen Palmer, AK 99645

Home phone: 406-223-8715 Work phone: 907-746-8757 Email: sleidner@matsutrails.org

Name and Address of Employer: Mat-Su Trails and Parks Foundation

Can you regularly attend meetings? Yes  No  *(Pursuant to (MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")*

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: *Note: MSTPF has a management agreement with MSB for administration of The Chalet at Government Peak*  
*(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)*

How long have you lived in the Borough? Since August 2015

Briefly explain, why you are you interested in serving on the board in which you are applying? As Executive Director for the  
Mat-Su Trails and Parks Foundation, this board and my work are integrally tied together. I feel I would be a valuable liaison and board member as an advocate for trails and parks.

List professional or personal experiences that qualify you for membership on the board? You may **attach a brief resume** to highlight your qualifications: Beyond my current role with MSTPF, I have previously served on various boards with municipalities.

*While those boards were primarily focused on economic development I feel that those experiences would provide value as trails and parks are an integral part of our quality of life for residents, and visitors alike.*

List three **professional or personal** references: Name: Kathy Swartz Phone: 907-406-6745  
Name: Eric Phillips Phone: 907-745-9634  
Name: Dot Helm Phone: 907-745-5340

Applicant Signature: Stuart R Leidner Digitally signed by Stuart R Leidner  
DN: cn=Stuart R Leidner, o=, ou, email=stuartleidner@gmail.com, c=US  
Date: 2017.01.24 15:42:45 -0900 Date: 01/23/2017

PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2

**Office Use Only:** Precinct: 09-622 Assembly District: 1 Service Area: NA  
Position on Board: P&R At-Large! Term Ends: 12/31/2019  
Residence Checked:  Yes Map Checked:  Yes Code Checked: 1<sup>st</sup>  2<sup>nd</sup>

N

Applicant Name: Stuart R Leidner

---

1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?     NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---

2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  
 NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---

# Stuart R. Leidner

9700 E. Breen Street  
Palmer, AK 99645

Cell: (406) 223-8715  
stuartrleidner@gmail.com

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## CAREER OBJECTIVE

To create and facilitate economic development strategies that improves the sustainability of our state's economy and our communities quality of life.

## HIGHLIGHTS OF QUALIFICATIONS

- ◆ Extensive community and economic development experience
- ◆ Grant funding and fiduciary responsibility in excess of \$2,500,000 annually
- ◆ Certified Economic Development Finance Professional and small business lending
- ◆ Fifteen years of technical research data collection and statistical analysis
- ◆ Two years of government contracting/procurement assistance
- ◆ Ten years executive leadership, board and staff development

## CORE COMPETENCIES

- |   |   |
|---|---|
| ◆ Economic and recreation research  | ◆ Goal oriented and decisive  |
| ◆ State and federal grant management                                      | ◆ Strong judgment and decision-making skills  |
| ◆ Project and program management  | ◆ Organizational growth and strategic planning  |
| ◆ Forming and maintaining strong partnerships                             | ◆ Non-profit accounting and budgeting   |
| ◆ Solution-driven mindset   | ◆ Fundraising through individual donor cultivation, membership development, and grant proposals |
| ◆ Collaborative community sustainability solutions and conservation ethic |   |

## SELECTED ECONOMIC DEVELOPMENT ACCOMPLISHMENTS

- ◆ Provided leadership to an economic development non-profit organization in the fastest-growing county of Montana, and grew it from a negative cash balance to having a six-month operating reserve
- ◆ Secured and administered \$800K in small business job creation and technical assistance grants
- ◆ My clients created 50+ net new jobs, and invested over \$800K in net new private capital in three years
- ◆ Managed four revolving loan funds, increasing portfolio to over \$1.4 million in active loans
- ◆ Administered over \$100K engineering and feasibility study grants for local municipalities resulting in:
  - ✓ Over \$10.2 million of new federal funding for infrastructure improvements
  - ✓ \$3.5 million in Community Reinvestment Act loans for a community fiber network project
  - ✓ Nearly \$500K in cost savings for a city's Capital Improvement Project plan
- ◆ Ensured nonprofit viability, increasing unrestricted cash balance by more than 100 percent in five years
- ◆ Individual donor and membership development raising over \$100K annually
- ◆ Met or exceeded membership revenue goals year over year by five percent or greater for three years



## NONPROFIT RELATED EXPERIENCE

### ***LEADERSHIP***

- Experience building strong, sustainable organizations
- Organizational development and strategic planning to deliver quality services and programs
- Served on a statewide, community, private-sector economic development board
- Active in community service and professional organizations

### ***FINANCIAL and GRANT MANAGEMENT***

- Direct supervision and accounting for \$2 million loan portfolio
- Fiduciary responsibility for \$500K operating budgets
- Federal and state grant oversight in excess of \$1 million dollars
- Accounting compliance with federal OMB Circulars A-122, A110, and A-133

### ***MARKETING and COMMUNICATION***

- Creation and implementation of community and regional tourism and business marketing plans
- Experience building consensus among a diverse audience of stakeholders
- Creation and implementation of nonprofit outreach, communication, and marketing materials and programs
- Developed business and investment recruitment materials for key industry sectors

### ***RESEARCH***

- Outdoor recreation industry economic impact research
- Market, economic, and demographic research to identify and capitalize on unmet market needs
- Labor market research and employment trend analysis for the creation of county-level economic profile data reports and statistical analysis

## PROFESSIONAL EMPLOYMENT HISTORY

<u>Organization</u>	<u>Position</u>	
Mat-Su Trails and Parks Foundation Palmer, AK (Interim April to August 2016)	Executive Director	April 2016 – Present
Mat-Su Resource Conservation and Development Council, Wasilla, AK	Executive Director	January 2016 – May 2016
Independent Contractor/Consultant, Palmer, AK	Sole Proprietor	November 2015 – Present
Prospera Business Network Bozeman, MT	Executive Director	Dec 2009 – May 2015
Printing For Less Livingston, MT	Technical Service Rep	Feb 2008 – Nov 2008
Greater Poulsbo Chamber of Commerce Poulsbo, WA	Executive Director	March 2005 – Nov 2007
Southeast Arizona Land Trust Sonoita, AZ	Executive Director	June 2001 – Feb 2005
Empire Ranch Foundation Sonoita, AZ	Executive Director	Oct 2001 – July 2002
Downtown Kennewick and Columbia Drive Association, Kennewick, WA	Program Manager	Dec 1999 – Oct 2000
Washington State University Small Business Development Center EDA University Center, Pullman, WA	Coordinator for Research and Innovation	Dec 1995 – Nov 1999
University of Idaho Dept. of Resource Recreation and Tourism Moscow, ID	Research Analyst Graduate Research Assistant Research Assistant	Dec 1993 - Dec 1995 Jan 1992 - Dec 1993 March 1986 - Oct 1987

Stuart R Leidner

Page 2

## EDUCATION

Masters of Science	Resource Recreation and Tourism May 1995	University of Idaho
Bachelor of Science	Business/Marketing December 1985	University of Idaho

## BOARDS, APPOINTMENTS and CERTIFICATIONS

- Montana Economic Developers Association (Board Member 2009-2015)
- Vision Livingston Downtown Partnership (Board Member 2014-2015)
- Montana Photonics Industry Alliance (Board Member 2014-2015)
- City of Bozeman Economic Development Council (City Commission Appointment)
- State of Montana Ambassadors (Governor Appointment)
- Arizona Agricultural Protection Commission (Governor Appointment)
- Certified Economic Development Finance Professional (National Development Council)

## SPECIAL PROJECTS / PRESENTATIONS

Advisor – Establishing Montana Photonics Industry Alliance	Bozeman, MT
Presenter – Montana Economic Outlook Seminar	Bozeman, MT

## TRAINING AND AWARDS

Service Merit Appreciation Award: Greater Poulosbo Chamber of Commerce, Poulosbo, WA 2007

Rural Community Sustainable Economic Development Training Conference: Rocky Mountain Institute, Glenwood Springs, CO. 1994.

Dale Carnegie Leadership Training Course, Tacoma, WA. Graduated 1990.  
Outstanding Performance Award and Public Speaking.

MATANUSKA-SUSITNA BOROUGH - CLERK'S OFFICE  
350 E. Dahlia Avenue Palmer, AK 99645  
Phone: 861-8683 Fax: 861-7845

DATE RECEIVED: **RECEIVED**  
**JAN 04 2017**  
**CLERKS OFFICE**

**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

**INSTRUCTIONS**

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Board and position for which I am applying: Parks, Recreation & Trails, At-Large 3  
(For example, Board of Equalization, Member 3)

Applicant Name: Scott C. Lapiene

Residence Address: 1964 S. Cotton Dr, Wasilla

Mailing Address: SAME

Home phone: 373-7568 Work phone: \_\_\_\_\_ Email: lapiene@usa.net

Name and Address of Employer: NA

Can you regularly attend meetings? Yes  No  (Pursuant to MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: \_\_\_\_\_  
(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)

How long have you lived in the Borough? 19 years

Briefly explain, why you are interested in serving on the board in which you are applying? I have been working on trails & recreation related activities for over 20 yrs

List professional or personal experiences that qualify you for membership on the board? You may attach a brief resume to highlight your qualifications: Several 2 terms on Alaska's Trails & Recreation Board, TRAC & ORTAB, Member & officer of Mat-Su Trails Council Inc.

List three professional or personal references: Name: Kenny Barber Phone: 745-4496  
Name: Dan Mayfield Phone: 602-8490  
Name: Bill Knudsen Phone: 376-3707

Applicant Signature: [Signature] Date: 1/3/2017  
PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2

Office Use Only: Precinct: 12-200 Assembly District: 3 Service Area: NA  
Position on Board: PAR At-Large 3 Term Ends: 12/31/2019  
Residence Checked:  Yes Map Checked:  Yes Code Checked: 1<sup>st</sup>  2<sup>nd</sup>

**(N)**

1.9 emailed



Applicant Name: Scott C. Lapierre

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1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---

2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

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**Board and position for which I am applying:** MSB Planning Commission - District 3 (PC)  
*(For example, Board of Equalization, Member 3)*

Applicant Name: Beth Fread (Elizabeth K.)

Residence Address: 1981 S. Jensen Rd., Palmer AK 99645

Mailing Address: 1981 S. Jensen Rd., Palmer AK 99645

Home phone: 746-3218 Work phone: 354-7759 Email: beth@bethsvalleyviews.com

Name and Address of Employer: Lee Realty, LLC, 5050 E Dunbar Ste F, Wasilla AK 99687

Can you regularly attend meetings? Yes  No  *(Pursuant to (MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")*

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: At-Large Member - Transportation Advisory Board  
*(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)*

How long have you lived in the Borough? 15 years

Briefly explain, why you are you interested in serving on the board in which you are applying? A large percentage of items reviewed by the PC impact the MSB as a whole, thereby impacting our livelihoods and our homes.

There have been occasions when I have been able to provide the Commission with information regarding areas outside of the Core Area.

List professional or personal experiences that qualify you for membership on the board? You may **attach a brief resume** to highlight your qualifications: As a Realtor showing, selling and listing properties from Cantwell to Eureka has provided me with insight into many communities that most MSB Board and Commission members rarely have the opportunity to drive through or visit. I bring a broader view of the MSB in that regard. The 10 years I lived in the Bush helps keep Skwentna, Alexander Creek and Lake Louise in mind during deliberati

List three professional or personal references: Name: Edna DeVries, Palmer City Mayor Phone: 907-745-3388 or 745-3271  
Name: Virgie Thompson, Houston City Mayor Phone: 907-355-8222 or 892-6869  
Name: George McKee, MSB Assembly - D3 Phone: 907-841-5185 or 861-7801

Applicant Signature: *Elizabeth K. Fread* **(N)** Date: 12/8/2016

PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2

Office Use Only: Precinct: <u>12-205</u> Assembly District: <u>3</u> Service Area: <u>NA</u>
Position on Board: <u>PC DISTRICT 3</u> Term Ends: <u>12/31/2019</u>
Residence Checked: <input checked="" type="checkbox"/> Yes Map Checked: <input checked="" type="checkbox"/> Yes Code Checked: 1 <sup>st</sup> <input checked="" type="checkbox"/> 2 <sup>nd</sup> <input checked="" type="checkbox"/>

Applicant Name: Beth Fread (Elizabeth K.)

---

1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?     NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---

2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  
 NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---





**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

**INSTRUCTIONS**

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**Board and position for which I am applying:** Planning Commission  
*(For example, Board of Equalization, Member 3)*

Applicant Name: Patricia R. Chesbro

Residence Address: 3260 S Purvey Circle, Wasilla AK 99654

Mailing Address: POB 1093, Palmer AK 99645

Home phone: 907-376-5433 Work phone: n/a Email: chesbro@mtaonline.net

Name and Address of Employer: retired

Can you regularly attend meetings? Yes  No  *(Pursuant to (MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")*

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: \_\_\_\_\_  
*(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)*

How long have you lived in the Borough? 32 1/2 years

Briefly explain, why you are you interested in serving on the board in which you are applying? I believe the borough will continue to grow at a rapid pace. The Planning Commission helps to ensure that growth is positive and beneficial to the borough and its residents.

List professional or personal experiences that qualify you for membership on the board? You may **attach a brief resume** to highlight your qualifications: I have served as school level, district level, and university level administrator and have much experience in planning for the future.

List three **professional or personal** references:

Name: <u>Mari Jo Parks</u>	Phone: <u>354-5405</u>
Name: <u>Lebron McPhail</u>	Phone: <u>354-1118</u>
Name: <u>Casey Steinau</u>	Phone: <u>841-9830</u>

Applicant Signature: Patricia CHESBRO Digitally signed by Patricia CHESBRO Date: 2017.01.17 11:05:47 -09'00' Date: \_\_\_\_\_  
PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2

Office Use Only: Precinct: <u>12-200</u>	Assembly District: <u>3</u>	Service Area: <u>NA</u>
Position on Board: <u>PC District 3</u>	Term Ends: <u>12/31/2019</u>	
Residence Checked: <input checked="" type="checkbox"/> Yes	Map Checked: <input checked="" type="checkbox"/> Yes	Code Checked: 1 <sup>st</sup> <input checked="" type="checkbox"/> 2 <sup>nd</sup> <input checked="" type="checkbox"/>

118 emailed  
Revised 11-4-16

N

Applicant Name: Patricia Chesbro

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1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?     NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---

2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  
 NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

**INSTRUCTIONS**

**Complete and sign the application.** Do not leave any blank fields. Type or print legibly in ink. Specify exactly what board and position you are seeking. Completed applications may be emailed to **debra.wetherhorn@matsugov.us** or delivered or mailed to the Borough Clerk's Office, 350 E. Dahlia Avenue, Palmer, or faxed to 861-7845. If you have questions, please call 861-8683.

Board and position for which I am applying: PLANNING COMMISSION DISTRICT 3  
(For example, Board of Equalization, Member 3)

Applicant Name: EARL P. LACKEY

Residence Address: 3900 S. ENGLISH BAY DRIVE, WASILLA, AK 99654

Mailing Address: SAME

Home/Cell phone: 355-1541 Work phone: 376-1003 Email: ELACKEY@MTAONLINE.NET

Name and Address of Employer: RETIRED

Can you regularly attend meetings? Yes  No  (Pursuant to (MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: \_\_\_\_\_  
(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)

How long have you lived in the Borough? 33 1/2 YEARS

Briefly explain, why you are you interested in serving on the board in which you are applying? INTERESTED IN SEEING THE BOROUGH GROW & PROSPER

List professional or personal experiences that qualify you for membership on the board? You may attach a brief resume to highlight your qualifications: PAST CHAIRMAN OF BOARD MTA 21 YEARS, PRESIDENT MAT VALLEY SPORTSMEN, PRESIDENT KING OF KINGS

List three professional or personal references: Name: BILL KENDIG Phone: 841-8291  
Name: AL STRAWN Phone: 745-9140  
Name: RALPH RENZI Phone: 745-2880

Applicant Signature: Earl P. Lackey Date: 1-24-2017  
**PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2**

Office Use Only: Precinct: <u>12-210</u> Assembly District: <u>3</u> Service Area: <u>NA</u>
Position on Board: <u>PC DISTRICT 3</u> Term Ends: <u>12/31/2019</u>
Residence Checked: <input checked="" type="checkbox"/> Yes Map Checked: <input type="checkbox"/> Yes Code Checked: 1 <sup>st</sup> <input checked="" type="checkbox"/> 2 <sup>nd</sup> <input checked="" type="checkbox"/>

1.25 emailed  
Revised 11-4-16





Applicant Name: EARL P. LACKEY

1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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RECEIVED  
DATE RECEIVED:  
DEC 22 2016  
CLERKS OFFICE

**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

**INSTRUCTIONS**

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Board and position for which I am applying: Planning Board District 5  
(For example, Board of Equalization, Member 3)

Applicant Name: Chris Elder

Residence Address: 19664 West Lakes Blvd Big Lake

Mailing Address: PO Box 520777 Big Lake 99652

Home phone: 232-5028 Work phone: 232-5026 Email: celder357@gmail.com

Name and Address of Employer: Self employed

Can you regularly attend meetings? Yes  No  (Pursuant to (MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: \_\_\_\_\_  
(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)

How long have you lived in the Borough? 18 years

Briefly explain, why you are you interested in serving on the board in which you are applying? I am interested and concerned about land use issues.

List professional or personal experiences that qualify you for membership on the board? You may attach a brief resume

to highlight your qualifications: owner of Home Water (6 subdivision water utility) T61 Funding Co. (Real Estate Finance & Dev)

List three professional or personal references: Name: Bill Kendig Phone: 841-8291  
Name: Brian Scoresby Phone: 232-6444  
Name: Berkeley Tilton Phone: 376-2697

Applicant Signature: Chris Elder (N) Date: 12-22-16

PLEASE CONTINUE TO THE OTHER SIDE TO COMPLETE PAGE 2

Office Use Only: Precinct: <u>08-155</u>	Assembly District: <u>5</u>	Service Area: <u>NA</u>
Position on Board: <u>PC DISTRICT 5</u>	Term Ends: <u>12/31/2019</u>	
Residence Checked: <input checked="" type="checkbox"/> Yes	Map Checked: <input checked="" type="checkbox"/> Yes	Code Checked: 1 <sup>st</sup> <input checked="" type="checkbox"/> 2 <sup>nd</sup> <input checked="" type="checkbox"/>

Applicant Name: Chris Elder

---

1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  NO  YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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MATANUSKA-SUSITNA BOROUGH - CLERK'S OFFICE  
350 E. Dahlia Avenue Palmer, AK 99645  
Phone: 861-8683 Fax: 861-7845

RECEIVED  
DATE RECEIVED:  
DEC 17 2016  
CLERKS OFFICE

**BOARD, COMMISSION, AND COMMITTEE APPLICATION FORM**

**INSTRUCTIONS**

**Complete and sign the application.** Do not leave any blank fields. Type or print legibly in ink. Specify exactly what board and position you are seeking. Completed applications may be emailed to **debra.wetherhorn@matsugov.us** or delivered or mailed to the Borough Clerk's Office, 350 E. Dahlia Avenue, Palmer, or faxed to 861-7845. If you have questions, please call 861-8683.

**Board and position for which I am applying:** Talkeetna Flood Control Service Area # 7 -board member  
*(For example, Board of Equalization, Member 3)*

Applicant Name: Geri McCann

Residence Address: 13866 E. Tesla Cr. Talkeetna, AK 99676

Mailing Address: P.O. Box 546 Talkeetna, AK 99676

Home phone: 715-7891 Work phone: same Email: gerimccann@att.net

Name and Address of Employer: Self Employed --Authentic Alaska Tours

Can you regularly attend meetings? Yes  No  *(Pursuant to (MSB 4.05.030, "A vacancy occurs on the board when the member is absent from three (3) consecutive regular board meetings without the board excusing the absence for good cause.")*

Do you or any family member have a personal or financial interest with the Borough? Yes  No

If yes, list positions and or interest: \_\_\_\_\_  
*(For example: employee, emergency responder, RSA or FSA area supervisor, board member, contractor etc.)*

How long have you lived in the Borough? 40 yrs

Briefly explain, why you are you interested in serving on the board in which you are applying? \_\_\_\_\_

To assist in efforts to preserve and protect Talkeetna region from flooding and river bank erosion. Th

List professional or personal experiences that qualify you for membership on the board? You may **attach a brief resume** to highlight your qualifications: Experience working with Talkeetna Community Council serving on the Talkeetna Special Land Use District (SPUD) committee. Previously the director of the Talkeetna

List three **professional or personal** references: Name: Whitney Wolfe - Talkeetr Phone: 907-232-0714  
Name: Edna Devries - City of Pa Phone: 907-355-3243  
Name: Werner (Vern)Rauchenst Phone: 538-1450 or 315-1

Applicant Signature:   Date: 10/23/16

Office Use Only: Precinct: <u>10-035</u>	Assembly District: <u>7</u>	Service Area: <u>SSA-TALK FLOOD</u>
Position on Board: <u>SSA 7 member 3</u>	Term Ends: <u>12/31/2019</u>	
Residence Checked: <input checked="" type="checkbox"/> Yes	Map Checked: <input checked="" type="checkbox"/> Yes	Code Checked: 1 <sup>st</sup> <input checked="" type="checkbox"/> 2 <sup>nd</sup> <input type="checkbox"/>

Applicant Name: Geri McCann

---

1. Do you have any civil judgment against you within the last 10 years, whether monetary, non-monetary, declarative, injunctive, or any other form or manner?     NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

---

2. Do you have any judgments against you in a criminal case within the last 10 years, whether upon finding of guilt, plea of no contest, suspended, or any form of judgment other than dismissal or not guilty?  
 NO     YES

If yes, please provide on a separate page the following: (1) case name, (2) nature of action, (3) year of judgment, and (4) a brief description of the judgment entered and/or sentence imposed.

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Reconsideration of AM 17-010

I am filing for reconsideration of AM 17-010, as there is insufficient justification to remove and replace the windows at Palmer, Houston, and Wasilla Middle Schools and Wasilla High School.



George McKee



**SUBJECT:** Award of Bid No. 17-057B, MSBSD Window Replacement - 4 Schools to Wolverine Supply, Inc. for the contract amount of \$1,353,000.00.

**AGENDA OF:** February 7, 2017

**ASSEMBLY ACTION:**

**MANAGER RECOMMENDATION:** Present to the assembly for consideration.

**APPROVED BY JOHN MOOSEY BOROUGH MANAGER:** \_\_\_\_\_

Route To:	Department/Individual	Initials	Remarks
	Purchasing	<i>[Signature]</i>	
	Capital Projects Director	<i>[Signature]</i>	1/24/17
	Finance Director <i>ACTING</i>	<i>[Signature]</i>	1/25/17
	Borough Attorney	<i>[Signature]</i>	
	Borough Clerk	<i>[Signature]</i>	1/30/17 <i>[Signature]</i>

**ATTACHMENT (S) :** Fiscal Note: Yes  No   
 Advertisement (1p)  
 Analysis Sheet (4pp)

**SUMMARY STATEMENT:** On December 9, 2016, the Matanuska-Susitna Borough issued a solicitation requesting bids from qualified contractors to provide labor, equipment and materials to remove and replace the windows at the Palmer, Houston and Wasilla Middle Schools as well as the Wasilla High School. This project is part of the District Wide Energy Upgrade plan.

In response to the advertisement, seven (7) bids were received. Award recommendation is being made to Wolverine Supply, Inc. as the lowest responsive and responsible bidder. The substantial completion date for this project is August 4, 2017 with the final completion 30 days later.

The Capital Projects Department, Project Management Division, with the aid of Architects Alaska will be administering the contract.

RECOMMENDATION OF ADMINISTRATION: Award of BID NO. 17-057B,  
MSBSD WINDOW REPLACEMENT - 4 SCHOOLS to WOLVERINE SUPPLY, INC.  
for the contract amount of ONE MILLION THREE HUNDRED FIFTY THREE  
THOUSAND AND NO/100 DOLLARS (\$1,353,000.00).

MATANUSKA-SUSITNA BOROUGH  
FISCAL NOTE

Agenda Date: February 7, 2017

SUBJECT: Award of Bid No. 17-057B, MSBSD Window Replacement – 4 Schools to Wolverine Supply, Inc. for the contract amount of \$1,353,000.00

ORIGINATOR: Purchasing

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <input checked="" type="radio"/> YES <input type="radio"/> NO
AMOUNT REQUESTED <u>\$1,353,000</u>	FUNDING SOURCE <u>Bonds</u>
FROM ACCOUNT # <u>400.000.000.4xx.xx</u>	PROJECT # <u>40198</u>
TO ACCOUNT :	PROJECT #
VERIFIED BY:	CERTIFIED BY:
DATE:	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL	<u>1,353</u>					
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REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds						
Other	<u>1,353</u>					
TOTAL	<u>1,353</u>					

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_

DEPARTMENT: \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED BY: Barbara Baumgartner DATE: 1-25-17  
Acting Finance Director



**MATANUSKA-SUSITNA BOROUGH**  
**350 East Dahlia**  
**Palmer, Alaska 99645**

**A D V E R T I S E M E N T**

VENDOR		ACCOUNT #	DATE FOR ADVERTISEMENT
Frontiersman		CONTRACT	December 11, 2016
Anchorage Dispatch News		MATA 0070	December 9 & 17, 2016
<b>TYPE OF AD:</b>	<input type="checkbox"/> Display	<input checked="" type="checkbox"/> Classified	<input type="checkbox"/> Public Information

The material herein must be printed in its entirety on the dates shown above. Affidavit of publication is required prior to payment.

**MATANUSKA-SUSITNA BOROUGH**  
**BID #17-057B**  
**MSBSD Window Replacement – 4 Schools**

The Matanuska-Susitna Borough is soliciting bids to replace various window types at four MSB Schools. New windows are thermally broken aluminum frames and insulated glazing units, and polyvinyl window frames with factory glazed insulated glass. Schools included in this solicitation are Palmer Junior Middle, Houston Middle, Wasilla Middle and Wasilla High Schools. Work is to begin immediately after Notice to Proceed has been issued and shall be substantially complete by August 4<sup>th</sup>, 2017.

Bid documents are available beginning **December 9, 2016** from the Purchasing Division, Matanuska-Susitna Borough, 350 E. Dahlia Ave., Palmer AK 99645. For information call (907) 861-8601, Fax (907) 861-8617, or e-mail [purchasing@matsugov.us](mailto:purchasing@matsugov.us). This bid document may be available on the internet at [www.matsugov.us](http://www.matsugov.us). Cost of bid documents picked up \$10.00; if mailed, \$15.00.

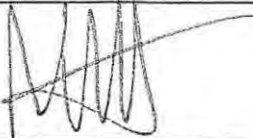

Pre-bid: **December 20, 2016 @ 9:00 AM** in the Purchasing Division P2 conference room. Site visits to all four schools will be offered at the conclusion of the Pre-Bid Meeting.

Bids open: **January 13, 2017 @ 2:00 PM in the Purchasing Division**

Bids must be received in the Purchasing Division prior to the time fixed for opening of the bids to be considered. Time of receipt will be determined by the time stamp in the Purchasing Division.

Persons needing accommodation in order to participate should contact the borough ADA coordinator at (907) 861-8687.

The Matanuska-Susitna Borough reserves the right to accept or reject any or all bids, waive any and all technicalities or informalities it deems appropriate. Award of this project is subject to the availability of funding.

12/8/16	Requested by: 	Approved by: 
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DEPARTMENT ACCOUNT NO.: **400.000.000.463.940 ~ 40198/1000/1004**

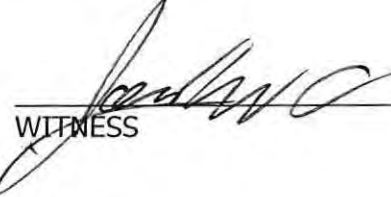
**MATANUSKA-SUSITNA BOROUGH**  
**BID #17-057B**  
**MSBSD Window Replacement – 4 Schools**  
**ANALYSIS SHEET**

MSB-PURCH #17 JAN 13 PM 02:00

BIDDER		BORE TIDE CONST.	TAYLOR & RESTORATION	H CONSTRUCTION	WOLVERINE Supply
Signed Bid Form		OKg	OKg	OKg	OKg
Bid Guarantee		<del>OKg</del> B.B.	104,242.00 C.C.	B.B.	B.B.
Acknowledgement of Addendum (2)		OKg	#1	OKg	OKg
LINE	DESCRIPTION	BID PRICE	BID PRICE	BID PRICE	BID PRICE
Base Bid	Replace various window types at four MSB Schools per Bid Documents and Scope of Work	2,037,231.75	2,084,836.51	1,734,300.00	1,297,000.00
<b>Contingency Pricing</b>					
A.	Portland Cement Plastering	5,000.00	13,820.00	21,000.00	20,000.00
B.	Exterior Sheathing	3,500.00	21,630.00	8,000.00	8,000.00
C.	Rough Carpentry	2,400.00	5,872.00	7,200.00	8,000.00
D.	Building Insulation	3,000.00	42,860.00	2,500.00	5,000.00
E.	Gypsum Board	4,500.00	16,360.00	15,000.00	6,000.00

DATE 1/13/17

WITNESS 

WITNESS 

WITNESS \_\_\_\_\_

Am 17-010



**MATANUSKA-SUSITNA BOROUGH  
 BID #17-057B  
 MSBSD Window Replacement – 4 Schools  
 ANALYSIS SHEET  
 (Continued)**

BIDDER		BORE TIDE	TAYLOR REST.	H CONSTRUCTION	WOLVERINE Supply
F.	Exterior Painting	6,500.00	24,870.00	5,000.00	5,000.00
G.	Interior Painting	2,750.00	34,290.00	4,000.00	4,000.00
Total Contingency Pricing		27,650.00	159,702.00	62,700.00	56,000.00
Total Bid Price		<del>2,064,881.75</del> 2,070,411.75	<del>2,244,538.51</del> 2,087,800.30	1,797,000.00	1,353,000.00

RECOMMENDATION: All Bids Taken under Amendment

\_\_\_\_\_  
PURCHASING OFFICER

\_\_\_\_\_  
ASST PURCHASING OFFICER

  
\_\_\_\_\_  
BUYER

\_\_\_\_\_  
CONST PROCUREMENT SPECIALIST

1/13/17  
\_\_\_\_\_  
DATE

  
\_\_\_\_\_  
WITNESS

\_\_\_\_\_  
WITNESS

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WITNESS

PM 17-010



**MATANUSKA-SUSITNA BOROUGH**  
**BID #17-057B**  
**MSBSD Window Replacement – 4 Schools**  
**ANALYSIS SHEET**

MSBPA# 17JUN13#0250

BIDDER		Axys	ORION CONSTRUCTION	Kuchar CONSTRUCTION	
Signed Bid Form		OK	OK	OK	
Bid Guarantee		B.B.	B.B.	B.B.	
Acknowledgement of Addendum (2)		OK	OK	OK	
ITEM	DESCRIPTION	BID PRICE	BID PRICE	BID PRICE	BID PRICE
Base Bid	Replace various window types at four MSB Schools per Bid Documents and Scope of Work	1,567,077.57	1,359,400.00	2,497,000.00	
<b>Contingency Pricing</b>					
A.	Portland Cement Plastering	4,500.00	5,000.00	8,000.00	
B.	Exterior Sheathing	5,250.00	1,500.00	4,000.00	
C.	Rough Carpentry	4,200.00	1,200.00	4,000.00	
D.	Building Insulation	3,500.00	1,000.00	4,000.00	
	Gypsum Board	3,500.00	1,500.00	4,000.00	

DATE 1/13/17

WITNESS 

Page 3 of 4 WITNESS 

WITNESS \_\_\_\_\_

AM17-010

**MATANUSKA-SUSITNA BOROUGH**  
**BID #17-057B**  
**MSBSD Window Replacement – 4 Schools**  
**ANALYSIS SHEET**  
**(Continued)**

BIDDER		Axys	ORION CONSTRUCTION	Kuehler CONSTRUCTION
F.	Exterior Painting	5,000.00	2,000.00	3,000.00
	Interior Painting	4,000.00	1,750.00	2,000.00
<b>Total Contingency Pricing</b>		29,950.00	13,450.00	29,000.00
<b>Total Bid Price</b>		1,597,027.57	1,372,850.00	2,526,000.00

**RECOMMENDATION:** ALL BIDS TAKEN UNDER ADJUDICATION



\_\_\_\_\_  
PURCHASING OFFICER



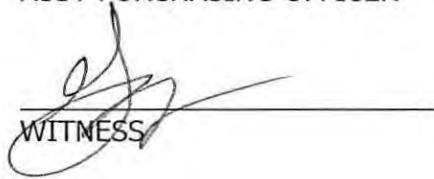
\_\_\_\_\_  
ASST PURCHASING OFFICER



\_\_\_\_\_  
BUYER

\_\_\_\_\_  
CONST PROCUREMENT SPECIALIST

11/28/17  
DATE



\_\_\_\_\_  
WITNESS

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WITNESS

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WITNESS

AM17-010

There are no  
meeting  
minutes in this  
packet