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PREFACE

PURPOSE OF PLANNING

The purpose of planning is to provide the residents and property owners and other members of the community the ability to make effective decisions about the needs and goals of their community. In 1970 the Borough wrote the first Borough Wide Comprehensive Plan, when out population was just 6,509 people. Since then, the population within the borough has increased to over 89,000. As a result, the Matanuska-Susitna Borough Comprehensive Plan has been recently updated (2005) to reflect the changing needs of borough residents. There are a number of people who currently reside in the Borough that were not involved in the 1970 planning process. This Comprehensive plan expands upon the borough-wide 1970 plan and the borough-wide 2005 update with recommendations developed specifically by the South Knik River Community.

A comprehensive plan is a compilation of policy statements, goals, standards, and maps for guiding the physical, social, and economic development, both private and public, of a community. It is necessary for the immediate preservation of the public's peace, health, and safety.

Alaska Statutes Title 29.40.030 requires that the assembly of a second-class borough adopt a comprehensive plan by ordinance. The Matanuska-Susitna Borough was incorporated as a second-class borough in 1964. Alaska Statute defines a comprehensive plan as “a compilation for policy statements, goals, standards, and maps for guiding the physical, social, and economic development, both private and public,” of an area. The comprehensive plan may include, but is not limited to statements of policies, goals, standards, a land use plan, a community facilities plan, and recommendations for implementation of the comprehensive plan.

Matanuska-Susitna borough Title 15.24.030 requires the borough assembly to prepare comprehensive plans designed to;

- Promote safety for vehicular and pedestrian traffic, prevent congestion and preserve the function of roads;
- Secure safety from fire, flood, pollution, and other dangers;
- Promote health and general welfare;
- Provide for orderly development with a range of population densities, in harmony with

the ability to provide services efficiently, while avoiding overcrowding of population:

- Provide adequate light and air;
- Preserve the natural resources;
- Preserve property values;
- Promote economic development;
- Facilitate adequate provision for transportation, water, waste disposal, schools, recreation, and other public requirements

The comprehensive plan provides the community with a method of analyzing past development and influencing the future outlook of their community. Information about a community, its economy, land use, public facilities, and transportation facilities are collected and analyzed. Projections of community growth and future needs are made. Through citizen participation, community goals and objectives are identified. Recommendation for land use, public facilities, and transportation facilities are developed based on these goals and objectives.

The effectiveness of a plan is determined by the extent to which it is used. Public agencies use a comprehensive plan as a guide when determining the best location of schools, parks, streets, and other public improvements. The comprehensive plan enables a community to reserve land necessary for public uses in advance of rising costs or competing land use. The plan is also a guide to individuals and private companies when making investment and development decisions. It should be used a guide whenever questions affecting development within the community arise.

Planning should be a continuing process. A comprehensive plan is based on information available at a particular time. In the future, new developments may occur and the needs of the community may change, at that time the plan should be reviewed and updated. Because of the rapid growth within the borough and the potential development impacts to the South Knik River community, the Community Council requested that a comprehensive plan be created in 2005.

BOROUGH PLANNING PROCESS

The Matanuska-Susitna Borough was incorporated January 1, 1964 as a second-class borough. Alaska Statute, Title 29, Chapter 40 directs that the assembly of a second-class borough, with the recommendations of the Planning Commission, to adopt a comprehensive plan. Alaska Statutes further require the assembly, after receiving the recommendations of the planning commission, to undertake an overall review of the comprehensive plan and update the plan as necessary.

The Matanuska-Susitna Borough Planning Commission is required by State Law to develop a

Comprehensive Plan for the Matanuska-Susitna Borough. It is the intent of the Matanuska-Susitna Borough government to learn of and respect each community's desires for its present and future way of life and to insure that these desires become each community's portion of the Matanuska-Susitna Borough Comprehensive Plan. It will be the responsibility of the community to determine the extent of, or lack of land use restrictions to be applied in the community.

Based on the Assembly's action, the Planning Commission established a process for developing community based comprehensive plans. Under the process, local planning activities may be initiated by request of a community or area. A request for local planning assistance is forwarded to the Planning Commission for consideration. Upon Planning Commission approval of the request, planning staff advertises for members of a local advisory planning "team".

~~The policy for membership applicable to the~~

~~South Knik River Plan~~The borough requires that an individual be a resident, property owner, business owner, or agency with an interest within the planning area boundaries in order to participate in the planning process. All applications for membership on the planning team ~~are~~ reviewed and appointments ~~to the planning team~~ made by the Planning Commission.

In 2006, the South Knik River Community Council made a formal request to the Planning Commission to create a comprehensive plan. Their request was approved by the Planning Commission and a citizens' planning team was formed in 2007 for the development of the South Knik River Comprehensive Plan.

During the planning effort one community survey was conducted. The survey was prepared by the planning team and conducted by the Matanuska-Susitna Borough Planning Department. In February 2009, these surveys were mailed to all South Knik property owners listing mailing addresses. These surveys have been useful in identifying community concerns and desires.

The planning team finalized their recommendations and released a draft plan for 30-day public review and comment, in ~~2010~~2009. Notification was provided individually to all property owners and registered voters within the planning area. Comments were received from individuals/organizations. The planning team met following the 30 day public review period, and made amendments to the plan, and forwarded the planning team approved draft to the South Knik River Community Council for recommendation in ~~2011~~2009. The council ~~and~~ forwarded the document to the Planning Commission recommending adoption of the plan.

INTRODUCTION

LOCATION AND LEGAL DESCRIPTION

South Knik River is an unincorporated community located in the Matanuska-Susitna Borough in South Central Alaska. The community borders along the south side of the Knik River, which flows into the Knik Arm of the Cook Inlet. South Knik River is located 160 miles eastsouth of Palmer on the Old Glenn Highway. The planning area encompasses approximately 90.4 square miles of land and 2.8 square miles of water, identical to the boundaries of the South Knik River Community Council, a legal description of the planning area is described below.

- Bring copies of legal description boundary and entire plan. Insert below.

An area of land located within Township 16 North, Ranges 1 through 5 East, Seward Meridian, Palmer Recording District, Third Judicial District Matanuska-Susitna Borough, Alaska, and more particularly described as follows:

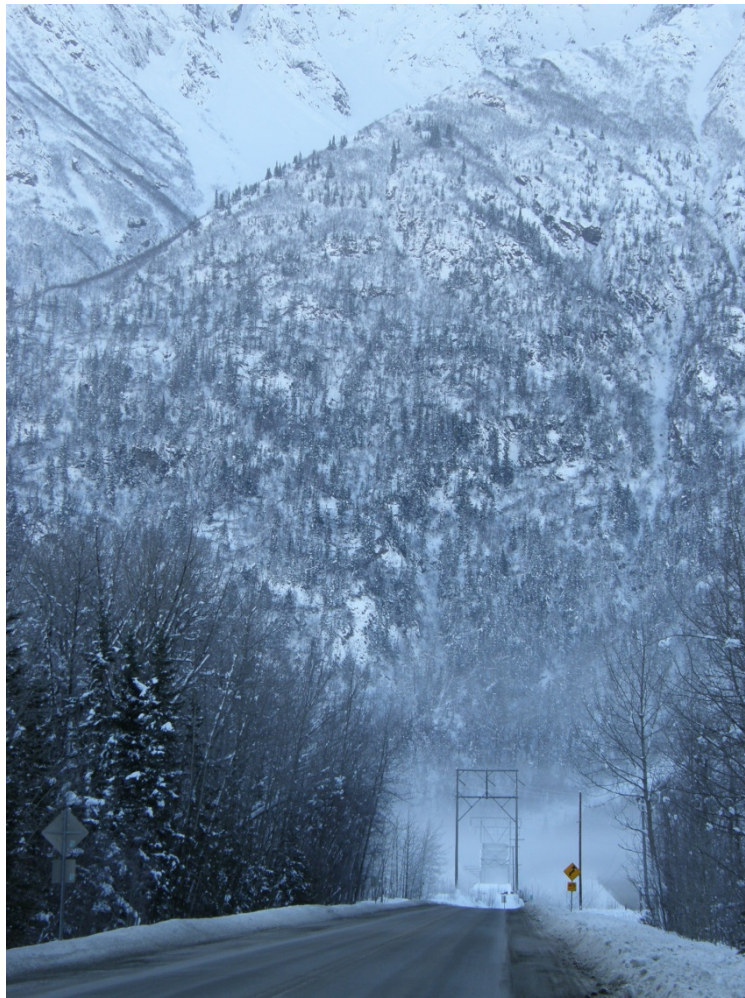
T16N, R1E, Sections 1 through 3, 10 through 14, and 23 and 24 lying southerly of the thread (center of aggregate braided channels) of the Knik River and easterly of the centerline of the Glenn Highway as it leads north to its intersection with the Parks Highway approximately 4.5 miles distant.

T16N, R2E, All lying southerly of the thread (center of aggregate braided channels) of the Knik River.

T16N, R3E, Sections 2 through 36 lying southerly of the thread (center of aggregate braided channels) of the Knik River.

T16N, R4E, Sections 16 through 36 lying southerly of the thread (center of aggregate braided channels) of the Knik River.

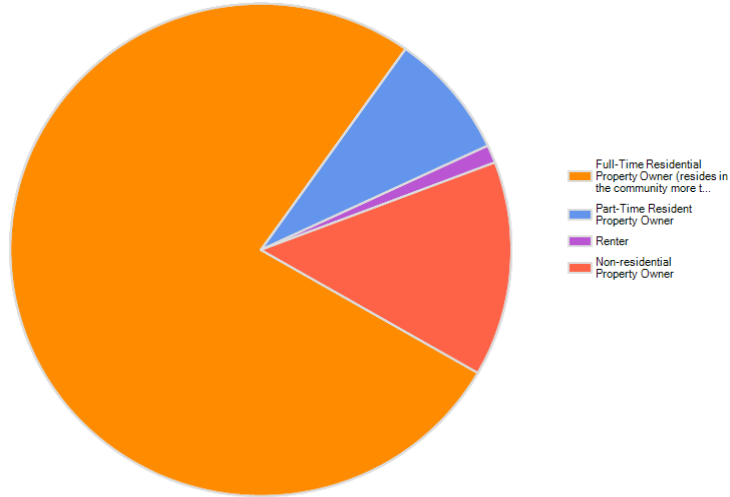
T16N, R5E, Sections 29 through 33 lying southerly of the thread (center of aggregate braided channels) of the Knik River



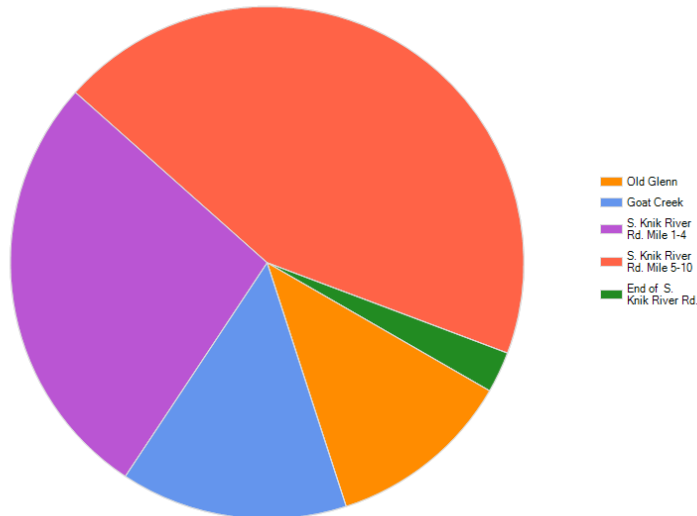
RESIDENTIAL PROFILE

The South Knik River Area is a diverse community. Many of the residents and their families have lived in the area for generations, while others have recently moved in. Through the community survey conducted in May of 2008, a snapshot was created that described the community's current residential profile. Questions were asked regarding where people lived in the community and where they worked, and if they were full time residents. Information gathered from these questions gives the citizen planning team more information about where the majority of residents are living, how many and to where community members are commuting to, and if the community has seasonal and/or full time residents. By having a better understand of who is lives in the community and what their needs are, the citizen planning team can create tailored community comprehensive plan that truly reflects the needs of residents.

Check the statement that most accurately describes your household:



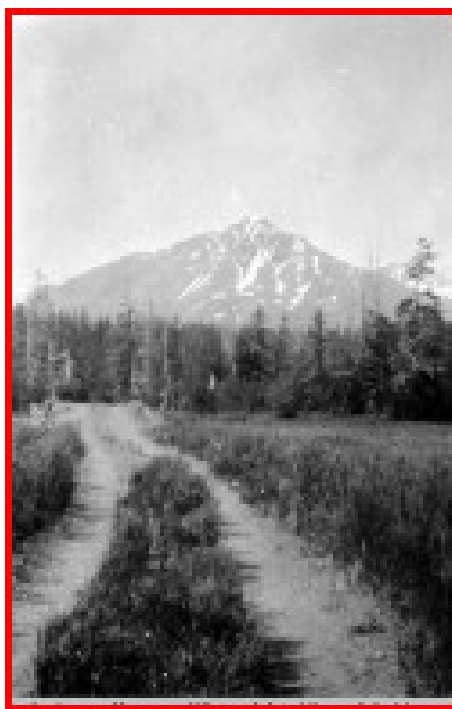
What area of the South Knik River community do you live in?



HISTORY

GEOGRAPHY AND GEOLOGICAL HISTORY

Carved by the recession of the last glaciation, Knik River Community Council area encompasses the Chugach Range and Pioneer Peak, the latter is one of the highest mountains in the Knik and Matanuska valleys.



At the head of Knik River lies the Knik Glacier, one of three major glaciers that helped form the Matanuska, Susitna and Knik river valley. It was the most active glacier in the region during the late Pleistocene - early Holocene era. Unique geological features may be found at the head of Knik Arm as testament to Knik glacier's most recent activity dating between 22,000 and 9,500 years ago. The prominent Elmendorf moraine and Goose Bay formations, defining the Point Mackenzie region, was formed by a resurgence of the Knik Glacier. Other features easily recognized are the arterial streams, lakes and waterways, numerous terraces, knolls, and ridge complexes. The most well-known, geologically unique feature located at the head of Knik Arm is the Crevasse-fill-ridge complex known locally as the "Crevasse Moraine" (Péwé and R.D. Reger: 200-209). The Knik Glacier feeds Knik River at the southeast end of the Valley. Lake George Glacier joins the Knik Glacier from the south, above the Knik River Valley. Over the years melt waters have created a pond, forming Inner Lake George, having been created where the two glaciers come together. Occasionally, melt-waters have overflowed the lake, causing major flooding in the lower reaches of the valley. Flooding from Lake George occurred on several occasions in the late nineteenth to mid-Twentieth Century (ibid). Often flooding villages and changing the course of the River. [Since the mid 1960's flooding ceased in the area due to the receding glacier.](#)

Other geological activities that have helped define the Knik River region are earthquakes generated from several identified faults ~~and from Pacific plate tectonics colliding with the~~

continent. The 1964 earthquake was reportedly the largest quake ever recorded in North America. Coastal lands were lowered in the Cook Inlet region, including what was known as the Hay Flats at the head of Knik Arm. Salt sea water in the estuaries inundated the land, causing trees, grasses and wildflowers to die. Today the region is on the rebound, the land is rising and fresh water is filling small ponds and diluting the brine-laden sea water. Fresh water ponds and sloughs are once again attracting small game and water fowl, in addition to supporting wild flowers.



NATIVE HISTORY

Alutiiq

It is unknown when the earliest people arrived in the region, nor from whence they came. There have been conflicting theories, some say they came by land and others by sea. We do know the proto Alutiiq people were in the valley at least two to three thousand years ago (Kachemak Culture) (Bill Workman pers. Com). We also know that the earliest migrations of people into the valley, south of the Alaska Range occurred as early as circa 8,000 years ago. Evidence of their hunting camps have been found above the Chulitna, Susitna and Matanuska Rivers and as far south as the Butte and Beluga Point, located on

Turn Again Arm (Yarborough's pers. Com.) (Seager-Boss, Stone and Wygal 2005) and (Reger 1981) (Dixon et. al 1985). All areas where stone tools have been found are promontories used as excellent lookouts for game movement. The earliest hunters and gatherers came through the Alaska Range, following large Pleistocene game and caribou. Rivers were ideal conduits providing corridors for game and for the hunters following them.

At the same time the Valley was being populated by hunters and gatherers another phenomenon was taking place. As the climate changed, various forest types were encroaching; by 7,000 years ago the first spruce trees began to appear and approximately 2,000 years later most of the vegetation experienced today could be found. Changes in vegetation ushered in small fur bearers in addition to enabling anadromous fish to spawn by working their way up major waterways.

The proto-Alutiiq (Kachemak people) enjoyed a Riverine occupation. Adapting to a coastal way of life they took advantage of marine mammals in addition to catching fish spawning in the inland waterways. Some inland Alutiiq sites have been excavated by archaeologists (Greg Dixon 1996) and others have been reported to Jim Fall and Jim Kari by Shem Pete (Fall & Kari 2003). Shem Pete reported sites as far north as Willow and there reportedly was a major battle that occurred with the Alutiiq west of Talkeetna near the Kahiltna Glacier.

It is probable that the upland hunters were of an Athabascan speaking people while the Riverine people were related to the Eskimo of Kodiak and Kachemak Bay (Alutiiq). Evidence of both cultures living in the region has been recovered by archaeological work.

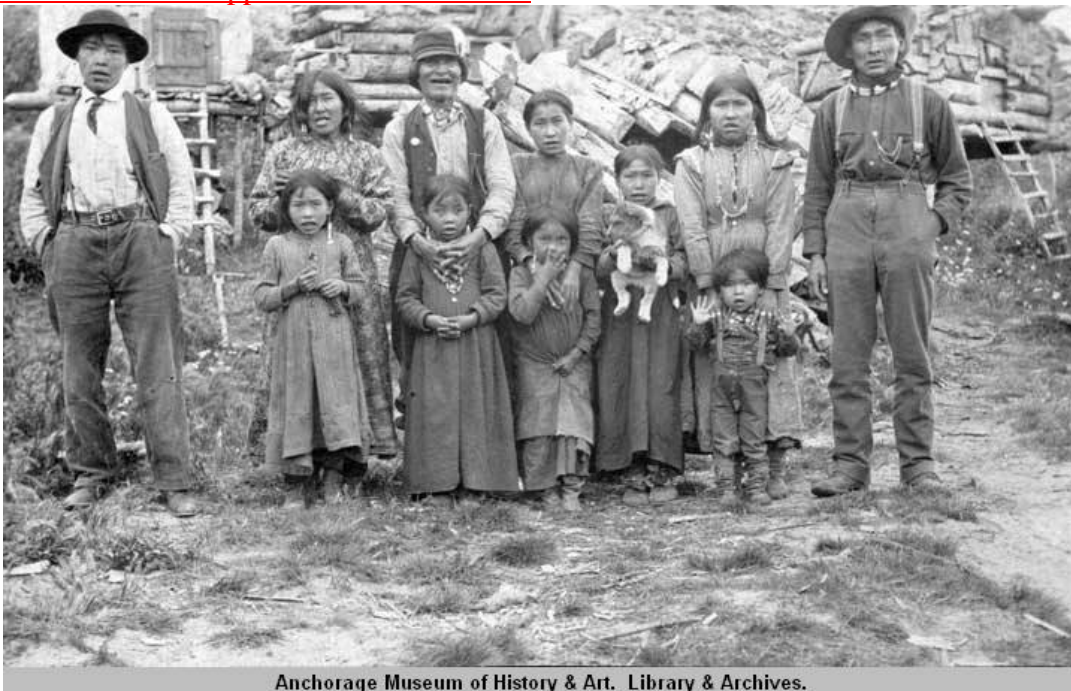


The Athabaskan Dena'ina eventually pushed out the Alutiiq people from the coast and took over the Upper and Outer Cook Inlet region. Cook Inlet is the only coastal area the inland Athabascans populated. Because of the lushness of vegetation, the abundance of fur bearers and fish, the normally nomadic Athabascans settled into a more sedentary lifestyle. They became known as the rich people by their inland cousins because of the wealth in subsistence foodstuffs.

Before the Athabascans could be completely comfortable in their new environment there were numerous skirmishes between the two populations. One of the most important last battles between the Dena'ina and the Alutiiq reportedly occurred near Point Woronzof, at Campbell Point in Anchorage. There were apparently several versions of the story. They all related to the Alutiiq attacking a Dena'ina village on upper Knik Arm. One of the stories mentioned the Alutiiq arrived secretly and advanced on the villagers undetected by floating down Knik River in their upside-down canoes. The unsuspecting Dena'ina were caught off-guard however, after their village was sacked they followed the Alutiiq all the way to Campbell Point where a fierce battle took place and most of the Alutiiq warriors retreated or were killed. The Dena'ina Chief in charge of the battle lived near what today is known as Knik, located on the west side Knik Arm. The battle has often been referred to as their last major conflict with the Alutiiq (**Aaron Leggett, class project**).

Dena'ina Athabascans and the Copper River Ahtna

The Dena'ina Athabascans referred to the Knik River as “Skitnu” “Mouth of brush River” where the small Athabaskan village of Niteh “among the Islands” used to be. Although there are no Russian records mentioning an active trading post in Upper Cook Inlet, there were attempts at creating Russian settlements in Cook Inlet Region during a 10 year period from 1835-1845. Matanuska and Knik were mentioned as possibilities for colonization under an ambitious Russian program that included numerous communities in Cook Inlet (Okun 1951:174). Ninilchik was the only agricultural success (Tikhmenev 1978:416). Although Russian settlements were not established on Knik Arm, that does not preclude construction of a trading post. It is likely that a Russian American Company (RAC) Trading Post operated near the confluence of Knik River with Knik Arm at least on a seasonal basis. Copper River Athabascans



Anchorage Museum of History & Art. Library & Archives.

had mentioned to Frederica de Laguna that they had traded at a Russian post at Knik. Jim Fall (1981:392) pointed out that both Wrangle’s map of 1839 and Zagoskin’s 1847 map indicated a settlement, “Dorf Nuchta” or post “Nikta” at the head of Knik Arm. At the time of the United States purchase of Alaska in 1869, the post at Knik may have been part of the RAC assets sold to a private business that later became the Alaska Commercial Company.

We do know however, that an American Commercial Company trading post was operating at the head of Knik Arm by the 1880s. The Ezi family lived near the confluence of Knik River with Knik Arm. Their extended family and helpers had a small

village there. Their family was of mixed blood with the Copper River Ahtna who frequently travelled down the Matanuska River to fish with the Ezi's at Fire Island, a major gathering place for many Athabascan families during the summer. A young woman from Lake Tyone and daughter of a Copper River, Ahtna chief had fallen in love with one of the Ezi young men. During one winter she travelled down the Matanuska River alone to visit the young man she had met at Fire Island. Living with the family for a year she gave birth to a baby boy. It was not long thereafter that her father came to visit. Not long after he came to visit Lake George must have unleashed its waters because their village got washed out. At the same time the trading post was carried down river onto Fire Island with most of its goods in tack. The goods ended up being washed ashore on the Island giving the Athabascan fishermen a bonus in goods carried by the waves. They salvaged suspenders, ties, hats and boots to name a few of the goods.

Knowing the ways of the currents that ran through the lower Knik River Valley, the young Ezi father was admonished by the chief to start looking for the Trading Post's safe. The culmination of many days of probing the river bottom finally had its rewards, the young man found the safe and the gold within. He became a wealthy man, sharing some of his good fortune by holding potlatches. He later owned a boat with which he not only gave transportation to his fellow Athabascans, but also for a fee, assisted in ferrying passengers and goods from Ship Creek, the deep water port to Knik on the west side of Cook Inlet. Between 1896 through 1916, west Knik Townsite played an important role as a redistribution hub for transporting people and goods to the interior Upper Cook Inlet gold mines.

Ahtna Athabascans

The Ahtna Athabascans came into the area from the eastern Copper River Valleys. They often had skirmishes with the Dena'ina but they also visited, traded and married Dena'ina people. In so doing the lower Matanuska and Knik River people were often fluent in both languages. Their intermarriage gave birth to a third group called the "mountain people." They lived in the Talkeetna mountains between the two groups and enjoyed good relations and trading with both cultural groups. Often those Ahtna living on the eastern fringe of the valley from Chickaloon to Lake Louise enjoyed winters in the lower valley visiting relatives, often times staying for several to get away from the harsh winters of the interior. Today, just as with the Ezi family many of the lower valley people are related to both groups.

HOMESTEADING

Between 1911 and 1915 a base cadastral survey of the valley was conducted. This enabled residents and newcomers alike to apply for homesteads. Acting on a U.S. government initiative a number of farmers with equipment and stock arrived in 1914 to start settling the valley as homesteaders. That first year, between January and June, 132 entry applications were made. Many of them were miners and trappers who had already settled in the valley but had not registered or applied for homesteads. In 1915 the U.S. Department of Agriculture built an Experiment Farm to support the homesteaders in their agricultural endeavors. That same year saw construction of a railroad from Anchorage to Fairbanks with a spur line connecting the coal fields of the Matanuska with the new railroad town of Anchorage. A siding went to Palmer.

Construction of the Railroad diminished Knik's importance and within a year the town was abandoned by the commercial sector. Even Homesteaders reapplied for new locations, allowing them to be reachable by the railroad, thereby enabling them to move their produce to the fledgling town of Anchorage. The Ezi family had to give up their traditional home near the confluence of Knik River to make way for the railroad.

Many of the early homesteaders left their farms at the outbreak of World War I to participate in the war. Only a handful of the original 400 stayed on to build their lives in the valley. The upper Knik River area became a favorite hunting region for Dahl sheep and bears. Many guides took their clients there with confidence of success in their hunting endeavors (**Russel Annabel books**).

AREA WIDE SETTLEMENT

Five other major events brought new people to the Valley. In 1935, during the Great Depression, under the administration of Franklin Delano Roosevelt, 204 families were brought from the Great Lakes States to the Matanuska Valley as part of a resettlement program. Twenty years of experimental farming had proven the Matanuska Valley could support farms. Referred to as colonists, families were chosen from the impoverished, upper reaches of Michigan, Wisconsin and Minnesota. Given a chance to farm the Matanuska Valley and considered hardy enough to withstand Alaskan winters most families were of Scandinavian decent. As the town was constructed and people moved into their government provided housing part of the project money went into construction of a road connecting Palmer with Anchorage. Prior to that, the only means of travel to Anchorage was by rail a couple of times a week. The road and subsequent bridge across Knik River opened up new areas for settlement. Becoming the last hurdle to surmount, the Knik River Bridge was completed in 1937, linking Anchorage with the Colony

settlement project in Palmer. With much fan fare and ribbon cutting, the mayor was there to open the new link to Anchorage.

World War II saw the region undergo a tremendous influx of people, equipment, and provisions of war. It created jobs for many settlers in the construction business, in addition to increased employment in the coal mines as demands came through to power the bases. At the end of the war numerous soldiers wanted to stay and settle in the Valley. Homesteading and applications for homesites spiked. A number of soldiers and civilians attached to the bases started looking into settling the Knik River Road area (although there was no road to speak of at the time).

An additional surges in homesteaders were brought in by better access and jobs related Construction of the Eklutna Hydro Electric project in the early 1950's by the Department of Interior. In proportion to the smaller population of the time it was as significant as the Tran Alaska Pipeline would be 20 years later. The first permanent resident at the start of what would become Knik River Road also known as KRR, Lowell Simpson, was one of the original (early) regular employees at the power plant, retiring in the 1990's.

There were three very productive saw mills in the Goat Creek area that along with the Barnh-Hardt Mill and others in the Butte supplied lumber and house logs for the entire South Central area. The quest for timber led to a rudimentary trail approx 3 miles up the river. The "cat trail" was extended another 3 miles up the river in 1957 when the Military started preliminary work for Nike missile site. The Eisenhower administration reduced the program and after test wells and a helicopter pad were done the area was abandoned.

—

Alaska statehood was achieved in 1959 bringing more people interested in the region. Once again the South Knik River area attracted new home builders and settlers. The largest influx of people into the area occurred when the oil pipeline was built in the 1970s from the Arctic to the port of Valdez. People poured into the valley seeking work on the pipeline and in the new oil fields opening up on the North Slope.

SOUTH KNIK ROAD SETTLEMENT

To carve out a life and a living on South Knik River Road a person had to be hardy, ingenious, self reliant and ready for the unexpected. Life between the river and the mountain added extra challenges to an already rugged life. The river was subject to flooding that could ruin a person's household goods and introduce several inches of mud into ones living quarters. Another hazard (apart from the road being washed out) was the

worry of avalanches in winter that sometimes swept down, moving a house or blocking the road. On occasion, Pioneer peak was known to shake its mantle, causing landslides without seeming provocation. If a family went into Anchorage for an evening event, they sometimes found themselves wearing high heels while trying to negotiate the washed out road that had occurred since leaving their home. In such cases, the base of the mountain had to be climbed to bypass the roaring river. Other times when logs across George creek were washed out, families had to relay children across the creek from one adult to another to keep them from being swept away (West, personal com.).



[Work in 1950's history from Mark Simpson](#)

People arriving in 1959 and soon thereafter discovered there had been no surveys, no 'meets-and-bounds' and no road to access their homesteads or homesites. Hard work and the help of neighbors and friends enabled families to cultivate 20 acres or more and build their respective cabins. Some people acquired logs for their cabin from the military base. After reaching the river off the Old Glenn Highway (main road in those days) they had to drag the logs onto their site. It was not unheard of for families to winter over in a tent while clearing the land and building their house. The important fact was that everyone had to rely on each other to get by (**Knik River Community members**).



{Circa 1966, (from left to right) Knik the dog, Jane Martin, Doreen Steffes, Sharon Martin}

The first Homestead beyond Bingham Hill was the Steffes Family. Bingham Hill, (at mile 2) was a major impediment to the rest of the Knik River area. The Steffes' were quickly followed by six more successful Homesteads (Dale Friey, Dick Feltman, Herb Newman, Joe Corneillearnelle, Lyle Straight, and Doc Jones). In 1966 the land up to Hunter Creek was no longer available for Homesteading due to a competing claim by the State of Alaska and Eklutna Inc, through the Native Land Claims Settlement Act.

Comforts taken for granted by most Americans in the 1950s through 1960s were not available on South Knik River. Few homes had indoor plumbing, and electricity was not available until 1978-1979. As late as 1979 a field phone was the only access people had for emergencies. To accommodate the lack of electricity, people made use of Aladdin or Kerosene lamps and the preferred method of heat were barrel wood-burning stoves or oil stoves (ibid). As far as transportation, South Knik was limited; there was a two-track or trail, considered by locals to be a road. This "road" was subject to flooding on an annual basis during the spring and fall. Only two vehicles were available to traverse the lake in the road. The old reliable six by six 'ungainly' Jeep and a Dodge Power Wagon boom truck. Both vehicles saw extra work and volunteer hours by their respective owners when

ferrying people and goods through the muck. Most residents had to leave their cars on the Glenn Highway side of the floods. The early Homesteaders upgraded the “cat trail” to a “jeep trail”, as far as the Jones’ Homestead, about Mile 7 ½ on the current road.



There was a three year period between 1966 and 1970 when land was open to entry up river from Hunter Creek. The second wave of Homesteaders was led by Jim Atkinson, John Nystrom and Barney Eberhardt in 1967 and 68. Eberhardt bought an old cable blade D8 Cat and made a cat trail from the Jones’ Homestead to the other side of Hunter Creek. Other Homesteads soon followed and upgraded the trail to jeep status; the Fosters, the Read Brothers, The Lauxs, The Pogues, and Ed Rush.

These 16 Homesteads successfully wrestled away from the government anywhere from 5 to a 160 acres of land. Today hundreds of people live along Knik River Road. Anyone beyond Bingham's Hill lives on acreages provided by one of the Homesteads.

This brings us to the final and probably most important development for the Knik Valley, construction of Knik River Road (KRR). In 1970 the Homesteaders formed the Knik River Homesteaders Association to lobby for the construction of an actual road. The jeep trail was often impossible for regular four wheel drive. The one lane trail was frequently blocked by stuck or broke down hunters or tourist. The school aged population grew to more than 25 students and the Borough School District contracted for a special 6 wheel drive school bus to ferry the kids to the main highway.



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The community cause of building an actual road was helped by the fact that the intent of the original Homestead Act was to promote agricultural development. The average Alaskan Homesteader just went through the motions to do the minimum to meet the requirement. The Knik area did foster some actual farming/ranching. The original Steffas Homesteaders harvested hay at home and on the two adjoining Homesteads as well as having a full complement of farm animals. The Read family had a commercially successful truck garden as well as 20 acres of bluegrass seed production that helped seed the reclamation work on the oil pipeline project. The area currently has an organic soil and tree boutique business, two small livestock growers that cater to the specialty market. And is headquarter for the Borough largest beef cattle operation.

The fact that some of the Homesteaders were actually interested in agriculture impressed the then Speaker of the State House of Representatives, Jalmer Kerttula. It was indeed fortunate that the State had just taken in 900 million dollars for the Prudhoe Bay oil leases in 1969. Rep Kerttula secured a 1.2 million appropriation to build the road. It took an extra year for surveying and engineering but the contract for the construction was let out in 1971 for approximately \$808,000. The road was completed in May of 1972. Today's scenic drive along the new paved road traverses a higher elevation, belying the tribulations of the past. Many of the same families live along the road that once was such

a challenge to their lives. The road is what propelled the community forwards from a tight knit but sometimes contentious pioneering group to a modern community that is part suburban-rural and part business-commercial.

- 3/17/11 Motion made to adopt the section as amended, 1st Hicks, 2nd Houser

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SOUTH KNIK RIVER COMPREHENSIVE PLAN

Overall Goal

“The South Knik River Community is a scenic, quiet, rural community. It is the desire of the community to preserve the area’s scenic and residential qualities including air and water quality, quiet atmosphere, privacy and outdoor recreation opportunities.”

Growth and development (removed “is encouraged but”) should be limited to what is appropriate for the community and its geography. The community embraces a balance between private property rights, use of natural resources, and public investment in community”.

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LAND USE PLAN

The residents of the South Knik River Community have made a decision to live in the area not as a matter of convenience, but of choice. South Knik River Community's population resides in the planning area despite the lack of natural gas and other utilities, the lack of commercial amenities provided in a more urban environment, and often despite the need to work far from their residence. From 2000 to 2008, the population grew from 582 individuals to approximately 677 residents. Change to new census number. The overriding attraction of this area includes its incredibly scenic views, quiet atmosphere, low moderate traffic volumes, clean environment, and outdoor recreation opportunities. Recent issues, such as the Knik Public Recreational River Public Use Area (KPRUAKRPUA), excessive litter, transportation and traffic concerns, and the unsafe discharge of weapons prompted the update to the South Knik River Comprehensive Plan.

It is the desire of the community to preserve the residential qualities that have made the South Knik River Community such an attractive place to live, yet not to diminish the viability of attracting the amenities and development that are desirable to the community.

COMMUNITY CHARACTER

The Maintain the Community's Rural Character. Community surveys and public comments show that for most residents the area's quiet rural atmosphere is one of the top motivations to for live in the South Knik River Community. This character includes low density housing, limited traffic, few governmental services, pristine views, presence of wildlife, and ready access to trails, rivers, lakes, and recreation. Strategies to maintain and enhance this rural character include:

Recommendation:

- Protect air, water, wildlife, and land quality while reducing impacts to nearby properties from traffic, noise, pollution, lighting, etc.
- Protect recreation opportunities and enhance the quality of life for South Knik River Community residents.
- Ensure future development is compatible with adjacent properties.

LAND OWNERSHIP & DEVELOPMENT

PUBLIC LANDS

Publicly owned lands (which includes Federal, State and MSB land) represent approximately 74%* percent of the land in the South Knik boundaries, or 36,728 acres (57 square miles). Table A shows a summary of publicly owned lot size and improvement status in South Knik. [*South Knik CC Boundary is 49,536 acres in size. Private land = 15 percent, public land = 74 percent, remaining percentages fall into the categories of ROW or waterbodies.

Table C: Public Lands

<u>Lot Size (Acres)</u>	<u>Number of Lots</u>	<u>Percent of Lots</u>	<u>Improved Lots</u>	<u>% of Improved Lots</u>
<u>>160</u>	<u>69</u>	<u>25%</u>	-	-
<u>160 to >100</u>	<u>10</u>	<u>4%</u>	-	-
<u>100 to >40</u>	<u>12</u>	<u>4%</u>	-	-
<u>40 to >20</u>	<u>6</u>	<u>2%</u>	-	-
<u>20 to >10</u>	<u>7</u>	<u>3%</u>	-	-
<u>10 to >5</u>	<u>6</u>	<u>2%</u>	-	-
<u>5 to >2</u>	<u>5</u>	<u>2%</u>	-	-
<u>2 to >1</u>	<u>6</u>	<u>200%</u>	<u>1</u>	<u>17%</u>
<u>1 to >0</u>	<u>154</u>	<u>56%</u>	<u>1</u>	<u>1%</u>
-	<u>275</u>	-	<u>2*</u>	-

*Since the MSB does not tax public land, information for improvements on public lands is not complete.

RESIDENTIAL DEVELOPMENT

One of the 42.1% of residents survey respondents identified that ~~quality~~ diverse recreational opportunities are ~~ies that residents enjoy~~ enjoyed throughout the community and these recreational opportunities are supported by other favored community characteristics like: scenic views, quiet atmosphere, and low traffic volumes. Again, this was reflected in the community survey with 65.5% of survey respondents choosing minimal growth for the community over the next 10 years. Vast views, space, and recreational opportunities are available in the community because of the current

development pattern and residents would like to keep it this way.

Recommendations:

- **Identify areas appropriate for development.**
- **Protect water quality, soil erosion, and ensure that development can adequately provide infrastructure needs, such as roads, emergency access, and other related concerns.**
- **Provide for a variety of lot sizes and development patterns throughout the community, utilizing conservation subdivision design, cluster development and development incentives.**

COMMERCIAL DEVELOPMENT

Currently there is minimal commercial development within the planning area. The majority of existing commercial development is composed of a coffee stand, gun smith, tourism-related business, self-employed contractors and various home occupations. A number of small business dot the area. The first two miles of the Knik River Road see Young Brothers Greenhouse(check to see who this is), a professional photographer, espresso coffee stand, and a welding shop. Near mile 5 is the Knik River Trading Post and a trucking firm for gravel and other earth materials. Future business plans include a bed and breakfast and glass blowing shop in this area. Further to the mile 8 in region reveals rural electrification enterprise, metal salvage business, dog kennel, and glaciers viewing business. Mile 9 and south to the hillside is a natural beef ranch, and natural soils and tree farm boutique. As the road comes to an end you will find a gunsmith shop and the Knik River Lodge. Although it is the desire of the community that Knik River Road does not become a series of strip malls but home to small home based business. , and that the residents expressed a need to preserve the esthetics of this corridor from dense commercial development. be preserved, †The planning team motion made to change planning team to community upon the adoption of the plan estimates acknowledges that there will be some need in the future for limited commercial development. Respondents to the community recent survey did not want large scale commercial and “big box” stores in the area. However, support was indicated for the following services: small-scale retail, a general store, public transportation, small home-based businesses, and tourism.

Recommendations:

- **Determine commercial development standards based on the impacts to land, air and water quality, and wildlife (e.g. traffic, noise, lighting pollution, increased impervious surfaces, and compatibility).**

- Protect residential neighborhoods and associated values,
- through Develop vegetative buffers, or other screening techniques, to shield properties from incompatible uses.

INDUSTRIAL & NATURAL RESOURCE DEVELOPMENT

Of the three basic land uses (residential, commercial, and industrial), the industrial land uses are often of most concern to a small community. Heavy industrial development often has significant impacts related to noise, visual qualities, dust and air quality, and traffic safety and volume. Currently, there are borough regulations pertaining to the establishment of incinerators, industrial processing and fuel burning equipment (MSB 8.30.125 & 8.30.130), interim materials district (gravel/natural resource extraction – MSB 17.28), conditional use permit for earth materials extraction activities (MSB 17.30), borough wide conditional uses (MSB 17.60), conditional use permit for coal bed methane exploration and development (MSB 17.62), and conditional use permit for waste incineration (MSB 17.64). The Borough Wide Comprehensive Plan 2005 Update encourages commercial and industrial development that is compatible with residential development and local community desires. There is a strong community desire in the South Knik River Community to protect residential areas from the impacts of heavy industrial development.

Industrial uses have the ability to provide significant economic benefit to the community. A local gravel source may be beneficial to local infrastructure and economy.

The South Knik River Community does not fit the typical geography of an area sought out for natural resources extraction and industrial development. The majority of the South Knik River Community is constrained geographically by water bodies and steep slopes. However, in a world where our resources are depleting and the cost of shipping is increasing, we are seeking at an exponential rate manufacturing and extracting sites that are smaller and closer to “home.” Therefore, the South Knik Community is no longer excluded and/or protected from future industrial development.

The community should be active in the decision making process regarding any proposed heavy or light industrial land uses. Industrial uses will be reviewed on a case by case basis and encourage the mitigation of any negative impacts. The Community Council may take appropriate action on their recommendation by issuing a letter of recommendation endorsement, a resolution, or or conducting a community wide community council vote. The community’s recommendation can be shared with the

Assembly, Planning Commission, developer or other interested stakeholders. Heavy industrial uses will be evaluated on a case by case basis and be allowed only if it is possible to mitigate any severe negative impacts.

Recommendation:

Industrial Development

- **In order to maintain air, water, and land quality, reduce impacts from noise and lighting pollution to residential areas and the natural environment, and minimize the visual impact, heavy industrial uses may be allowed only if they meet conditional permitting requirements.**

Natural Resource Development

- **Protect residential neighborhoods and associated property values.**
- **Identify, protect, and enhance the quantity and quality of the community's watersheds, groundwater.**
- **Prevent degradation of fish and wildlife habitat, vegetation, and clean air resources.**
- **Protect natural systems and features from potentially negative impacts of human activities such as natural resource development.**
- **Provide site restoration if a land surface modification violates borough, state, or federal regulations or development does not occur within a reasonable amount of time.**
- **Protect natural systems and features including water and soils from potentially negative impacts of site restoration and reclamation activities.**
- **Minimize the impact of natural resource development on recreational uses in the area.**
- **Limit construction site run-off.**
- **Identify and mitigate disturbances and impacts on culturally or historically relevant sites or resources.**

The following provides specific recommendations for Water Resources, Soils, Forest Resources, Gravel Extraction, and Coal Bed Methane Development.

Water Resources – Recommendations:

- **Limit development in floodplains, wetlands and other water bodies.**
- **Monitor water quality and water availability during natural resource development.**
- **Protect and improve steep slopes and erosion along water bodies.**

- Provide a natural, vegetated buffer along water bodies and corridors.

Soils - Recommendations

- Safeguard soils by reducing soil erosion, especially near water bodies.
- Protect steep or erodible slopes
- To the extent possible, consider avoiding development in high risk earthquake zones (fault areas).

Forest Resources – Recommendations:

- After natural resource development, provide restoration of forest resources.
- Restore native species of vegetation.

Gravel Extraction – Recommendations:

- Protect groundwater supplies, water quality, and water availability.
- Prevent gravel extraction within floodplains and flood hazard areas or near water bodies.
- Provide visual screening and buffers.
- Provide noise mitigation.
- Identify and protect natural and cultural resources.
- After gravel extraction is completed, provide site reclamation and restore native species of vegetation.
- Due to the excess winds of the Matanuska and Susitna Valleys, mitigation of airborne particles is essential to insure air quality. This can be accomplished through the maintenance of natural wind breaks; covering unrestored and disturbed land, and covering all loads during transportation.

Coal Bed Methane Development - Recommendation

- Protect and mitigate negative impacts to surface property characteristics and values.
- Protect groundwater supplies, water quality, and water availability.
- Protect soils, air quality, vegetation and wildlife.
- Provide visual screening and buffers.
- Provide noise mitigation.
- Provide fire hazard mitigation.
- When methane extraction ceases, provide site reclamation and revegetation with indigenous species.

DEVELOPMENT ADJACENT TO THROUGH ROAD CORRIDORS

Knik River Road and a small portion of the Old Glenn Highway is are the only roads within the planning area connecting the South Knik River Community with communities and services outside the planning area. Knik River Road is of special importance because of its link to the more developed areas of the borough and Anchorage. Residents in the South Knik River Community must rely on this transportation corridor for emergency services, and in many instances shopping and commuting. Hence, the functionality of this road is especially important. Development and access along the road can have significant effects on safety and traffic flow, yet these effects can be significantly mitigated. Furthermore, it is a community desire to maintain the aesthetics of this route.

The majority of the road frontage is privately owned. However, it is recommended that portions of existing public lands along the Knik River Road be retained or land purchased when possible in the future to maintain some undeveloped lands adjacent to the road. In addition to scenic preservation, facilities such as trash containers, restrooms, and scenic pull-outs would ensure scenic preservation and traffic safety.

Recommendation:

- **The community should support the development of a corridor management plan for Knik River Road to preserve the efficiency of the road and protect the scenic value.**
- **Promote safe ingress and egress onto Knik River Road.**
- **Provide an efficient transportation network within the Knik River Road area by continuing to develop a collector road system enabling residents to access businesses and residential property.**
- **Guide development along Knik River Road to minimize traffic, safety, and land, air, and water quality impacts.**
- **Provide appropriate, adequate and separated non-motorized use paths along the Knik River Road.**
- **Where appropriate, preserve a scenic buffer adjacent to Knik River Road.**
- **Provide scenic pull-outs, restrooms, and trash containers as appropriate along the Knik River Road.**

JUNKYARDS, JUNK, AND TRASH

Junkyards are a land use which can have detrimental effect on an area. The borough regulates commercial junkyards as conditional uses (MSB 17.60) and also regulates noncommercial accumulation of junk and trash that is visible from public roads or which creates a public nuisance (MSB 8.50). These rules are effective borough wide. Actually achieving removal of junk and trash violations can be problematic if the property owners refuse to clean the site up. Citations for violation may be issued and other legal action (such as requests for restraining orders and injunctions) may be taken, however the legal process takes months or years for court action.

Over the last ten years littering, abandoned vehicles, unwanted pets and discarded home refuses have become serious problems within the South Knik River Community. Recreational users from the surrounding area and Anchorage have increased, therefore, so has their waste and trash. Evidence of excessive littering can be seen along the trails used by off-road motor vehicles and along Knik River Road(please reference the South Knik River Trails Map, Appendix B, for more details related to trail location). Trash and litter from the neighboring Knik River Public Use Area and other neighboring recreational destinations washes up on the shore of the community and threatens the river's wildlife. It is the perception of the community that non-residents from Anchorage and the surrounding communities are unaware of the large residential community within the South Knik River Community and presume it is uninhabited and therefore can be used as a dumping ground. In addition to littering, large abandoned items such as burned out cars, un-wanted pets, appliances, bags of trash and even carcasses are continually left in the community. The planning team supports additional patrolling of the area by both MSB Code Compliance and State Troopers.

Extensive storage of junk and trash can create groundwater and surface water contamination problems that threaten residential drinking water supplies and salmon streams. It is the opinion of the planning teamcommunity that the outdoor storage of large quantities of junk and trash that is unsightly or creates a public nuisance and a public hazard; therefore, regulations dealing with this issue should should be forced according to local, state and federal regulations.be regulated whether or not borough-wide regulations are in place.

Recommendations:

- **Storage of extensive quantities of junk and trash should be regulated**

in order to prevent a public nuisance and health and safety problems.

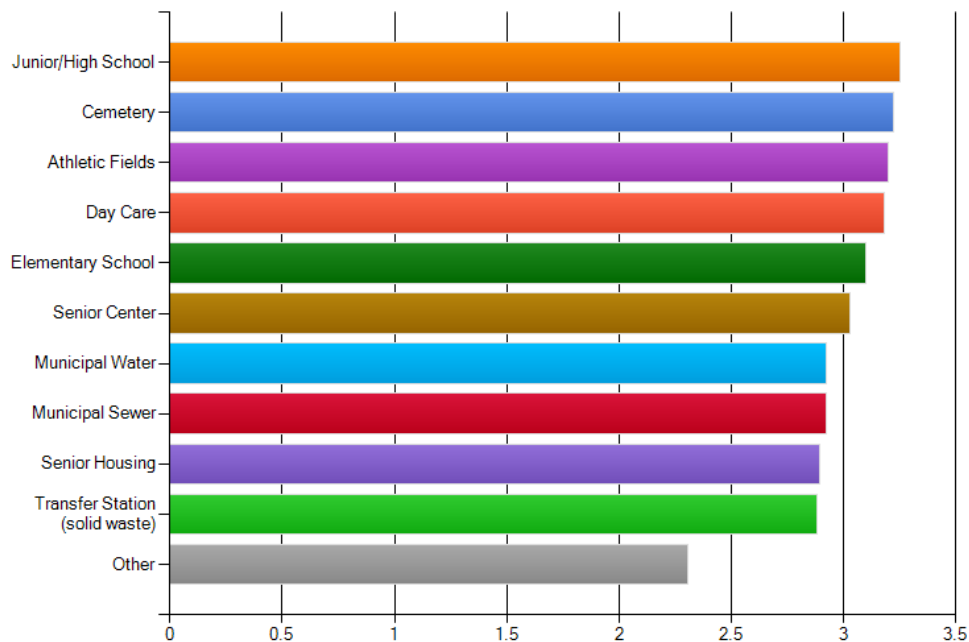
- Protect and enhance natural resources including watersheds, groundwater supplies, and viewsheds.
- Protect residential neighborhoods and associate property values by encouraging the removal of junk and trash.
- Encourage expansion of the free junk car removal program offered by the borough. Offer conveniently located dumpsters for trash disposal.
- Create a community sign identifying the area to non-residents.
- Post signs along trails about litter and locations of the nearest waste receptacles.

PUBLIC FACILITIES PLAN

PUBLIC FACILITIES IN GENERAL

The South Knik River Community is small, rural, and strategically located at the fringe of multiple urban areas. With a commute distance of 20-30 minutes to Palmer, 10-20 minutes to the Butte, and 40-50 minutes to Anchorage, many of your typical public facilities are not necessary or sustainable within the South Knik River Community. The surrounding resources can more than adequately sustain the community's need for power, education, books, traffic, and mail. Residents would rather focus South Knik River Community resources on those things residents need closer to home and cannot acquire from neighboring communities. Survey results from the 2008 South Knik River Community survey show cell phone service, natural gas, cable, parks and recreation, satellite, and public transportation as the community's top public facilities concerns.

Which of the following services and facilities would you like to see offered in the South Knik River community? (You may choose multiple answers but, please choose at least one at a minimum. The scale is from 1 to 4, with 1 being the most supportive and 4 being the least supportive.



The table above depicts the 11 highest rated services and/ or facilities out of 21 choices available.

BUTTE ELEMENTARY SCHOOL

The educational services for the South Knik River Community are administered by the Matanuska-Susitna Borough School District. Butte Elementary had an enrollment of 316 students as of September 2009. This enrollment figure is up from a low of 289 in 2005.

The school is designed for a capacity of up to 400 school children. Butte Elementary School serves kindergarten through fifth grades. The service area of Butte Elementary School runs north on the Old Glenn Highway to Robin Lane and south across the river and veers left the length of Knik River Road and right along the Old Glen Highway to the boundaries of the Matanuska Susitna Borough.

There is no middle or high school in the planning area. Currently, students are bussed to Palmer Junior Middle School and Palmer High School. Survey results showed little moderate community support for any type of school within the South Knik River Community.

Recommendation:

- **Provide public schools to meet the needs of South Knik River Community residents in the future.**

LIBRARY

The Palmer Library primarily services Mat-Su Borough residents who reside in the communities of Palmer, South Knik River, Butte, and portions of the core area. As a part of the Matanuska-Susitna Library Network, the Palmer Library shares its collection with all residents of the Matanuska-Susitna Borough and receives the benefit of collaborating with other borough and city libraries. The 2008 community survey did not show strong community support for the creation of a South Knik River Public Library.

POSTAL SERVICE

The South Knik River Community does not have a post office. “The Store” located in the Butte is a contract station with the United States Postal Service. “The Store” is located at 16500 E. Marilyn Dr., just off the Old Glenn Highway, approximately 6 miles from the boundary of the South Knik River Community. Residents can drop off items to be mailed, buy stamps and pick up packages from “the Store.” Daily non-parcel mail is delivered to mailboxes and PO boxes at a variety of locations throughout the community. The nearest full service post office is located within the City of Palmer. The community survey indicated 43.9% of those surveyed do not support a post office in the South Knik River Community.

CEMETERY SITES

Currently, there are no cemeteries within the South Knik River Community. There are two cemeteries located in the neighboring communities of Palmer and Butte. The community survey indicated 55.6% of those surveyed are not supportive of a cemetery in the South Knik River Community.

The Palmer Pioneer Cemetery is located at 901 E. Arctic Ave. in Palmer. This seven-acre cemetery is owned and operated by a non-profit corporation. The cemetery was founded in 1936 with the land donated by the AARC. It was the support of local churches and community service organizations that helped with the formation and original operations of the cemetery. Neither the City of Palmer nor the Borough are associated with the operation of the Palmer Pioneer Cemetery. Currently there are approximately 1,600 burials in the cemetery with available space for an additional 1,600. In addition to traditional below ground burial, the cemetery offers column barium for the purpose of entombing cremated remains. For those who chose, a memorial marker wall is available for memorial placards.

The Valley Memorial Park and Cemetery is located near the Butte at mile 12.8 on the Old Glenn Highway. This seven-acre cemetery was established in 1962; Angelus

Management assumed care of the Park in 1983. As you enter through the stone pillars and wrought iron gates, your eyes are drawn to the Monument of Flags at the crest of the hill that is the backdrop of the cemetery. As you survey the surrounding area, Matanuska Peak, Pioneer Peaks and Lazy Mountain project their majestic beauty onto the cemetery gardens from their place around the valley. Valley Memorial Park is a non-denominational cemetery and families may choose traditional ground burial or above-ground garden crypt entombment. There is also a special garden dedicated for cremation burials. Only flat bronze or flat granite markers are permitted in the cemetery.

State law allows the burial of individuals on private property rather than an established cemetery, but transfers of land ownership often create problems if a new property owner is interested in development. Also, care and access are not assured without establishing a cemetery trust fund and cemetery organization. State law exempts up to 80 acres of cemetery land from taxation if the property is transferred to a non-profit cemetery association. The Matanuska-Susitna Borough has a general policy of not owning, managing or operating cemeteries.

FIRE/AMBULANCE SERVICE

The South Knik River Community is supported by the Butte Fire Service Area (BFSA). The BFSA is 27,299 acres or 42.6 square miles in size. The boundaries of the BFSA incorporate the entire South Knik River Community in addition to portions of the Butte Community Council Area. The BFSA is served by two fire stations: Station 2.1 and Station 2.2. Station 2.1 is located on the Old Glenn and is approximately 10 miles from the South Knik River Community boundary. Primary fire, vehicle rescue and ambulance services for the planning area are provided from Station 2.2 located on Ben Hur Road. This facility has Emergency Medical Service (EMS) personnel and equipment available to serve the planning area, as well as a 911-emergency phone on the outside of the building providing immediate access to 911 operators.

The BFSA is the third smallest fire service area in the borough. Because of the limited property tax base for the fire service area, the BFSA mil rate as of 2009 was 2.51, making the BFSA mil rate the third highest in the borough. Other funding sources include state revenue sharing, borough rental of ambulance space, FEMA fire assistance grants, Department of Homeland Security grants, and matching grants from the state forestry department. Fire service area funds do not provide for capital improvements to the fire service station or emergency vehicles. These items are usually obtained through grants. As of 2009, Station 2.2 only had one volunteer fire fighter. Over the past ten years the

number of fire fighters volunteering at Station 2.2 has rarely exceeded two or three. One of the biggest concerns of the community is increasing the number of volunteer firefighters and maintaining a positive ISO rating. The ISO rating is important because the better the ISO rating, the better the insurance premiums for homeowners in the community. The ISO rating for Station 2.2 is 6, an improvement from 8B awarded in past audits. ISO ratings are related to home distances from the fire station and the response time of that station. Without a sufficient number of firefighters the ISO rating will be negatively affected. Response times will take longer because primary service will be required from Station 2.1 rather than Station 2.2.

One of the most important factors in responding to an emergency is being able to quickly arrive at the site. Highly visible street signs and house or driveway numbers are needed. This is especially important in areas such as the South Knik River Community where a wrong turn down one of numerous dead ends, substandard roads, and long driveways can effectively trap large emergency vehicles. Geography can also be a challenge in the South Knik River Community. Due steep slopes many driveways and roads can be inaccessible during the icy winter months. Maps provided to firefighters for the South Knik River Community are very inaccurate, outdated and need more detail. Better maps, streets and visible signs would ensure the best emergency response time for all members of the community.

Recommendations:

- Recruit and maintain a full force of volunteer firefighters for Station 2.2.
- Install highly visible street signs and house or driveway numbers.
- Encourage construction of through streets and loops rather than dead ends on public streets.
- Encourage the construction of adequately sized turnabouts on dead end streets, long driveways, and other areas that would otherwise trap a large emergency vehicle.
- Plan for emergency access when prioritizing and developing road improvement projects and allocating road maintenance funds.
- Plan for emergency access and egress during the subdivision development process.
- Encourage the installation of water sources for fire protection such as holding tanks in new subdivisions and in difficult to access locations.

PUBLIC SAFETY/POLICE

Public safety for the planning area is provided by the Alaska State Troopers stationed at either the Palmer or Mat-Su West locations. The troopers do not have defined boundaries but typically respond to calls from the Knik River Bridge to mile 100 of the Old Glenn Highway, and to mile 64 of the Parks Highway. Depending on availability and location of the occurrence, troopers from either station may respond. Generally, there are four troopers per shift serving this entire area, not counting investigators, etc. The troopers' response time is, therefore, often unsatisfactory due to travel distance. It is not anticipated that this situation will change in the foreseeable future.

Members of the public have expressed a desire for a greater police presence in the area. With the tremendous amount of littering, vandalism, poaching, and gun fire residents feel that a greater police presence may hinder many of these activities.

Recommendations:

- Provide and enhance the public safety, health and welfare of all South Knik River Community residents.
- Provide regular patrolling to increase the prevention of crimes to personal property and community wide vandalism.
- Encourage the creation of a community watch program within the South Knik River Community.

PUBLIC ADMINISTRATION

The South Knik River Community is currently an unincorporated community and therefore the local governing body is the Matanuska-Susitna Borough Assembly. The borough recognizes the South Knik River Community Council as an advisory entity.

To encourage community participation, leadership, and sound community decision making policies, the following recommendations are encouraged:

Recommendations:

- Improve communication among the South Knik River Community Council, residents, and borough, state, tribal, and federal entities.
- Maintain communication with residents by maintaining a comprehensive website.
- Maintain and strengthen the advisory capacity of the Community to represent community-wide agreed upon policies and goals on borough, state, and federal issues.

PUBLIC UTILITIES

Electrical

Matanuska Electric Association (MEA) provides electricity to this area. MEA started running electricity to the South Knik River Community starting in the 1960's. Services have been expanded as growth has accrued. The current transmission liners are running at 14,400 volts with additional capacity for at least the next 100 years based on current growth projections.

Recommendations:

- Provide underground utilities wherever feasible to reduce utility visibility, animal migration barriers, the probability of vandalism, and the risk of outages.

Natural Gas

Though, the community would very much like the option of natural gas available to them, Enstar Natural Gas currently does not provide natural gas within the South Knik River Community. Community survey results show that over half or 56.6% of respondents support natural gas within the South Knik River Community. The community is aware that the area is not practical for natural gas at this time; due to a lack of residential density and the financial impracticality of large lots with small cabins paying in excess for the gas.

Recommendations:

- Continue to work with natural gas suppliers and explore options for service to the community.
- Provide underground utilities wherever feasible to reduce utility visibility, animal migration barriers, the probability of vandalism, and the risk of a natural gas leak.

PARKS, RECREATION & GREEN INFRASTRUCTURE

Residents in the South Knik River Community enjoy the many amenities the area offers such as the quiet rural atmosphere; clean air and water; easy accessibility to public land, lakes and rivers; trails and recreational opportunities; and abundance of wildlife. Retaining and protecting these amenities and their privacy is foremost in the minds of residents. In order to provide this protection, it is important to identify the existing features and offer suggestions for methods to retain them.

This chapter addresses parks and public recreation sites, trails and public access, and green infrastructure. Green infrastructure addresses the interconnectivity of wildlife corridors, recreational trails, forests, wetlands, waterways, parks, open spaces, and other natural areas.

PUBLIC RECREATION SITES

Manmade Lake

Manmade Lake is located on a sand bar attached to the shores of the Knik River near mile three of South Knik River Road and is visible from the road. A small area has been cleared on the bank that allows cars to drive down; minimal parking is available. Manmade Lake is not an official park; it is not maintained by the State of Alaska, Department of Natural Resources, Division of Mining, Land and Water, or operated by any particular group or government. The area is signed, posted and an informational kiosk is available with maps. The area is also regularly patrolled by DNR staff and state troopers. Since the lake is located on a sand bar in the river, it is part of general state lands and can be used by the public. Within the South Knik River Community, Manmade Lake is used as a family swimming hole and also as an emergency water pumping location for fires.. Locals try to keep the area clean and provide a portable outhouse during the summer months.

Knik River Public Use Area (KRPUA)

The Knik River Public Use Area (KRPUA) is located on the Western side of the Knik River, adjacent to the community boundaries.

is not located within the boundaries of the South Knik River Community but rather adjacent to the community of the other side of the Knik River. The

The Knik River Public Use Area (KRPUA) is a Legislatively Designated Area was created in September of 2006 and was formerly known to residents as “Jim Creek”. The KRPUA was created to address the nuisance issues that take place and affect public lands. In addition to the DNR staff dedicated to the managing the KRPUA, DNR also provides 100,000 per year to fund the state troopers for enforcement in the KRPUA.

The use area KRPUA consists of two components: a land use plan and regulation the area plan and enforceable area regulations. The regulations applicable to the KRPUA have been broken into two phases. Phase one of the regulations was adopted in November 2008 and the fines that coordinate with the those regulations were adopted in May 2009. Currently there is no exact date for when phase two of the regulations will begin. The land use plan that addresses goals and recommendation for the KRPUA is currently under review and should be adopted 2010.

Many of the activities nuisance activities that once occurred in the that occur within the KRPUA have manage to move across the river and into the South Knik River Community, protrude from the boundaries and negatively affect South Knik River

Community residents. Even before the KRPUA existed, recreational users from the “Jim Creek” area would shoot across the river at homes and residents. Trash, trespassing and environmental degradation have also continued even after the creation of the KRPUA. Resident near the beginning of the road report that noise, shooting, and trespassing have decreased significantly since the formation of the KRPUA. On the other hand, residents further down the road have seen an escalation in nuisance activity. The community feels this increase is due to recreational users looking to escape the regulations of the KRPUA.

As part of the public process conducted by the state during the creation of KRPUA, In order to have a safe and clean community many community residents participated in public meetings, open houses, and submitted written comments., South Knik River Community residents participated in many of the community meetings held by DNR during the creation of the plan and regulations related to the KRPUA. Please read below for a brief overview of the Knik Public Use Area from the Department of Natural Resources:

The Knik River Public Use Area (KRPUA) is a Legislatively Designated Area (AS 41.23.180-230) managed by the Department of Natural Resources, Division of Mining, Land, and Water, Southcentral Region Land Office. This area is a result of the passage of House Bill 307, and became effective on September 29, 2006. The KRPUA boundary encompasses approximately 200,000 acres of state owned lands, approximately 60,000 acres of federal land currently administered by the Bureau of Land Management (Friday Creek and Hunter Creek drainages), and another 1,000 acres of private lands. The private lands and those administered by the Bureau of Land Management are not subject to management decisions or regulations developed for the KRPUA.

The KRPUA was established to perpetuate and enhance public recreation and the enjoyment of fish and wildlife. The area provides a full-spectrum of recreational opportunities for motorized and non-motorized recreation, as well as traditional use of fish and wildlife resources. Activities common to the area include fishing, hunting, trapping, camping, boating, four-wheeling, horseback riding, biking, hiking, and wildlife viewing.

Prominent land features of the region include the Knik River, Knik Glacier, and surrounding Chugach Mountains. The alluvial gravel bars and winding channels of Knik River provide a wide corridor of routes popular among off-road vehicle enthusiasts, fixed wing aviators, horseback riders, and boaters. A large lakes and wetlands complex on the north side of the river is popular among bird watchers.

boaters, anglers, and big game and water fowl hunters. The area as a whole offers a wide range of pursuits for multiple-use recreation

Chugach State Park

Though not located in the community, Chugach State Park is immediately adjacent to the South Knik River Community. A portion of the Chugach range runs along the South to South East boundary of the community. The park starts at the top of these peaks and continues all the way to Turnagain Arm. Historically residents of the area used various trails up the mountains as a gateway to the area now known as the Chugach State Park. Prior to August 8, 1970 the park had not yet been created, allowing abundant hunting and fishing opportunities to South Knik River Community residents. Today residents can still hunt and fish but only within designated areas of the park. Please read below for a brief overview of the Chugach State Park from the Department of Natural Resources:

Beyond the foothills at Anchorage's edge lies the third largest state park in America - a half-million acres of some of the most accessible hiking, skiing, camping, wildlife viewing, snowmachining, rafting, and climbing in Alaska. Those of us lucky enough to live here feel the influence of Chugach State Park almost daily. The mountainous backdrop to Anchorage reminds us that, although we live in an urban setting, we really reside in the middle of a vast wilderness. The Chugach foothills are a beacon for changing weather, and resident wildlife have been known to wander into town. Chugach is listed as one of the top ten state parks in the country by America's Best.

Those of you who are visiting are able to discover Chugach State Park and take home memories of high alpine wildflowers, browsing moose, soaring eagles, roaring glacier-fed rivers, the howl of a wolf, unrivaled mountainous vistas, clearwater streams dancing through a mature spruce forest, and maybe even a glimpse of a grizzly bear.

As a resident or visitor, Chugach State Park is awaiting your discovery. Whether you prefer frontcountry trails, backcountry bushwhacking, one of our three campgrounds at Eklutna Lake, Eagle River, or Bird Creek, a visit to the Eagle River Nature Center, or just to gaze upon the mountain view from town, we at Alaska State Parks are dedicated to helping you safely

enjoy your visit and most importantly, to ensure you have fun.

TRAILS AND PUBLIC ACCESS

The South Knik River Community contains very little public access to land but, for those that own property the area boast spectacular scenery and excellent recreational opportunities. Many residents and visitors enjoy access to world class recreational opportunities literally “right in their own backyard.” However, easy access to the back country can also have a negative impact by increasing the potential for private property trespassing, vandalism, illegal trash dumping and trail degradation.

Historically this area was first settled by homesteaders in the 1940’s when the Old Glenn Highway was built from Palmer to the Junction of the New Glenn Highway. With the homesteads came the first Knik River Road. The first Knik River Road was just a walking trail and a 10-yard-long floating bridge that needed to be hitched every spring. Because travel was strenuous and lengthy, early founding families of the South Knik River Community used the land to provide for their families. Many of the well trafficked trails of today spur from the original hunting and trapping trails carved by the community’s pioneers.

Because the area of South Knik River has such little dedicated publicpublic land, the majority of trails in the area are on private property. Many of the existing trails crossing private land have no dedicated public access. Unless dedicated public access is obtained, it is likely these trails will eventually be blocked or closed by a present or future landowner. When communality members where asked about the use of present and future public land in the area. 63.9% supported non motorized trails and 30.5% supported motorized

Pioneer Ridge - Austin Helmers Trail

The Pioneer Ridge-Austin Helmers Trail is a steep hiking trail traversing the northeast slope of Pioneer Peak, climbing over 5,000 feet in 4½ miles. The first part of the trail traverses forested areas of old growth cottonwood, spruce, birch, alder and aspen. Near the 2,000 foot elevation the trail starts to switch back and forth up the steep nose of a ridge, where the vegetation thins and views of the valley below are around every corner. Fiberglass trail markers placed every 200 feet guide the way up to the ridge where at about 3,200 feet the trail is less steep and hikers reach the ridge crest. The hike to the ridge and back can be completed in a long day; some may prefer to camp overnight. The trail offers wonderful views of the Knik and Matanuska Rivers valleys, the Talkeetna

Mountains, and the Knik Glacier. The trail is physically challenging and tends to be muddy and slippery after a rain or frost. Caution is advised. The more adventurous can continue on a very primitive route to Pioneer Peak (elevation 6,398 feet) about 3 miles to the southeast. Climbing beyond the ridge trail to the actual summit of Pioneer Peak should be attempted only by those experienced and equipped for rock climbing. Anyone traveling beyond the marked trail should also have topographic maps and a compass, and be skilled in their use.

In 2000 the borough adopted the MSB Recreational Trails Plan. The MSB recreational trails planning process began in 1995 through an extensive planning and public involvement process. The resulting overall goal of the trails plan is:

Within the Matanuska-Susitna Borough there exists awe inspiring landscapes and world class recreational opportunities. Many of these areas and recreational opportunities require trails for access and enhanced enjoyment. It is the desire of the borough to provide exciting trail recreation opportunities for visitors and residents alike in conjunction with the desires of its populace.

The local desire and initiative for trail development and maintenance already exists and is producing significant results. It is not the borough's desire to usurp these trail development efforts but rather to complement these efforts and provide local government support.

The borough should work in cooperation with community councils, cities, the state of Alaska, businesses, property owners and trail advocacy groups to provide a system of trails throughout the borough to enable the public to engage in outdoor recreation activities and to ensure future preservation of trails. The borough should work to coordinate the numerous local trail development efforts into an effective and efficient recreational trail system and preserve the existing popular recreational trails. Trail facilities are to provide for the ever increasing outdoor recreation needs of the resident population and recreation industry.

The plan goes on further to establish goals, policies and objectives on the specific topics of primitive trails, separated paths, legal access, impacts on private property, liability, management recommendations (reduce conflicts and degradation), trail information, trail funding, and the evolution of trails into roadways. Trails in and around the South Knik

River Community were identified by the planning team during the comprehensive planning process. The South Knik River Trails Map included with this plan (Appendix B) shows what trails are known and recognized by the boroughcommunity.

There are several threats to the existing primitive (unpaved) trails within the planning area including:

- Closure of trails by private landowners;
- Degradation of trails due to erosion and mud resulting from overuse or misuse;
and
- Degradation of trails due to overuse by motorized vehicles.

Trails and Access Recommendations:

- Establish a recreation and trails committee in the community to examine trail maintenance and funding.
- Engage residents to take an active role in the maintenance of existing public trails.
- Update and inventory trails within the South Knik River Community. Consider a trails master plan.
- Inventory, maintain, and protect existing trail uses (both motorized and non-motorized), public access points, and public facilities.
- Solicit input from community members on trail concerns and issues.
- Ensure sustainability of trails.
- Seek trail designation for a balance of motorized and non-motorized uses.
- Encourage coordination with borough, state, and federal entities to ensure that reclamation efforts include developing and dedicating trails on former mined lands.
- Ensure that reclamation efforts (revegetation and recontouring) occur in a timely manner following mining activity to ensure safety of trail users, prevention of erosion, maintenance of high water quality, and restoration of habitats for wildlife.
- Trails should be rerouted off of private property whenever possible.
- The borough and the South Knik River Community should negotiate with private landowners to obtain voluntary dedications of public access.
- The community should work with the borough and Alaska DNR to identify funding opportunities to legalize trails and trail heads, maintain trails, and enforce appropriate trail use.
- The community and the borough should work to identify financial incentives such as tax deductions or other measures that may encourage

property owners to dedicate a trail.

GREEN INFRASTRUCTURE

Just as communities benefit from planning their “grey infrastructure” (roads, subdivisions, schools, fire stations, and utilities), communities can benefit from interconnected wildlife corridors, recreational trails, forests, wetlands, waterways, parks, open spaces, and other natural areas, also known as “green infrastructure.”

An interconnected system of open space such as forests, agricultural lands, farms, wetlands, wildlife corridors and parks can help to preserve the community’s natural resources and assets, and provide benefits to the residents, resources, and wildlife. By preserving this interconnected system, clean air, water quality, and natural resources can be sustained for future generations and enhance the quality of life in the South Knik River Community.

As land is subdivided and converted, open space is often fragmented into smaller and more isolated patches which can alter the way natural systems, such as wetlands, function. As these natural areas diminish, habitat diversity declines, and the degradation of water, natural resources, and fish and wildlife populations occurs. The goal is to place development and open space where it is most needed and most appropriate, and to design development to minimize the long-term impacts.

Identifying and maintaining the green infrastructure in the South Knik River Community is a much easier task than in, for example, the Core Area between Palmer and Wasilla, or Meadow Lakes, where rapid development has already threatened the infrastructure. Wildlife corridors and hunting opportunities near the urban centers have diminished, major drainage systems have been blocked or re-routed causing flooding, and traditional trails are no longer available. Those denser areas are now struggling to regain some of the connectivity, trails, water sources and corridors that have been lost. By identifying these significant features in this South Knik River Comprehensive Plan update, protective measures can be put in place to ensure that future development occurs in a way that minimizes negative impact to the land, the wildlife, and the community’s quality of life.

Proactive planning can help guide future land development decisions, accommodating population growth while protecting community assets and natural resources. It is important to understand that preserving environmental resources, such as water quality and water availability, does not require or imply public ownership of all of the land in the

system.

Recommendations:

- Provide property owners with information about development options that enhance environmental features and that minimize negative impacts to wildlife corridors.
- Identify development options that protect natural functions (such as the recharge of ground and surface water supplies, and wildlife habitat and corridors) while respecting the needs and desires of the landowners and other stakeholders such as the open-space subdivision option outlined in Title 27 - Subdivisions.
- Encourage mapping of outdoor recreation and trail networks.
- Encourage protection of local natural resources of community importance.
- Protect natural systems prior to development.
- Where possible, link waterways, wildlife habitat and corridors, trails, etc. to create an interconnected system of natural corridors in the South Knik River Community.
- Ensure that additional mining reclamation efforts be coordinated with the input of the South Knik River Community and the borough.
- Ensure thoughtful community consideration of attempts to reclassify, lease, or sell public lands for mining and natural resource extraction.
- Manage activities affecting air, water, and land to maintain or improve environmental quality, to preserve wildlife habitat, to prevent degradation or loss of natural features and functions, and to limit risks to life and property.
- Identify, monitor, protect, and enhance the quantity and quality of the available watersheds, and clean air resources, and groundwater. Best available technology should be used.
- Encourage site specific development that preserves environmental quality such as air, water, scenic viewshed, night sky, and land quality. Site design that carefully takes into account open space, soils, slope, erosion, and pollution should be considered.
- Encourage the use of the conservation subdivision concept and open space subdivision incentives to ensure protection of the area's natural features.
- Encourage the borough to develop a method to compensate private property owners (e.g. tax incentives) for conservation efforts.

TRANSPORTATION PLAN

STATE ROADS AND HIGHWAY

Old Glenn Highway

The Old Glenn Highway is a state owned and maintained transportation route providing the only road access to the South Knik River Community. The most recent (2007) estimate of traffic volume data collected along the Old Glenn Highway immediately south (towards Anchorage) of the intersection with Knik River Road indicates an average of 2,756 automobiles per day. Traffic volume data collected immediately west (towards Palmer) of the intersection with Knik River Road indicates an average of 2,750 automobiles per day.

Reconstruction of the Old Glenn from Milepost 11.5 to 18 will be complete in 2009. Rehabilitation to the highway included improvements to grade, alignment, drainage, additional shoulder width, a new pathway, lighting, and signal modification.

Knik River Road

Knik River Road is a state owned and maintained transportation route providing the only road access through the South Knik River Community. The most recent (2007) estimate of traffic volume data collected along the South Knik River Road indicates an average of 580 automobiles per day.

Knik River Road was constructed to from the Old Glenn Highway to Hunter Creek in 1971 thru 1972.. The original cost of the road unpaved was \$1.25 million dollars, funds were allocated to the area by the state legislator 875,000. The road was only one lane, not even wide enough for the school buses to turn around. The community received another appropriation from the state in 1973 to extend the road to today's' present location. In 1996, after a flood washed away the Scottie Creek Bridge, it was replaced with a new two-lane bridge from a neighboring area. The road was paved and extended to its present length in 19992000.

Recommendations:

- When road improvements or new development construction are proposed, adequate access for emergency vehicles and services should be considered.
- Encourage minimizing individual highway driveway accesses onto the Old Glenn

Highway.

- Encourage development with interconnectivity of roads.
- To improve vehicular safety and traffic circulation, provide adequate right-of-way, appropriate road design, road access, lighting, signage, speed limits, and possible bus turn-around locations.
- Encourage cooperation between state, borough, and Tribal entities to improve road maintenance such as grading, snow removal/plowing, dust management, surface improvements, vegetation removal, and sealing.
- Work with the state in planning improvements to the Old Glenn Highway and Knik River Road to include a separated bike path between Palmer and the Eklutna Hatchery.
- Construct and improve roads in a way that protects air, water, wildlife, and land quality.
- Accommodate a pedestrian/non-motorized path in all future road upgrade projects.
- Improvements to state roads should take into consideration community desires.

BOROUGH ROADS

Other publicly maintained roads in the South Knik River Community include subdivision roads the borough has accepted for maintenance. Borough maintenance is contracted to private firms from Butte Road Service Area (BRSA) funds. Decisions about allocation of BRSA funds are made with input from a local citizen's advisory board.

Currently, proposed subdivisions must adhere to the road construction standards identified in the Matanuska-Susitna Borough Subdivision Construction Manual unless the proposed subdivision would create no more than four new parcels of property, each of which is five acres or larger, and has dedicated (not necessarily constructed) legal access. A number of the public roads within the BRSA have not been constructed to current borough standards. Most of these substandard subdivision roads were created prior to the adoption of the current standards.

Adequate road construction standards better enable emergency responders to quickly access life threatening situations. Other public services also are not ensured if a road is substandard or not maintained. A number of common problems specific to the planning area are inadequate ditches for snow storage, snow drifting, undersized cul-de-sacs for emergency vehicle turnaround, only one access point in and out of a subdivision, and excessively steep grades. Borough acceptance of road maintenance responsibilities may be conditioned upon design considerations to minimize maintenance such as clearing,

alignment, and raising the road surface to facilitate wind scouring. The borough has avoided assuming maintenance responsibilities for poorly designed roads.

The community has not identified a need to revise the road construction standards; however, other recommendations previously stated encourage construction of multiple access points and adequate vehicle turnabouts.

The borough's Long Range Transportation Plan (LRTP) was recently revised. Borough roads in the South Knik River Community are identified in Chapter 4.4, Rural Area Road System. The LRTP says, in part:

“The road system outside the central area of the borough is not included in the transportation modeling process. Population and employment in the rural areas are widely distributed and the road system is functioning well with a few exceptions. Rural road needs tend to be based on providing access to new neighborhoods and a second connection to larger developed areas for the sake of emergency access and convenience. During the development of comprehensive plans for the Mat-Su communities, local transportation needs are examined and projects and other improvements are recommended. The approved comprehensive plans plus those in the final stages of development and approval were reviewed for transportation related recommendations.”

The LRTP defers to local community comprehensive plans for recommendations outside of the core area.

Recommendations:

- The community recommends construction of through streets and loops rather than dead ends on public streets.**
- The community recommends the construction of adequately sized turnabouts on dead end streets, long driveways, and other areas that would otherwise trap a large emergency vehicle.**
- Identify potential road improvement/construction projects through the borough's Capital Improvement Program (CIP) process.**
- Regularly nominate and update South Knik River's transportation projects and priorities.**
- Encourage coordination of transportation planning efforts with the state, borough, and Tribal entities.**
- Provide regularly for residents' input regarding road expenditures in the BRSA.**

AVIATION

In 2007, the Matanuska-Susitna Borough Assembly adopted the Regional Aviation Systems Plan (RASP, which consisted of two components. The first component was to identify the current state of aviation in the Matanuska-Susitna Borough, how that might change over the next 20 years, and any actions that should be taken to ensure aviation can grow in a positive way for MSB citizens. Part of this component was to take an inventory of existing air strips, both registered and unregistered, within the borough. The second component of the plan was to identify potential locations for additional public airports or airstrips in the borough, including a public seaplane base for float planes.

Within the RASP, the only registered airstrip identified near the South Knik River Community is the Butte Municipal Airstrip. FAA records show it is a private strip with public access. While not listed in the RASP or registered with FAA, local residents also identified a small number of private airstrips throughout the area. The RASP also identifies the potential future need for an advisory route over the Knik Glacier:

Advisory Routes/Corridors - This alternative would establish preferred routes into and out of certain high-traffic areas within the core area of the MSB. Such corridors are commonly used in large urban areas for VFR traffic and over National Parks for all traffic. The Anchorage Part 93 airspace even includes designated routes for small aircraft.

Areas in the MSB that might require corridors include the Knik Glacier, the Matanuska River valley, and the core area between Willow and Palmer. Most members of the TAC and public felt that these sorts of corridors are not yet required, but should be kept as long-term ideas to be implemented when necessary.

Recommendations:

- South Knik River should continue to be aware of the need for emergency aircraft landing sites and maintain an active list of potential sites or investigate other options for a permanent landing site.
- South Knik River should work with the MSB Emergency Services Department to create a comprehensive emergency evacuation plan.

NATURAL HAZARD MITIGATION

The borough has recently finalized the Matanuska-Susitna Borough Hazard Mitigation Plan (HMP), to meet requirements of the Hazard Mitigation Act of 2000. The plan is intended as a guide for reducing losses, both human and economic, due to natural disasters. The document follows the required processes of identification of hazards, mapping the potentially impacted areas, tallying risks and vulnerabilities, and presenting mitigation strategies. The primary goals of the plan are:

- Minimize injuries and loss of life;
- Minimize damages;
- Facilitate post-disaster restoration of public services;
- Promote economic development.

To attain these goals, the MSB HMP includes measures to:

- Save lives and reduce injuries;
- Prevent or reduce property damage;
- Reduce economic losses;
- Minimize social dislocation and stress;
- Maintain critical facilities in functional order;
- Protect infrastructure from damage; and
- Protect legal liability of government and public officials.

In the event of certain natural disasters, the South Knik River area has the potential of being “cut off” from Palmer, Wasilla, or Anchorage, should there be damage to Knik River Road or the Old Glenn Highway. The geography of this community, coupled with limited access, create the perfect storm. The Chugach Mountains rise sharply to the south/south east of Knik River Road and are primed for snow or mud slides, avalanches, and spring flooding. As the winter snows melt in the spring, many creeks along Knik River Road surge and often flood. There are three primary mountain creeks that intersect with Knik River Road; Hunter, Doc, and Goat. In 1996 Hunter Creek flooded and washed away the bridge. It took several weeks before another bridge was taken from a different area to make the much need repairs. Limited access to the community also creates a dangerous situation in the case of emergencies. Knik River road is the community’s only access and it serves as the main artery of transportation through the entire planning area. With the communities geography adding to the potential for emergencies and the road limiting access, the communities is in agreement that additional steps need to be taken to insure better community emergency preparedness.

The community should be prepared with an alternate emergency transportation plan, should the need arise. See the transportation chapter for further discussion on emergency aviation and water accommodations.

The potential natural disasters in the South Knik River area identified by planning team members include:

- Rock slides
- Snow slides
- Wildfire
- Flooding
- Earthquakes
- Volcanic ash
- Erosion
- Severe weather conditions

Recommendations:

- **Work with MSB emergency services to ensure the community is prepared to respond to any of these natural disasters.**
- **Work with MSB emergency services to identify appropriate natural hazard mitigation measures and a cost/benefit analysis of each measure.**
- **Incorporate natural hazard information into the community's long term planning efforts.**
- **Identify alternate transportation options, should there be damage to any bridges in the South Knik River area.**
- **Identify opportunities for funding to implement hazard mitigation measures for potential natural disasters.**
- **Develop and disseminate information about natural hazard areas to inform property owners of at-risk areas.**

Appendices: A-C

Appendix A: Community Council Boundary Map

Appendix B: Trails Map

Appendix C: Community Survey Results

Appendix A

Appendix B

Appendix C