



North Lakes Community Council

3060 Lazy Eight Ct #2 PMB 449  
Wasilla, AK 99654

October 3, 2025

Mat Su Borough - Platting Division  
350 E. Dahlia Avenue  
Palmer, AK 99645

Attention: Chris Curlin, Platting Technician  
Case: 2025-000128 - Vanda Valley Subdivision

The North Lakes Community Council (NLCC) held a monthly Membership Meeting on September 25, 2025. Our membership voted unanimously to have me finalize and send in this response on the proposed Vanda Valley Subdivision plat.

Primary concerns and questions from area residents include:

1. Concern: Flawed logic on the Average Daily Traffic (ADT) analysis provided by the developer regarding expected traffic levels on Kilo and at the Kilo / Charley intersection.
  - a. The analysis assumes that many residents along Kilo will cut through the new subdivision and out to Wasilla Fishhook, thereby reducing the ADT at the Kilo / Charley intersection from 290 to 170. While existing Kilo residents may indeed choose this route, there are offsetting assumptions that should be factored into the analysis.
  - b. The analysis assumes no one from the new subdivision will choose to use the Kilo - Charley - Caribou - Bogard corridor to head east toward Palmer. If eastbound toward Palmer, it is 4.75 miles to take Wasilla Fishhook to Seldon to Bogard and the Caribou intersection. Taking Kilo to Charley to Caribou to the same intersection on Bogard is only 1.9 miles. We believe the vast majority of residents in the new subdivision will choose the short-cut if eastbound.
  - c. The analysis also fails to consider the high number of non-local commuters that use the Caribou - Charley - Mariah short-cut today. We believe a significant number of these non-local commuters will in fact choose to cut directly through the new subdivision and Kilo drive rather than use the problematic Mariah / Wasilla Fishhook intersection. This factor would also increase traffic along Kilo.
  - d. We believe a new analysis considering these factors would approach or exceed the 400 ADT threshold that would trigger an upgrade of Kilo to minor collector status.

2. Concern: Broader negative traffic impacts on the already overloaded and unsafe Mariah - Charley - Caribou corridor between Wasilla Fishhook and Bogard Road.
  - a. Charley is designated as a “minor collector” in the Official Streets and Highways Plan (OSHP). Mariah and Caribou are classified as “local roads”.
  - b. Foxtrot and Kilo as also classified as “local roads”.
  - c. The impact of this subdivision onto Foxtrot eastbound has not been considered.
  - d. The cumulative impact of this project, along with the planned traffic from Shaw and Birchtree Schools must be factored into the design assumptions for the Foxtrot upgrades.
  - e. Speeding along the Charley corridor is well documented.
  - f. There are no provisions for safe pedestrian traffic along this corridor.
  - g. The intersection of Caribou with Bogard has been shown to be particularly problematic and is identified as “right turn only” in the Bogard-Seldon CAMP.
3. Concern: Impacts of traffic from this new subdivision on the planned upgrade design for the existing Wasilla Fishhook / Paradise Lane intersection.
4. Traffic related recommendations:
  - a. Update the ADT analysis to more accurately represent expected traffic impacts.
  - b. Plan ahead for an increased level of traffic on Kilo and through the new subdivision from non-local commuters.
  - c. Upgrade Kilo to minor collector status.
  - d. Alternatively, discourage non-local traffic through Kilo and the new subdivision by implementing traffic calming measures (such as speed bumps) along Kilo and within the new subdivision.
  - e. Determine the expected east-west split of traffic from the new subdivision onto the Foxtrot extension. This will allow the Borough to properly plan for Foxtrot upgrades and for the intersection of Foxtrot with Wasilla Fishhook.
5. Concern: Potential negative impacts of numerous new water wells on the underlying aquifer in the area.
6. Concern: Pedestrian (particularly children) safety because this proposed subdivision is right across the road (Foxtrot extension) from the Shaw Elementary and Birchtree Charter School sites.

7. Pedestrian Safety recommendations:
  - a. We believe there should be dedicated pedestrian sidewalks in the new development. This would make the new neighborhood very attractive to families with young children who might attend Shaw Elementary and Birchtree Charter Schools.
  - b. We fully expect that the Shaw Elementary school boundaries will be expanded to the east and into the Shaw's Tri Lakes area. In anticipation of this, consideration should also be given to providing a sidewalk along Kilo, like the current plans for the existing Foxtrot.
  - c. At a minimum, there should be a sidewalk along the new subdivision street where it connects with Foxtrot and a crosswalk provided on Foxtrot.
8. Concern: Based on the subdivision layout and the ADT assumptions, it appears this subdivision is targeted toward single family residential land use. Residents in this area would support that type of development over multi-family or commercial use.
9. Land Use Recommendations:
  - a. We recommend that the developer work with the Borough to specifically designate this subdivision as a "Single Family Land Use District". This can really only be done at the time of initial subdivision and would protect property values in the subdivision and surrounding neighborhoods.
  - b. An example of why this is important can be found in the general vicinity along Sierra Drive, where a commercial limited marijuana business was approved in a (non-designated) residential neighborhood, bordering MSB owned school property. Because there was no land use designation, there was nothing local residents could do to stop that scenario.
10. Road Service Area Recommendation:
  - a. Road maintenance in the Shaws Tri Lakes area is included in the Bogard Road Service Area (RSA25).
  - b. The new subdivision is within the boundaries of the Gold Trail Service Area (RSA28).
  - c. To streamline decision making and maintenance contractor efficiencies, the RSA boundaries should be re-defined to incorporate Vanda Valley into the RSA25 area.

The NLCC realizes that the property owner has likely met all of the minimum codes and standards for the proposed subdivision and will very likely receive approval from the Mat-Su Borough Platting Board. We hope that the developer will take our comments about traffic pedestrian safety into consideration in the final design of the new neighborhood. We also suggest the developer consider what improvements they might voluntarily make along Kilo Drive even if the MSB does not “require” any improvements.

For the MSB Assembly, Planning and Public Works departments (copied on this letter):

It is very frustrating for area residents that development continues without adequate and timely attention to the long range transportation infrastructure. We expect homeowners in this new subdivision will be equally as frustrated once they realize the significance of the problem.

The NLCC fully supports the rights of property owners to develop their properties. We know the MSB core area will continue to grow. Given this fact, we strongly believe there needs to be more action and commitment, by the government, to implement long range transportation improvements on an aggressive timeline. We are tired of playing “catch up”!

On behalf of NLCC residents,

A handwritten signature in blue ink that reads "Rod Hanson". The signature is fluid and cursive, with the first name "Rod" and last name "Hanson" clearly distinguishable.

Rod Hanson  
President, North Lakes Community Council  
[rod@nlakes.cc](mailto:rod@nlakes.cc)

cc: MSB Assemblyman, District 6 - Dmitri Fonov  
MSB Planning Commissioner, District 6 - Maksim Zagorodniy  
Planning Director - Alex Strawn  
Public Works Director - Tom Adams  
Mayor - Edna DeVries