



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

## Department of Natural Resources

DIVISION OF MINING, LAND & WATER

Survey Section

550 West 7th Avenue, Suite 650

Anchorage, Alaska 99501-3576

Main: 907.269.8523

TDD: 907.269.8411

Fax: 907.269.8916

July 30, 2025

Chelsey Okonek  
Property Manager  
UA Land Management Office  
1835 Bragaw St. Ste. #490  
Anchorage, AK 99508

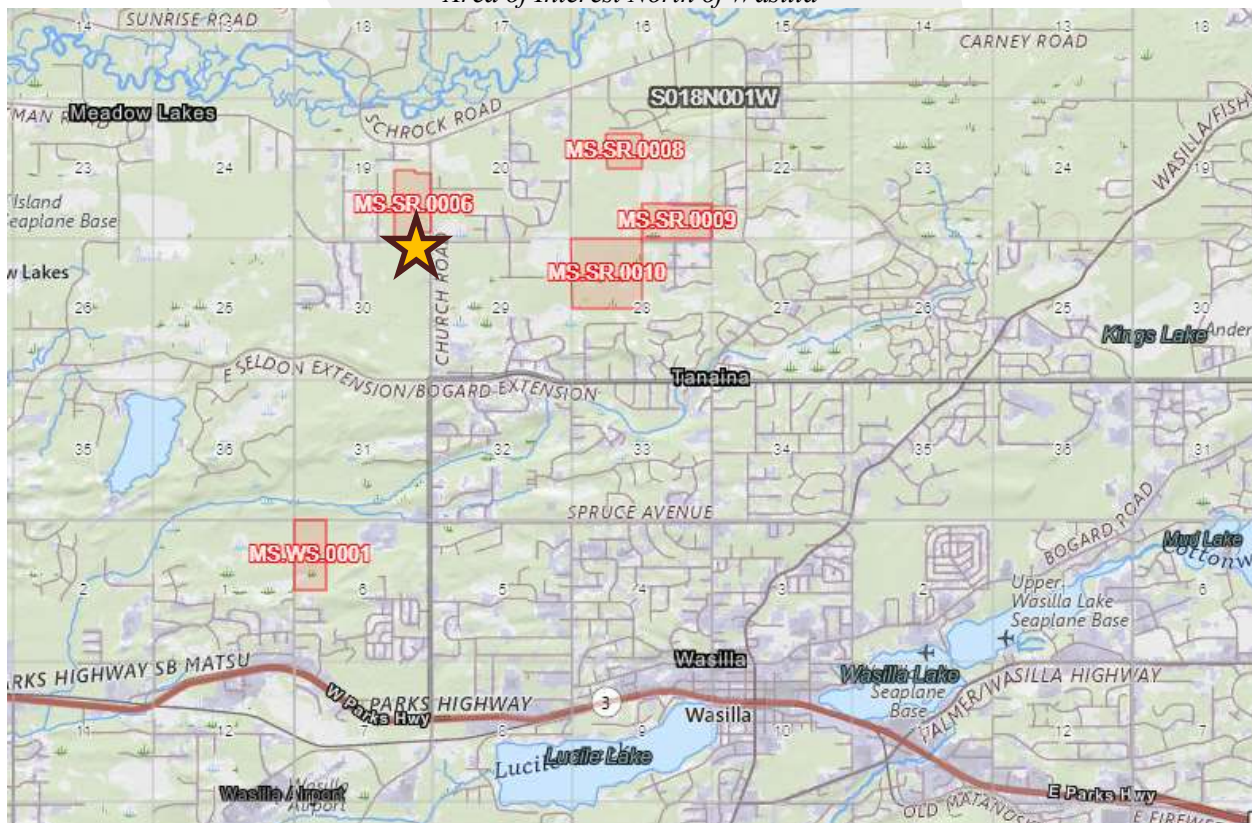
File: **MS.SR.0006** Preliminary Development Considerations  
Located within Section 19, T. 18 N., R. 1 W., S.M.

Dear Ms. Okonek,

In response to your inquiry about development of this parcel northwest of Wasilla, we performed a field inspection on July 1, 2025. We have also reviewed record information regarding wetlands designation, soil types, zoning, and subdivision regulations.

This parcel lies about 4 miles northwest of downtown Wasilla and is currently best accessed via N. Church Road.

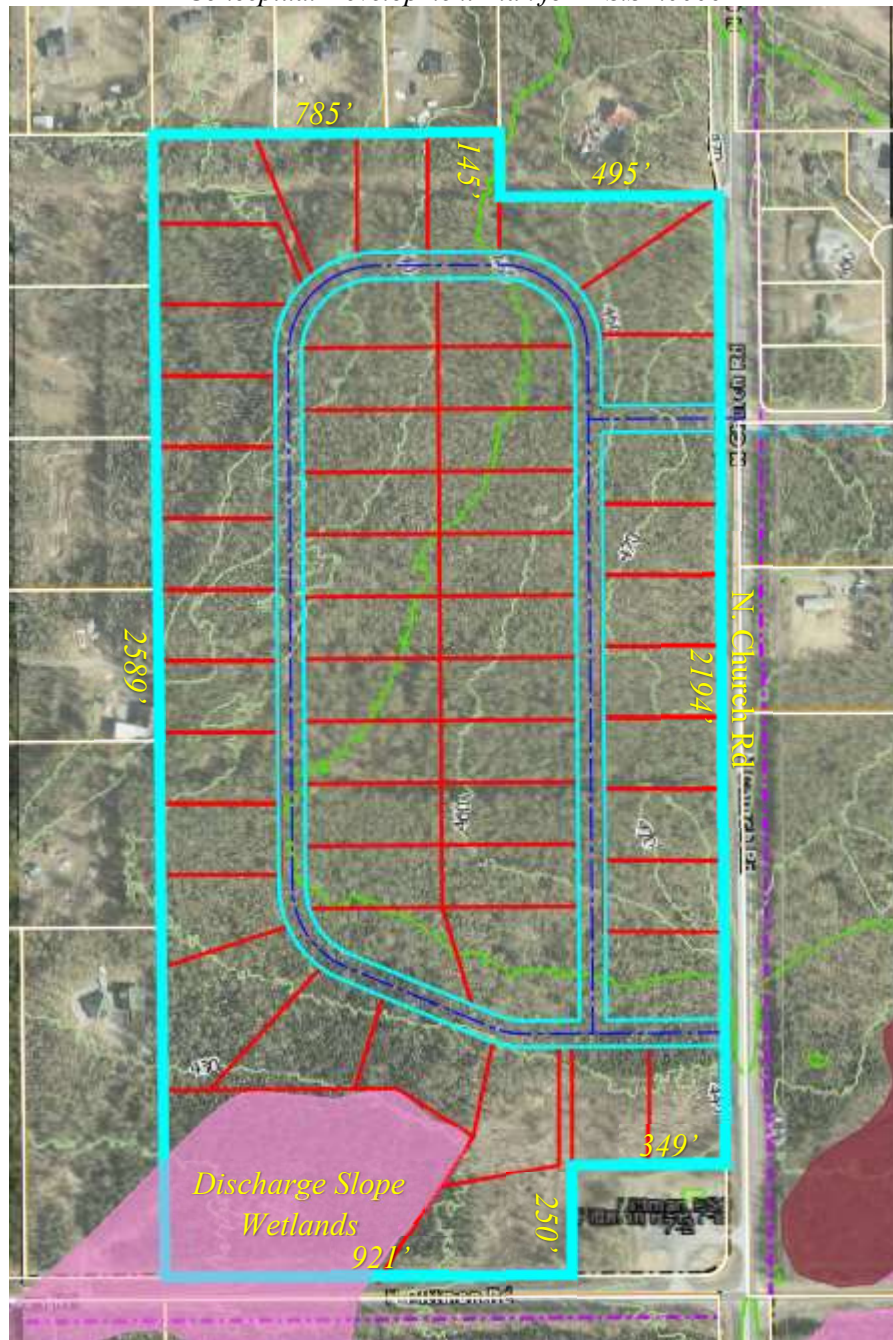
*Area of Interest North of Wasilla*



### Road Access

Road access exists via N. Church Road. Two approaches onto N. Church Road would be expected, as shown below.

*Conceptual Development Plan for MS.SR.0006*



### Lot Yield

MS.SR.0006 is approximately 72 acres in size, comprising about 5 acres of wetlands and 67 acres of buildable area. As shown in the conceptual design above, lot yield would be approximately 54 lots, each about 1 acre in size. Discharge Slope Wetlands exist in the southwest corner of the parcel and should be avoided for road construction and house sites. Soils are mostly Yohn, Kichatna, and Deception Silt Loams, suitable for

subdivision development of the type under consideration. The wetlands area could perhaps be offered to a conservation trust like Great Land Trust <https://greatlandtrust.org/>.

### **Economic Discussion**

Our conceptual design proposes 54 lots with approximately 5,130 feet of road construction. 54 lots at \$30,000/lot produces about \$1.62 million in gross lot revenue. We think gravel road construction would be on the order of \$180/lineal foot including engineering costs, for about \$925,000 in road construction costs. Approaches onto N. Church Road might add another \$100,000 to this cost depending on MSB requirements, given that N. Church Road is a Collector. These costs could vary substantially depending on the location of suitable material and hauling costs and should be refined by discussion with active contractors in the area. Engineering costs within MSB typically include a preliminary drainage plan, subdivision construction plan, material gradation test, final drainage report, final report, geotechnical investigation, and soils investigation for septic suitability. So in addition to the engineering costs already wrapped into the road construction estimate above, we could expect another \$35,000 or so in engineering costs. Surveying costs would be on the order of \$65,000. MSB fees would be \$18,000 to \$20,000 for the Pre-application conference, Regular Plat, Final Plat, and Road Inspection <https://matsugov.us/platting/platting-fees>. This cost would vary with actual lot number and the actual cost of road construction. (The Road Inspection fee is 1% of construction cost.)

*ATV Trail along N. Church Rd: Facing South with MS.SR.0006 to the Right*



*Typical Vegetation within MS.SR.0006*



**Final Summary**

This parcel has very high development potential. Wetland acreage is minimal. Terrain, soils, access, and location all combine to make this parcel attractive for development.

Please contact me if you have any questions or comments, or if you would like us to investigate this in further detail.

Sincerely,  
David Ciampa, PLS  
Land Surveyor 2

Copy: Ryan Quigley, DNR Land Survey Manager 1  
Amy Helkenn, DNR Land Survey Specialist 2