



Kenai Peninsula Borough
Planning Department

MEMORANDUM

TO: Wayne Ogle, Assembly President
Kenai Peninsula Borough Assembly Members

THRU: Charlie Pierce, Borough Mayor 

FROM: Marcus Mueller, Land Management Officer 

DATE: May 31, 2018

RE: Resolution 2018-027; Supporting proposals to name two mountain peaks located East of Resurrection Bay as Mount Mary and Santa Ana Peak.

The Kenai Peninsula Borough Planning Commission reviewed the subject Resolution during their regularly scheduled May 29, 2018 meeting.

A motion passed by unanimous consent to recommend approval of Resolution 2018-027, a resolution supporting proposals to name two mountain peaks located East of Resurrection Bay as Mount Mary and Santa Ana Peak.

In the Resolution, please make the following amendment to the last WHEREAS statement:

WHEREAS, on May 29, 2018, the Kenai Peninsula Borough Planning Commission conducted a public hearing and [VOTED] recommended approval by unanimous consent.

Attached are the unapproved minutes of the subject portion of the meeting.

AGENDA ITEM F. PUBLIC HEARING

5. Resolution 2018-027; Supporting proposals to name two mountain peaks located East of Resurrection Bay as Mount Mary and Santa Ana Peak.

Memorandum & Staff Report given by Marcus Mueller

PC MEETING: May 29, 2018

Two longtime Seward residents, Daniel P. Michaud and Harold E. Faust, who are active mountain climbers and explorers, are developing a proposal to name two local mountain peaks Mount Mary and Santa Ana Peak. This resolution is submitted at their request to show borough support of their proposal.

Their justification for naming Mount Mary is to honor Mary Lowell who was born in August, 1855 and died in May, 1906. She was originally from English Bay (now Nanwalek) where she met and married a trader for the Alaska Commercial Company, Frank Lowell. They moved to Resurrection Bay in 1884, built a homesite and together had nine children. After Frank left the family in 1893 Mary stayed on the homesite, successfully raised her children and completed her homestead claim. Mary subsequently died in Seward in May of 1906. Her daughter Alice married a Seward homesteader and Eva married a local dog musher and mail carrier and later a pioneer hunting guide. A number of Seward landmarks are named in memory of the Lowell family including, Lowell Canyon, Lowell Creek and Lowell Point. This mountain is located across Resurrection Bay from the City of Seward and is the main peak east of the ship lift/prison sites, lying on the southeast side of Godwin Glacier. Mount Alice and Mount Eva were named after two of Mary's children. It seems fitting to name this unnamed peak after Mary, the matriarch of the Lowell family.

The proposed naming of Santa Ana Peak would be to honor the SS Santa Ana ship which brought pioneers to Resurrection Bay in 1903 who started the town of Seward. The ship brought 60 passengers, 14 horses and construction equipment including a pile-driver and a sawmill. They established the base for their enterprise to build a railroad into the interior of Alaska. This peak is about 2.5 miles southeast of Mount Mary, at the south end of the level glacier area east of Fourth of July Creek.

Another mountain in the area is named after a historic ship. In 1794 the ship Phoenix was built at Resurrection Bay by a party of Russians lead by Alexander Baranov using local supplies. A 5,155-foot-high mountain directly west of Seward was named Phoenix Peak in memory of the launch of that important early ship. It would be appropriate to continue the memory of the Santa Ana by naming this peak Santa Ana Peak.

In 1989 the assembly adopted resolution 89-49 which established a naming policy. It requires individuals requesting assembly approval of naming of geographic locations to submit a request to the Local Affairs/Lands Committee for review and recommendation. It also adopts a policy that the naming of public buildings, geographic locations or landmarks shall be restricted to the most common, well-established descriptive usage by residents of the borough. In this case I am not aware of a known well-established descriptive usage (and the proponents have provided names with historic relevance for these peaks. In my opinion the assembly should support these names notwithstanding this policy.

Support of this resolution would be appreciated.

END OF MEMORANDUM AND STAFF REPORT

Chairman Martin opened the meeting for public comment. Seeing and hearing no one wishing to speak Chairman Martin closed the public comment period and opened discussion among the Commission.

MOTION: Commissioner Ecklund moved, seconded by Commissioner Carluccio to recommend approval of Resolution 2018-027 supporting the naming of two mountain peaks located east of Resurrection Bay as Mount Mary and Santa Ana Peak.

Commissioner Ecklund appreciated the work that Daniel and Harold did on this and actually thought the homestead of that Mary Lowell process and claimed was actually purchased by the people who came in on the Santa Ana ship. She thought there were some boys were in the family so maybe a Mount Eric will come

up in the future. Right now, they have three girls so that was all right with her. If anyone would like to do the history and name a peak after one of the boys, she would support that as well.

VOTE: The motion passed by unanimous consent.

BENTZ ABSENT	CARLUCCIO YES	ECKLUND YES	ERNST YES	FIKES YES	FOSTER YES	ISHAM ABSENT
MARTIN YES	MORGAN ABSENT	RUFFNER YES	VENUTI YES	WHITNEY YES		9 YES 3 ABSENT

AGENDA ITEM F. PUBLIC HEARING

6. Conditional Land Use Permit for a Material Site; Cohoe / Kasilof Area

Staff Report given by Bruce Wall

PC MEETING: May 14 & 29, 2018

Applicant: Silver Fox Truck Division, Inc.

Landowner: Alaska State Department of Natural Resources

Parcel Number: 133-110-88

Legal Description: A portion of the North ½ Northwest ¼, Section 36, Township 3 North, Range 12 West, Seward Meridian

Location: East side of Cohoe Loop Road at Milepost 14.

BACKGROUND INFORMATION: The applicant wishes to obtain a permit for sand and gravel extraction on a portion of the parcel listed above.

The submitted site plan indicates that the material site haul route will be directly to Cohoe Loop Road, which is a state maintained road. The site plan and application proposes the following buffers:

- North: 50-foot vegetated buffer and 6-foot high berm.
- South: Greater than 50-foot vegetated buffer and 6-foot high berm.
- East: Greater than 50-foot vegetated buffer and 6-foot high berm.
- West: Greater than 50-foot vegetated buffer and 6-foot high berm.

The application indicates that the depth to groundwater is 17 feet and that the depth of the proposed excavation is 12 feet. The groundwater depth was determined by test holes that were dug on the property previously. The site plan indicates that the processing area is 300 feet from all property lines. The site plan indicates that there are three wells located within 300 feet of the parcel boundaries. None of these wells are within 100 feet of the property boundary. The site plan indicates that surface water protection will be by earthen berms, natural vegetation, and a ditch at the base of active workface.

The application states, "Reclamation done as progressive mining occurs; not to last without reclamation over 2 years of opening of pit. Reclaim slopes will be 4:1 with relatively flat floor. Organics and overburden will be stripped from site and stockpiled then spread over the site as reclamation process. Proposed end of use for the site is regrowth." The applicant estimates a life span of 10 - 20 years for the site with an approximate annual quantity of 14,034 cubic yards.

The State has operated a material site on the west side of Cohoe Loop Road since before 1975. Since 1982 the State has recognized the North ½ of the Northwest ¼ as a material site, this encompasses the area of the proposed material site. The Borough recognizes the portion west of Cohoe Loop Road as a Prior Existing Use material site. Prior Existing Use designation allows a material site to continue in the same location. Planning Department staff does not consider the expansion of the material site to the opposite side of the road as