

E. NEW BUSINESS

- 4. Resolution 2024-XX: A resolution classifying Borough land in the Cooper Landing area.**

Kenai Peninsula Borough

Planning Department – Land Management Division

MEMORANDUM

TO: Brent Johnson, Assembly President
Members of the KPB Assembly

THRU: Peter A. Micciche, Mayor
Robert Ruffner, Planning Director
Marcus A. Mueller, Land Management Officer

FROM: Hailey Abraham, Land Management Agent

DATE: December 20, 2024

RE: Resolution 2024-xxx Classifying Borough Land in the Cooper Landing Area

The Resolution proposes to classify a parcel of land containing approximately 1080 acres. The attached staff report provides information regarding the classification process and detailed information regarding the parcel proposed for classification.

An 8-month planning process produced the Unit 395 Land Use Master Plan dated September 2023, which inventoried features and uses, and gathered public input. The primary goal of this plan is to protect the resources and values of Unit 395 while retaining opportunities for future land uses. Unit 395 is recommended by the plan to be classified for resource management and recreation. Management of the parcel under these classifications should emphasize the importance of cultural preservation and facilitation, wildlife habitat, areas that are improved and in use, and maintaining future development opportunities alongside recreation and resource extraction activities.

The classification as proposed and advertised would apply only a “Resource Management” classification. The Cooper Landing APC recommended that the co-classification of “Recreation” be added by amending Section 1, which would be consistent with the recommendations of the plan.

The Resolution would classify this parcel of Borough land consistent with the findings contained in the staff report and the Unit 395 Land Use Master Plan.

Your review and consideration of the Resolution is appreciated.

Introduced by: Mayor
Date: January 16, 2024
Action:
Vote:

**KENAI PENINSULA BOROUGH
RESOLUTION 2024-XXX**

A Resolution Classifying Borough Land in the Cooper Landing Area

WHEREAS, the Kenai Peninsula Borough has management authority of the subject land; and

WHEREAS, pursuant to KPB 17.10.080 classification provides guidance for the management of Borough land; and

WHEREAS, public notice was published and notification was sent to land owners and/or lease owners of record within a mile and half radius of the land proposed for classification, and applicable Borough departments, government agencies, and interested parties; and

WHEREAS, the Cooper Landing Advisory Planning Commission at its meeting held December 6, 2023, recommended approval with the addition of a co-classification of “recreation” and;

WHEREAS, the Kenai Peninsula Borough Planning Commission at its meeting held on January 8, 2024 recommended _____;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. Based on the recommendation and the findings of fact of the Planning Commission from its January 8, 2024 meeting the Borough land described below will be classified as follows, consistent with the Unit 395 Master Land Use Plan September 2023

Description of Borough Land Being Classified					
Assessor's Parcel No.	General Location	Legal Description	Acres+/-	Classification	Zoning
11901030	Cooper Landing	T 5N R 4W SEC 25 26 27 SEWARD MERIDIAN SW W1/2 NW1/4 & NW1/4 SW1/4 IN SEC 25 & N1/2 & N1/2 S1/2 IN SEC 26 & N1/2 & N1/2 S1/2 IN SEC 27 Excepting therefrom the Sterling Highway Right-of-Way	1080	Resource Management	Rural

SECTION 2. This resolution shall take effect immediately upon adoption.

**ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS *
DAY * 2024.**

Brent Johnson, Assembly President

ATTEST:

Michele Turner, CMC, Borough Clerk

Yes:

No:

Absent:

AGENDA ITEM E4. PUBLIC HEARINGS

Resolution 2024-____. Proposed Classification of Certain Borough Land, Pursuant to KPB Code of Ordinances, Chapter 17.10.080.

STAFF REPORT

PC Meeting: January 8, 2024

Basis for Classification: Classification provides guidance for the management of Borough land. The Kenai Peninsula Borough proposes to classify 1080 acres of Borough land in the Cooper Landing area in accordance with KPB Code 17.10.080(E). The proposed classification is “Resource Management”, to hold the land with stewardship and conservation of resources consistent with the Unit 395 Land Use Master Plan. Material resources would be actively managed in this classification.

Description of Borough Land Proposed for Classification					
Assessor's Parcel No.	General Location	Legal Description	Acres+/-	Proposed Classification	Zoning
11901030	Cooper Landing	T 5N R 4W SEC 25 26 27 SEWARD MERIDIAN SW W1/2 NW1/4 & NW1/4 SW1/4 IN SEC 25 & N1/2 & N1/2 S1/2 IN SEC 26 & N1/2 & N1/2 S1/2 IN SEC 27 excepting the Sterling Highway Right of Way	1080	Resource Management	Rural
Classification Definition(s):	"Resource Management" means land having resources which may be extracted as an interim use in a manner which will not create a negative impact on the most appropriate use of the land. This classification is not exclusive and may overlap any other classification thereby allowing other non-conflicting uses. Resources on these lands may be sold or permitted for use.				
Zoning:	Land use in the Rural District shall be unrestricted except as otherwise provided in KPB Title 21.				

Public Notice: Public notice was published in the Cooper Landing Crier on November 13 & 16, 2023 and in the Peninsula Clarion on November 15 & 22, 2023. Public notice was sent to all land owners and/or leaseholders within a one-half mile radius of the land proposed to be classified, applicable agencies, and interested parties. The notice consists of a cover letter, map, and list of land classification definitions. Written public comments were requested to be returned by 4:00 p.m., on December 27, 2023.

Overview: Unit 395 is proposed to be classified as “resource management” for gravel and hard rock management, while holding the land in a manner that preserves values and opportunities for future uses. Ongoing recreational uses are long term management priorities. Working with the Sterling HWY MP45-60 project is a short-term priority.

Findings of Fact:

1. Property Status: This parcel is managed by KPB, per municipal entitlement final findings and decision dated September 18, 2014. The land is largely undeveloped. The parcel is not classified. This parcel is

within the Cooper Landing Advisory Planning Commission (CLAPC) boundary. This parcel was recommended for selection as part of the Alaska Municipal Entitlement Process in 1996 by the Cooper Landing Land Use Classification Plan for Borough--owned and Borough--selected lands. Per the Unit 395 Land Use Master Plan, this parcel is recommended to be classified as resource management and recreation.

2. Unit 395 Land Use Master Plan Description: The Unit 395 Land Use Master Plan contains guidance and recommendations for future land use decision making on Unit 395. The goal of the plan is to protect the resources and values of the land and community while retaining opportunities for future land uses. These guidelines were developed after a comprehensive review of relevant planning documents, analysis of geophysical data, and input from public engagement and stakeholder interviews. Items considered in the plan are wildlife and vegetation and character of surrounding lands (chapter 2). With the construction of the Sterling Highway MP 45-60 project protecting wildlife and vegetation has been of great concern. The bypass will create multiple wildlife crossings including Alaska's first wildlife overpass on the west side of Unit 395 and crossing the Juneau Creek Bridge to the east side. Chapter 3 of the plan explains the public involvement and stakeholder engagement aspect. Multiple meetings, public workshops, a project website, and announcements make it possible for the public to have their input on the creation of this plan. The key takeaways and focus areas were housing, recreation, wildlife, access, economy, and the vision of the land. Soil qualities were assessed using subsurface explorations on Unit 395 (chapter 4 of the plan), which included multiple test pits to collect soil samples. Analysis of these samples concluded that conditions were suitable for residential development. Test pits 21-27 (fig. 4-1 of the plan) revealed a potential for material sources. This data was consistent with the data collected for the Sterling highway MP45-60 project. Appendix C of the plan has the full report. Access to Unit 395 would require development in the southeast corner of Unit 395, which has gentle slopes compared to most of the parcel, would require a spur a road off West Juneau Road or Chunkwood Road (table 4-1 shows cost estimate). Ownership of West Juneau Road belongs to USFS and would need to be transferred to KPB prior to any development on Unit 395. Chapter 5 of the plan explains the development recommendations. More specifically the recommendation of Unit 395 to be classified as resource management and recreation. The management of these classifications should emphasize the importance of cultural preservation and facilitation, wildlife habitat and movements, and maintaining future development opportunities with recreation and resources extraction activities. Figure 5-1 of the plan shows three locations that have been identified for material extraction, a gravel site north of the bypass and two hard rock sites south of the bypass. KPB should consider developing these sites to support and enhance overall and neighboring development rather than impeding or detracting from those long- term development goals. These sites could be important for local residential development uses as well as public projects and road and highway maintenance including winter sand. Rock materials should be characterized and tested using DOT and/or USACE standards and specifications for rip-rap and aggregate to determine usefulness and importance. Development of Unit 395 also presents a wide range of all-season recreation opportunities that could be pursued by organizations and partners in the area. Recreation uses include the Resurrection Pass trailhead located in the south end of the unit along the Sterling Hwy near West Juneau Road. During winter West Juneau Road is unmaintained. Better access to the trail could be provided by moving the trailhead to the north side of Unit 395 due to the elevation gain.
3. Zoning: The property is within the Rural District pursuant to KPB 21.04.010(B).
4. Topography: Terrain contains mountain valley bench, gentle and steep hillslopes, and drainages, along with some knobs of exposed bedrock.
5. Vegetation: Mature spruce and hemlock forests with wetland plant communities.

6. Soil: No USDA Soil Survey Data exists at this location. Soils vary with the terrain. Detailed soil sampling data that was collected can be found in appendix C in the Unit 395 Master Land Use Plan. The sample locations focused on moderately sloped upland areas most likely to support conventional uses.
7. Surrounding Land Use: Surrounding land includes Chugach National Forest, and the highway bypass project. Half of Unit 395 is contained within the Sqilantnu Archaeological District. The Kenai National Wildlife Refuge border is west of the parcel. Each of these areas has its own guidance or regulations to protect resources. The general area is natural, rural and scenic with many opportunities for outdoor recreation like the Resurrection Pass trail.
8. Surrounding Land Ownership: The surrounding land is federally owned by Chugach National Forest on all sides, and Alaska DOT manages the highway corridor.
9. Access: This parcel can be accessed by the West Juneau Road off of the Sterling highway. West Juneau Road is managed under a USFS easement. Management of West Juneau Road could be transferred to KPB in the future as described in the Unit 395 Master Plan.
10. Utilities: None.
11. Public Comment: As of the writing of this report 3 written comments have been received. Written comments received by the Planning Department after the writing of this report will be presented at the Planning Commission Hearing.
12. Cooper Landing Advisory Planning Commission (CLAPC) Review: On December 6, 2023, the CLAPC held a public meeting and recommended the initial classification to include recreation concurrently with resource management as opposed to resource management alone.
13. Department / Agency Comments: As of the writing of this report 2 agencies responded: SHPO provided information regarding known archeological features, and ADF&G offered no objection.

Analysis:

The classification of resource management (and recreation) is implementation of the Unit 395 Land Use Master Plan.

Conclusions:

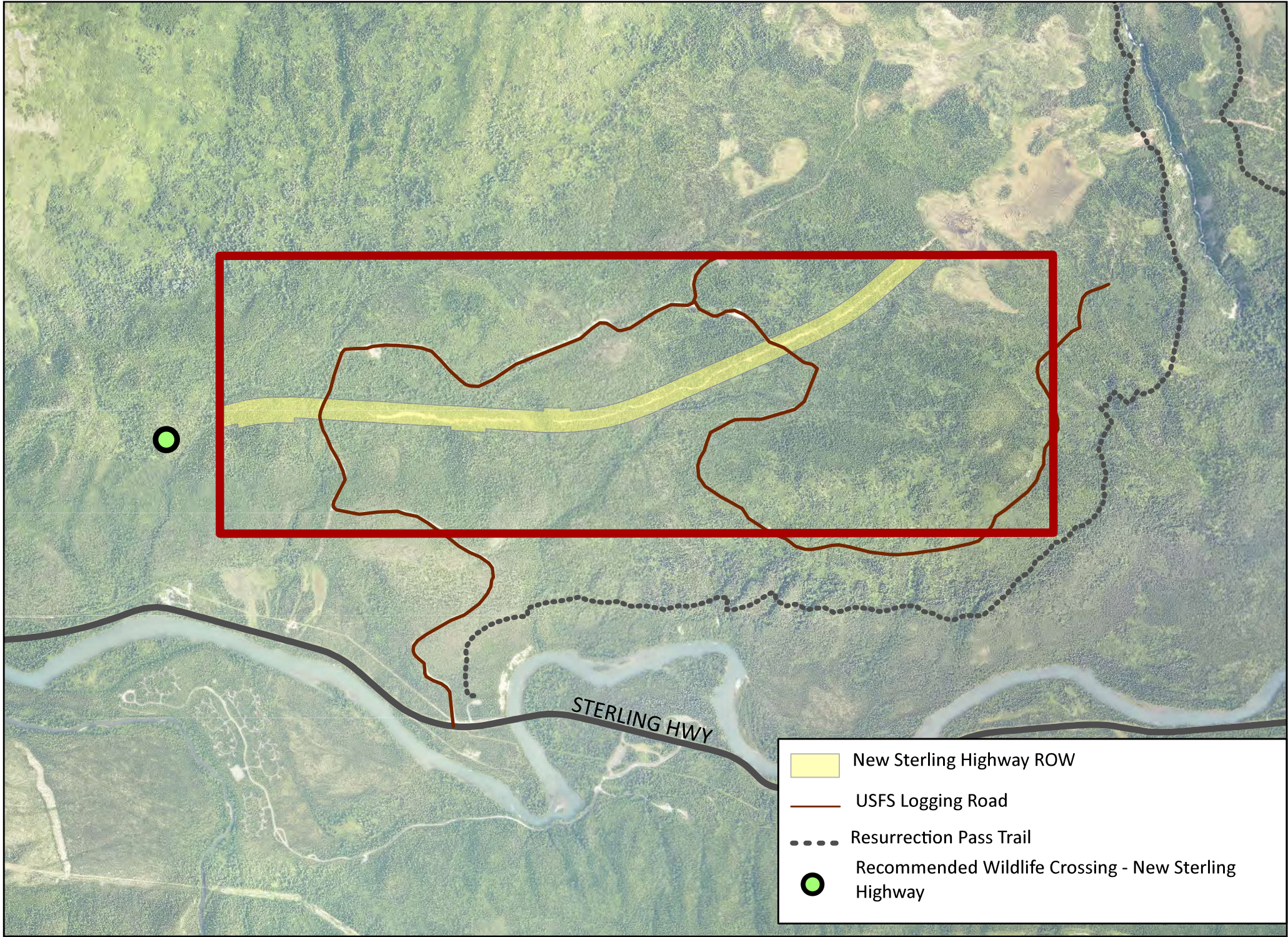
A resource management classification prompts stewardship to hold the land for future uses while allowing for development of natural resources and public recreation uses.

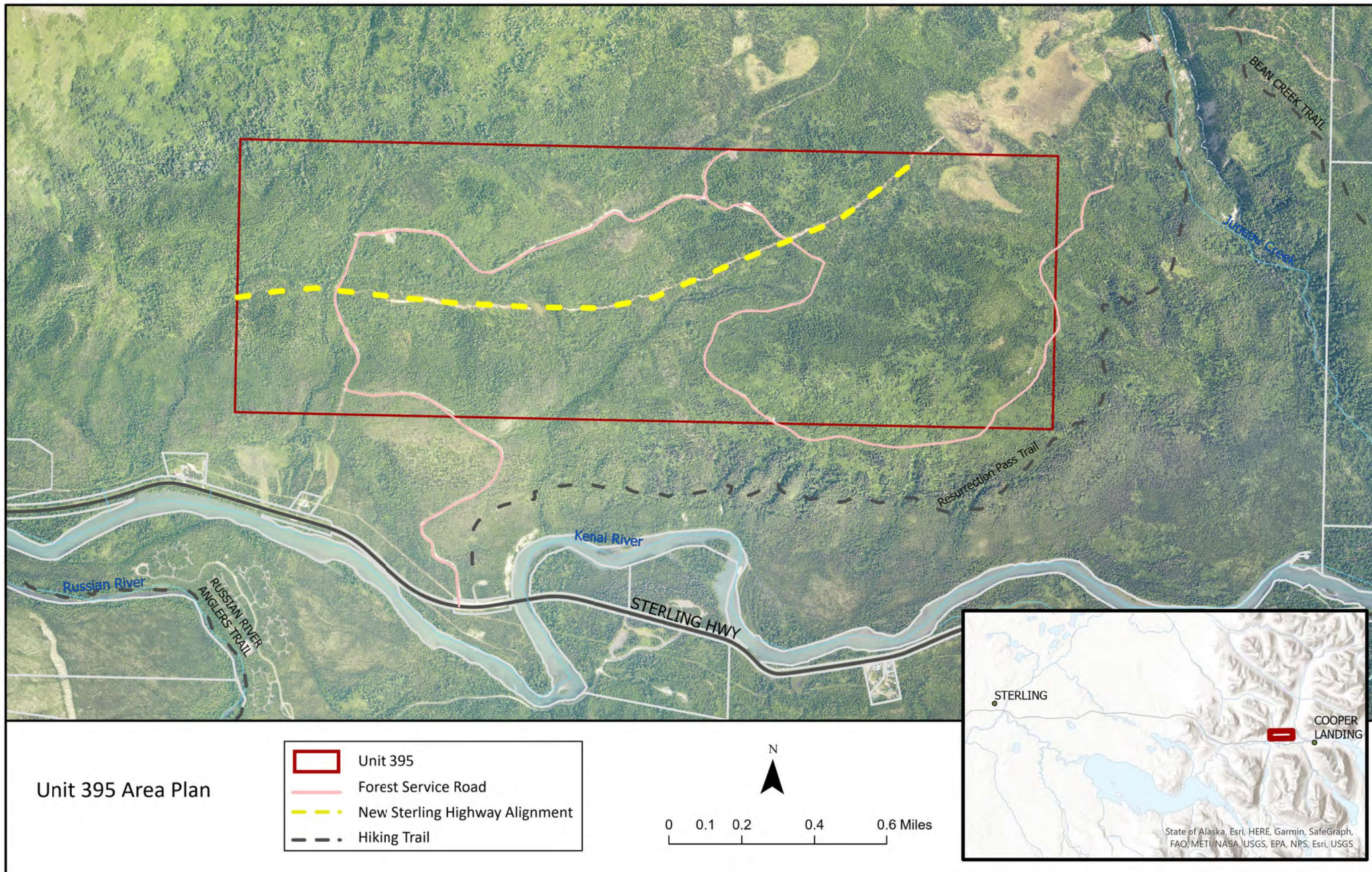
Recommendation:

Based on the findings of fact, analysis, and conclusions, a resource management classification is recommended.

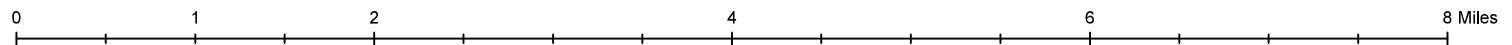
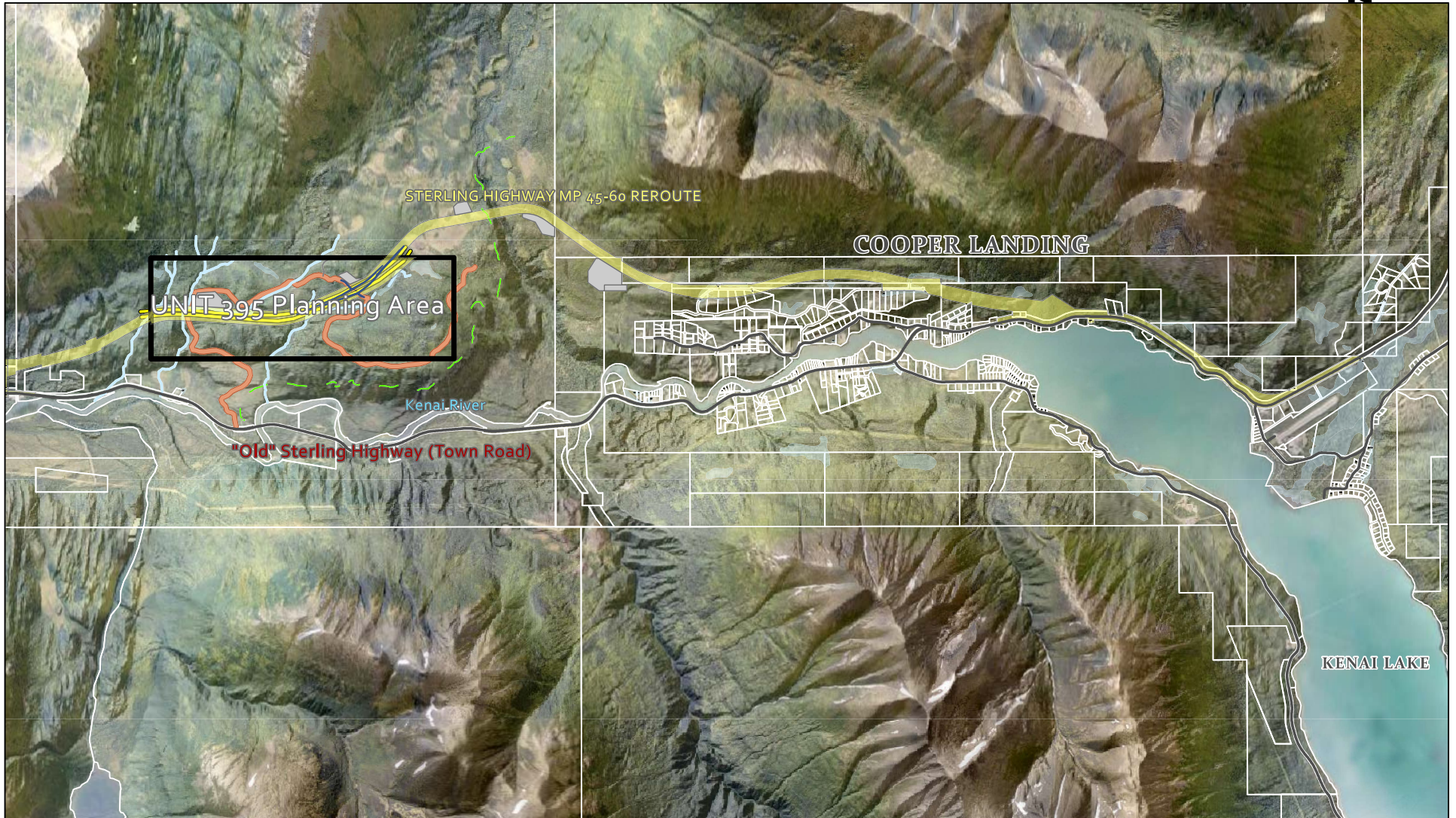
STAFF RECOMMENDATION: Based on the findings of fact, analysis, and conclusions that the KPB Planning Commission finds that it is in the Borough's best interest to recommend adoption of a Resolution classifying subject land as resource management.

END OF STAFF REPORT





UNIT 395: Cooper Landing, Alaska Vicinity



Mueller, Marcus

Subject: FW: <EXTERNAL-SENDER>Former unit 395 master plan does not need Recreational classification
Attachments: 20231207_132359.jpg

From: David Nees <davidneesak@gmail.com>
Sent: Thursday, December 7, 2023 2:18 PM
To: Ruffner, Robert <RRuffner@kpb.us>; Mayor's Department <MayorDepartmental@kpb.us>
Subject: <EXTERNAL-SENDER>Former unit 395 master plan does not need Recreational classification

CAUTION: This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

ALL,
I attended last nights CLAPC meeting and was very disappointed to hear KPBs planner indicate he was going to follow the Master plan as written by CLAPC.

From what I understand, this is
A plan that in effect closes unit 395 to future developement or tranfer to private hands.

If Joseph Cooper had not come 100 years ago there would be no Cooper Landing.

The borough needs to consider the revenue in sales and future property taxes, and the absolute scarcity of housing and rural parcels in our area before placing Recreational on parcel.

Resource management is a good classification as written in proposed ordinance.

Adding the CLAPC recommended co classification of recreation is not good public policy, as there was no input rom public on that classification.

It is amazing to me that the 300+ residents of Cooper Landing never received any survey from KPB on if they agreed with CLAPCs master plan, in fact the report mentions that there was disagreement on every key takeaway, pg 10 and 11.

CLAPC is just that an advisory group nothing more, they do not speak for me or most likely the 291 other residents of cooper.

In the master plan brouchure it states
Only 9 members of the area provided comments.
That is 0.3 percent of the residents.

Totally felt like this decision was steered to only one possible outcome.

Since this is the only 1080 acre parcel to open in the Chugach National Forest since it was created, over 100 years it is important to not assume all of the KPB residents want it have it remain recreational like the other million acres in CNF.

Please consider surveying the KPB residents before adopting all of the Master Plans recomendations, and please do not change the proposed ordinance without specific Borough wide input.

A better way would be to pass Resource developement clasification now, and then place before the entire Boroughs residents an advisory question on a future ballot.
Something like

1)Develope Former unit 395 as Residential and transferring title to private hands which adds 1000+ acres to tax rolls allowing possibility lowering of property taxes

2) to adopt recreational classification a revenue negative approach.

The Borough does have enough tax generating property in the area to support a borough EMS according to the Mayor at the last meeting I attended.

This could be a solution to fund theproposed Northern EMS area.

David Nees
19275 Holben

**COOPER LANDING ADVISORY PLANNING COMMISSION
REGULAR MEETING
LOCATION: COMMUNITY HALL AND ZOOM TELECONFERENCE
WEDNESDAY, DECEMBER 06, 2023
6:00 PM
UNAPPROVED MINUTES**

To meet all of our community member's needs and preferences, the Dec 06, 2023 meeting was both physically open to the public and available for online or telephone participation.

1. CALL TO ORDER 6:11pm
2. ROLL CALL – J. Cadieux, H. Harrison, D. Story, Y. Galbraith, K. Recken C. Degernes present. L. Johnson traveling.
 - a. In person attendees: David Nees Chris Nees, Mike Gould, Aaron Hughes (KPB Land Management Agent), Bill Feldmeier, Alex Altmann (Traylor Bros. Manager), Marcus Mueller (KPB Land Management Officer), Hailey Abraham, (KPB Land Management Agent)
 - b. Zoom attendees: Jonathan Tymick (AKDOT&PF), Heather Pearson, Melissa Brennan, Katie Feichtinger, Alice Horazdovsky (HDR), Weston Williams, Laura Paul (AKDOT&PF) Olivia Carson, Dick Carson, Marcus Forkner (AKDOT&PF), Lisa Dickenson, Shelby Lubich,
3. APPROVAL OF AGENDA – H. Harrison moves to approve as written, Y. Galbraith seconds. All approve by roll call vote.
4. APPROVAL OF MINUTES for August 09, 2023 – Y. Galbraith moves to approve as written. H. Harrison seconds. All approve by roll call vote.
5. BOROUGH BUSINESS
 - a. REPORTS
 - i. PLANNER REPORT
 1. Morgan Aldridge said:
 - a. 2024 Planning Commission Calendar has been posted to the CLAPC website.
 - b. Given the involved items on the agenda, swearing-in of returning members may be done at the next meeting.
 2. Marcus Mueller said that KPB put in for a United States Forest Service Forest Health grant at the \$8.5 million level. Part of it is intended to target a 175-acre area in Cooper Landing from about the Snug Harbor Rd. materials site to the Post Office for treatments to address spruce bark beetle and other forest health. The USFS grant will announce awards in February.
 - a. H. Harrison asked about why that area was chosen in particular.

- i. M. Mueller said that it was a large contiguous area but that it was not a scientific choice. He said he anticipates more grant programs for other areas.
- 3. Hailey Abraham, KPB Land Management Agent said she put together a BLM assessment program grant for KPB lands that will determine other areas to focus on. Cooper Landing is included.
 - a. She said that the BLM grant is money in hand and will go to contract this spring with evaluation work beginning this year.
- ii. LAND MANAGEMENT ITEMS
 - 1. A resolution to classify 1080 acres near Cooper Landing, Assessor's Parcel #11901030, formerly identified as Unit 395 in the Kenai Area Plan for Resource Management.
 - a. H. Abraham said the KPB want to classify it as Resource Management and Recreation to allow extraction for three material sites with the possibilities of other areas.
 - b. K. Recken asked about how the two classifications can be in the same area.
 - i. D. Story said that borough information explains that Resource Management classification can be layered over any other classification type but did not know why that can work that way.
 - ii. K. Recken said that the Recreation classification is not currently written into the resolution.
 - iii. D. Story asked what process would be required to apply the Recreation classification if not written into the resolution now.
 - iv. J. Cadieux said that from the community's perspective as voiced during the public meetings about Unit 395 it would be better if the resolution included the classification of Recreation now.
 - v. Y. Galbraith said that she also thinks the community would like to have it classified as Recreation now also.
 - vi. K. Recken said she agreed.
 - vii. H. Harrison asked when the Recreation Classification would be added and why it was not added already.
 - viii. M. Mueller said that it has to do with a new categorization system in which Recreation will be included in Resource Management by default and that it is appropriate to add the recommendation to assign the Recreation classification into the commission's motion for the resolution if that is the recommendation.

- ix. H. Abraham said the public comment period is still open as well for anyone who would like to submit comment.
 - c. J. Cadieux asked the in-room and Zoom audience if there were any questions or comments on this topic. None.
 - d. H. Harrison moved to support the Resolution (not yet numbered) if the initial classification includes Recreation concurrently with Resource Management as opposed to Resource Management alone. Y. Galbraith seconds. All approve by roll call vote.
2. An ordinance authorizing a negotiated lease with Traylor Bros. Inc. for a temporary craft worker housing site in support of the Sterling Hwy. MP 45-60 Construction Project near Cooper Landing, east of Bean Creek, south of the project access road, near its end.
- a. Aaron Hughes, Land Management Agent
 - i. A. Hughes said he is here looking to provide an initial review to the CLAPC and community but there will be another opportunity for the CLAPC and public review before the lease package is completed and then submitted to the Assembly.
 - ii. He said the lease is fairly straight forward and that the area is just south of the already leased area currently used as a laydown area.
 - iii. He said it is for a 5-year term with two one-year extension options.
 - iv. He said there is a development plan that is attached to the information packet. It will include perimeter security fencing, 30-foot vegetative buffer from the road, and that it may include developing a water well and septic system and may also include electric.
 - v. He said that Land Management is supportive but wants to know the community concerns and thoughts.
 - b. Y. Galbraith asked about personnel and if there will be medically trained emergency services since there were 6-10 calls for the project staff in the last work season.
 - i. Alex Altmann, Traylor Brothers said that was not currently considered but he would look into it.
 - ii. Y. Galbraith mentioned AEDs would be helpful and a map for CLES.
 - iii. A. Altmann said that they had already met with CLES and will continue to keep them informed. He already had plans to have AEDs on-site.

- c. K. Recken said that the traffic on Bean Creek is already an issue. She explained seeing a close call between a project truck and children walking/riding bike on the road and said she would like to know about how much training the drivers are given to highlight driving in the residential area.
 - i. A. Altmann said that he can include more of it in the initial site training.
- d. Y. Galbraith asked about the capacity of 50 and asked to confirm that it will not go above that.
 - i. A. Altmann said that this is conservatively planned so that they don't need to come back to expand. He said that yes, 50 would be the maximum and explained that maximum would not be sustained for the life of the project and rather is the peak population of craft workers planned to accomplish the bridge project.
- e. D. Story asked about the improved site and whether that will become a resource for the community in the future after the life of the camp.
 - i. A. Hughes said that it would require community input but that yes, it will be a resource.
 - ii. A. Altmann said that he wanted to be clear that they have not yet confirmed they will be putting in a well or other utilities.
- f. K. Recken asked about the plans for reclamation or disposal of the lands.
 - i. M. Mueller said that there is not yet a plan for it but that it will be a durable pad with the possibility of a well and/or septic. He said that its future use leaves a pretty important open question for the community.
 - ii. A. Hughes said that there are a lot of potentials that the KPB could see as addressing community needs such as perhaps higher density, lower cost housing.
- g. C. Degernes said she is encouraged to hear that the board and community will be consulted again about its future use.
- h. J. Cadieux asked what the distance is from this area to Bean Creek and if it impacts the protection buffer of that anadromous creek.
 - i. A. Altman said that he did not have exact figures but estimated it at about 50-100 feet.
 - ii. J. Cadieux asked about the consideration of runoff from the pad, especially from many vehicles.
 - 1. J. Tymick said that Bean Creek is protected with a 400-foot corridor (200 on either side of center) and that AKDOT&PF had to trim

- off some of the disposal site planned area to avoid encroaching in this area.
 - 2. A. Altman said that the pad can be planned to drain away from Bean Creek and towards the roadway for instance.
- i. D. Nees asked if it will be seasonal and whether there will be a winter caretaker.
 - i. A. Altmann said that it will be seasonal, likely Mid-April to November each year and that it will be cleared out for winter.
- j. Y. Galbraith asked if it will be lighted.
 - i. A. Altman said that it is not planned to be.
 - ii. Y. Galbraith replied that no lighting would suit preferences
- k. J. Cadieux asked about invasive species especially from personal vehicles etc.
 - i. A. Altmann said that invasive species mitigation for the work itself is factored in as a condition of work but that it is not factored in currently for personal vehicles etc.
 - ii. J. Cadieux said that since it is a new area, any invasives that come into the area will be pretty obviously on the project and asked for it be factored into the planning.
 - iii. A. Altman said that it would be important to tie tracking invasives to the area that they have control of and not all other areas.
 - 1. J. Cadieux clarified that she was referring to the 5-acre lease area only.
 - 2. J Tymick indicated, as part of the MP 45-60 Project, invasive species monitoring and mitigation would be employed in this 5-acre parcel. See below.
- l. Bill Feldmeyer asked about the timespan and if there is a requirement for the staff to live on site.
 - i. A. Altman said that it is not required and this 50-person max is for everyone in the project but that some may choose to live elsewhere.
 - ii. He indicated B Feldmeyer may contact him if he had lodging options staff members.
- m. J. Tymick said that DOT will take on responsibility for managing the invasives.
 - i. He showed the existing camp and that Traylor Bros. is just extending the already existing pad.
 - ii. He mentioned the Bean Creek setback again.

- iii. He said that in regards to traffic, for the next season, traffic would continue to use the Pioneer Rd and Bean Creek Rd.
 - iv. K. Recken asked about putting up additional signage to watch for pedestrians etc.
 - 1. J. Tymick said that they are happy to work towards that.
 - n. A. Altman said that he is not a well expert and so is interested in any criteria regarding well requirements to consider.
 - i. He also confirmed other requests he intends to follow up on.
 - 1. AEDs
 - 2. Driver training
 - 3. Bean Creek buffers
 - 4. Invasive species
 - o. K. Feightinger asked if there will be another access road to the camp besides Slaughter Ridge Road.
 - i. J. Tymick said it is anticipated that in 2025 most traffic will be using the construction traffic corridor so the Bean Creek traffic will likely be just after-hours, crew traffic etc.
 - p. C. Degernes wanted to clarify if there is any action from CLAPC required tonight regarding this lease.
 - i. A. Hughes confirmed this is just the first chance to have input but no action is required at this time.
 - q. J. Cadieux asked if A. Hughes would confirm there is no anticipated impact on the Squilantnu Archeological District.
 - i. A. Hughes said he would look into that.
 - iii. OTHER KPB ITEMS – none.
- b. PLATTING
 - i. NEW PLATS – none.
 - ii. NOTICE OF DECISION ON PLATS – none.
6. OLD BUSINESS
 - a. OLD BUSINESS – none.
7. NEW BUSINESS
 - a. NEW ITEMS – none.
8. PUBLIC COMMENT/PRESENTATION
 - a. Sterling Hwy MP 45-60 Update with Jonathan Tymick, Project Manager
 - i. The 2024-27 STIP has not been approved yet but the Juneau Creek Bridge Project was awarded last week.

- ii. It is a 928' span bridge with 420 feet center span.
- iii. 31' height clearance above Resurrection Pass Trail and over 40' clearance above the other side of the canyon.
- iv. A Canadian firm modeled the wind loads for the launching since it will need to be launched as a unit rather than a single girder at a time.
- v. The bridge assembly area on the east side is planned to be 80' wide and about 1000' long and will be developed in 2024.
- vi. 2025 work will include moving the steel from the lower 48 to the project site and beginning assembly.
- vii. Launching will likely require a Bean Creek Trail closure for a limited period of time.
- viii. The launch will likely not be until 2026.
- ix. The bridge will have twice as much steel as the Statue of Liberty.
- x. The Juneau Falls Scenic Overlook has had some conceptual work but will have some more geotechnical work to determine possibilities since there is a large crack that is present in the ground near there. It will likely be about a 1000 sq. ft. deck. There is no further information regarding features such as benches, interpretive signage, etc. and they are concentrating on the structure itself.
- xi. J. Cadieux asked about the previously proposed visual separation between wildlife and trail corridor.
 - 1. J. Tymick said that separation was planned when it was being designed as a steel arch bridge which was quite a bit narrower underneath and that this design has been in front of USFWS and has much more room and does not have a specific separation planned.
- xii. K. Recken asked about the engineering concerns about earthquakes.
 - 1. J. Tymick said that AKDOT engineers take on that responsibility for bridge design.
 - 2. A. Altman said for construction there is an entire team of engineers with a separate, back-up review team to plan for seismic and wind loads etc. during launch.
- xiii. Y. Galbraith asked about the Tract C camp near Sunrise and if someone is checking on it at this point in the season.
 - 1. J. Tymick said that all State assets are closed and empty.
 - 2. Y. Galbraith asked whether it would be possible to have either motion lights on them or for the lights to be turned off.
 - a. J. Tymick said he will check into it.

9. COMMISSIONER COMMENTS

- a. C. Degernes thanked the presenters for coming and sharing information with the community.

10. ADJOURNMENT – H. Harrison moves to adjourn, Y. Galbraith seconds. All approve. 7:34pm

For more information or to submit comments please contact:

Contact the Cooper Landing APC at:

- For email visit: <https://www.kpb.us/planning-dept/planning-commissions/cooper-landing-apc/email-cooper-landing-apc>
- Send USPS mail to: Kenai Peninsula Borough Planning Department, Attn: CLAPC 144 N Binkley, Soldotna, AK 99669

MEMORANDUM

State of Alaska
Department of Natural Resources
Division of Parks and Outdoor Recreation
Office of History & Archaeology



TO: Peter A. Micciche
Borough Mayor
Kenai Peninsula Borough

DATE: December 18, 2023

FILE NO: 3130-3R Local Government
2023-01296

FROM: Judith E. Bittner
Chief, Office of History and Archaeology
State Historic Preservation Officer

TELEPHONE NO.: 907-269-8700

SUBJECT: LMD 23-48 KPB Unit 395 Classification of Borough Land

The Alaska Office of History and Archaeology (AK OHA) received documentation for the subject project (dated November 17, 2023) for review under the Alaska Historic Preservation Act (AHPA) (AS 41.35.070) on November 17, 2023. Upon review of the known historic resources documented within Unit 395 in the Alaska Heritage Resource Survey (AHRs) database, one is eligible, and one has not one been evaluated pursuant the National Register of Historic Places (NRHP) criteria (36 CFR 60.4) and thus lacks determinations of eligibility (DOEs) (Table 1).

Table 1. Known Cultural Resources in the Unit 395 (*Confidential; not for Public Circulation*)

AHRs#	Site Name	Site Description	DOE	Notes
SEW-00282	Sqilantnu Archaeological District	Widespread site complex of 4,000 acres extending back 8,000-10,000 years	Eligible	Criteria D
SEW-00423	Behrends Firewood Site	17 large prehistoric period depressions, including some keyhole-shaped depressions and one large rectangular pit	No DOE	

No further action is needed at this time given that this is an administrative action with no planned construction activities by the Kenai Peninsula Borough. As such, the information in Table 1 is provided for informational purposes. Please note that subsequent projects may require AHPA consultation with AK OHA, trigger DOEs for identified sites, or discover remains of previously unidentified cultural resources. Information provided during these consultations assists us in effectively managing Alaska's heritage resources.

Thank you for providing AK OHA with the opportunity to comment on your project. Please contact Elyse Applegate at 907-269-8721 or elyse.applegate@alaska.gov if you have any questions.

From: Percy, Colton T (DFG) <colton.percy@alaska.gov>

Sent: Wednesday, December 27, 2023 10:45 AM

To: Planning Land Management <LMWeb@kpb.us>

Cc: Robertson, Jenny <jrobertson@kpb.us>; Carter, Marla M (DFG) <marla.carter@alaska.gov>; Cafferty-SOA, Kaitlynn <kaitlynn.cafferty@alaska.gov>; Brown, Caroline L (DFG) <caroline.brown@alaska.gov>; Trainor, Alida R (DFG) <alida.trainor@alaska.gov>; Fowler, Nick L (DFG) <nick.fowler@alaska.gov>; Herreman, Jason K (DFG) <jason.herreman@alaska.gov>; Miller, Matthew G (DFG) <matt.miller@alaska.gov>; Demma, Nick J (DFG) <dominic.demma@alaska.gov>; Wardlow, Cynthia M (DFG) <cynthia.wardlow@alaska.gov>; Selinger, Jeff S (DFG) <jeff.selinger@alaska.gov>; Dye, Jason E (DFG) <jason.dye@alaska.gov>; Baumer, Jay A (DFG) <jay.baumer@alaska.gov>; Perschbacher, Jeffrey T (DFG) <jeffrey.perschbacher@alaska.gov>; Smith, Tracy A (DFG) <tracy.smith@alaska.gov>

Subject: <EXTERNAL-SENDER>FW: Proposed Classification for Unit 395 in Cooper Landing

CAUTION: This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

Good morning,

Alaska Department of Fish & Game (ADF&G) has reviewed this proposed land classification of Unit 395 in Cooper Landing containing 1080 acres. KPB is seeking to classify the land as Resource Development. This tract of land was originally recommended for KPB selection in 1996. The State identified it as potentially conveyable pending the final determination of the Sterling Highway bypass route. The bypass route was finalized in 2018 and KPB began the planning study for this area in 2022.


ADF&G has **no objections** to this proposed land classification. Thank you for the opportunity to review and comment. Additionally, we request a copy of the decision when issued.

Colton Percy

Habitat Biologist

Access Defense Program

Alaska Department of Fish and Game
Division of Wildlife Conservation
333 Raspberry Rd
Anchorage, AK 99518
907-267-2118

A photograph of a snowy landscape. In the foreground, a wide, snow-covered road or path leads into the distance. To the right of the path, there is a dense line of dark, leafless trees and shrubs. In the background, a large, snow-covered mountain peak rises against a sky with scattered clouds. The sun is visible, partially obscured by the trees on the right, creating a warm glow. The overall scene is a serene winter setting.

Unit 395 Land Use Master Plan

September 2023

Prepared for the Kenai
Peninsula Borough



Prepared for the **Kenai Peninsula Borough**

Prepared by **RESPEC** with support from **Corvus Design**,
Information Insights, and **Northern Economics**

Submitted September 2023





Executive Summary

The Unit 395 Land Use Master Plan contains guidelines for future land use on Unit 395, a 1,000-acre parcel of land located northwest of Cooper Landing. The parcel, which is owned by the Kenai Peninsula Borough (KPB) and within the Cooper Landing Advisory Planning Commission (CLAPC) boundary, is largely undeveloped and presents numerous opportunities for the Cooper Landing community. The goal of this plan is to protect the resources and values of the land and community while retaining opportunities for future land uses.

Unit 395, shown in Figure 1-1, is recommended for classification for recreation and resource management, with considerations for wildlife management and cultural preservation and facilitation. There are also areas within the parcel that should be considered for eventual reclassification to residential, pending additional study of land suitability. These recommendations were developed based on a comprehensive review of relevant planning documents, analysis of geophysical data, and input from public engagement and stakeholder interviews.

This document includes conceptual designs and layouts for recreational facilities and residential subdivisions, which are intended to illustrate options and opportunities for Unit 395. This plan does not propose that these designs be adopted and developed without further investigation and public engagement. The public feedback that was received based on these and other concepts is summarized in the body of the plan.



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1. Introduction

This Land Use Master Plan contains guidelines for future land use on Unit 395, a 1,000-acre parcel of land located northwest of Cooper Landing. The parcel, which is owned by the Kenai Peninsula Borough (KPB) and within the Cooper Landing Advisory Planning Commission (CLAPC) boundary, is largely undeveloped and presents numerous opportunities for the Cooper Landing community. The goal of this plan is to protect the resources and values of the land and community while retaining opportunities for future land uses. These guidelines were developed after a comprehensive review of relevant planning documents, analysis of geophysical data, and input from public engagement and stakeholder interviews.

Cooper Landing has a population of just over 200 people and 297 housing units. According to the 2021 American Community Survey [U.S. Census Bureau, 2021], 212 of those housing units (71 percent) are vacant for seasonal, recreational, or occasional use; only 85 housing units are reported as being occupied year-round. The need for housing for year round residents and seasonal workers who would like to be year-round residents was expressed repeatedly during the public engagement process for this plan. It is unlikely that residential development will occur on Unit 395 in the near term, but the research for this plan revealed locations within the parcel that would likely be suitable for residential subdivisions. In the meantime, three locations within Cooper Landing were identified by the KPB as more likely to be developed in the coming years: Campus Drive, Quartz Creek, and Birch and Grouse Ridge.

Since the parcel was first recommended for selection as part of the Alaska Municipal Entitlement Process in 1996, residents of Cooper Landing have been opposed to the development of access roads from the new Sterling Highway bypass into the parcel. This plan does not have authority over the design and construction of the Sterling Highway Mile Post (MP) 45-60 realignment project, but it respects the voice of the community and the recommendations of the CLAPC by recommending regular, public access to Unit 395 only comes from the existing Sterling Highway. Emergency or maintenance access may be necessary.

Alongside this master planning effort, a standalone report was developed to evaluate the status of housing in Chugach National Forest communities within the KPB and provide recommendations for making housing more affordable. This report can be found in Appendix A.

“

It will have an outsized influence on the community for the rest of the community's existence, and with that comes a lot of opportunities and a lot of question marks.

–CLAPC member

Plan Contents

This plan provides guidance for future land use decision-making on Unit 395. The guidance and recommendations presented in Chapter 5.0 are based on the review of relevant plans and studies (Chapter 2.0), input from the public and key stakeholders (Chapter 3.0), and a geotechnical analysis of the parcel and other engineering analyses (Chapter 4.0). An affordable housing report was developed in tandem with this plan; the outcomes of the report were also considered when creating the recommendations for Unit 395.

September 20, 2022 at the Cooper Landing Brewing Company



2. Existing Plan Review

The Existing Plan Review was conducted at the start of the project to understand the context and guidance available for land planning on Unit 395 and was updated as needed throughout the project. The following eight plans, studies, and other documents were identified as relevant to this project:


- / *Community Recommendations on a Land Use Plan for Borough Lands – Cooper Landing* [KPB-CLAPC, 1992]
- / *Cooper Landing Land Use Classification Plan for Borough-owned and Borough-selected Lands* [KPB-CLAPC, 1996]
- / *Kenai Area Plan* [Alaska Department of Natural Resources, 2001]
- / *Delineation of Landscape Linkages in the Cooper Landing Planning Area* [Kenai National Wildlife Refuge and Chugach National Forest, 2010]
- / *Final, Finding & Decision for Region 4 of the Kenai Peninsula Borough* [Department of Natural Resources – Division of Mining, Land and Water, 2014]
- / *Sterling Highway MP 45-60 Final EIS and Final Section 4(f) Evaluation* [Alaska DOT&PF, 2018]
- / *Kenai Peninsula Borough Comprehensive Plan* [Agnew::Beck, 2019]
- / *Chugach National Forest Land Management Plan* [U.S. Forest Service, 2020]
- / *Sterling Highway MP 45-60 Phases 1A/B Through 6 95% Design* [Alaska DOT&PF, 2023]
- / *Alaska State Land Survey No 2020-47 Plan of Survey* [Department of Natural Resources – Division of Mining, Land and Water, 2023]

Review of these plans revealed an emphasis on the rural character and aesthetic of Cooper Landing and the broader region, as well as the importance of wildlife habitat and corridors in and near the project area. Several plans also stressed the community's opposition to allowing access to Unit 395 from the Sterling Highway bypass (Sterling Highway MP 45-60 realignment). The following summary is from the Existing Plan Review, which is attached in full as Appendix B.

Themes and Considerations

Access

The *Cooper Landing Land Use Classification* document [KPB-CLAPC, 1996] clearly and strongly states that the community is opposed to creating ramps or spur roads off the Sterling Highway bypass that would provide access to Unit 395. The *Sterling Highway MP*



45-60 Final EIS and Final Selection 4(f) Evaluation [DOT&PF, 2018] reflects this opposition by stating that the development of driveways or side roads off the highway realignment will not be permitted. Emergency and maintenance access to Unit 395 from the bypass may be necessary.

The *Delineation of Landscape Linkages* report [KNWR and CNF, 2010] advises against the construction of new roads within the Juneau-Cooper Creeks Landscape Connection. Because the landscape connection extends through most of the area between Unit 395 and the existing Sterling Highway, this suggestion should be considered if new road access is planned.

Character

The character of Cooper Landing, Unit 395, and surrounding areas is described as scenic, rural, and natural. Several of the reviewed plans and documents stress the importance of maintaining the aesthetic quality and character of the region.

The *Cooper Landing Land Use Classification* plan [KPB-CLAPC, 1996] indicates that Unit 395 should be developed as a residential subdivision and the creation of a new commercial district should be avoided.

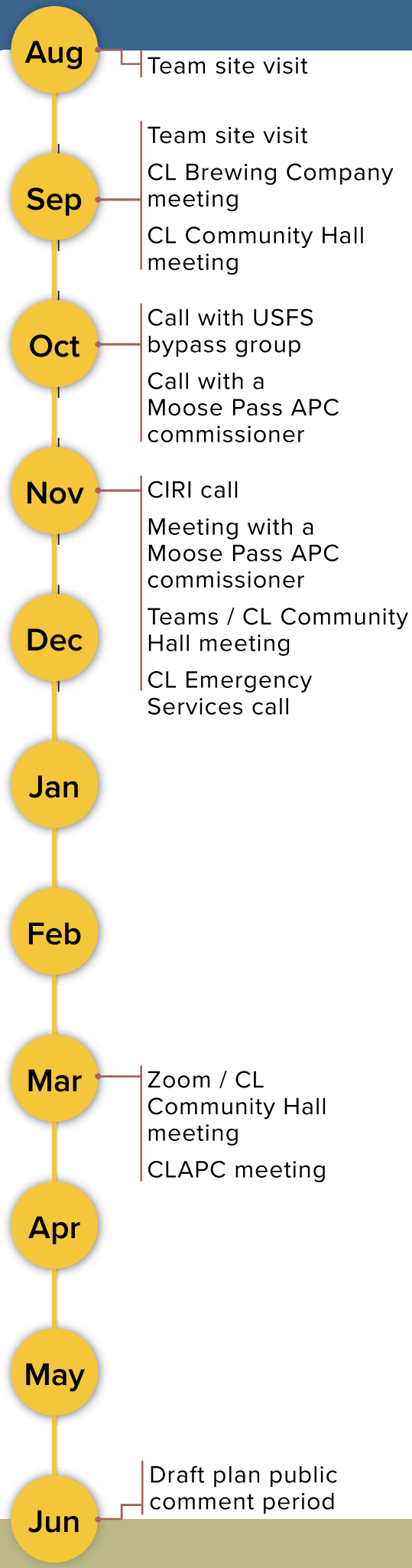
Wildlife and Vegetation

Unit 395 and the surrounding area contain wildlife habitat and linkages for a variety of species, including black bears, brown bears, moose, lynx, Dall sheep, and wolverine. The *Sterling Highway MP 45-60 Final EIS and Final Selection 4(f) Evaluation* [DOT&PF, 2018] identified both needle-leaved forest and needle broad-leaved forest within Unit 395; the vegetation inventory was completed for a buffer around the highway realignment and does not necessarily reflect the entire parcel.

Construction of the bypass will include the creation of wildlife crossing features at various locations along the bypass, including Alaska's first wildlife overpass to the west of Unit 395 and a crossing at the Juneau Creek Bridge to the east.

Character of Surrounding Lands

Unit 395 is surrounded by the Chugach National Forest, bordered on two sides by the Juneau-Cooper Creeks Landscape Connection, and overlapped by the Sqiilantnu Archaeological District. Each of these areas has its own guidance or regulations intended to minimize degradation. The Chugach National Forest Land Management Plan [USFS, 2020] and the *Delineation of Landscape Linkages* in the Cooper Landing Planning Area [KNWR and CNF, 2010] do not restrict activities or development in or access to Unit 395; however, they do signify that the areas surrounding Unit 395 will remain largely undeveloped.



3. Public Involvement and Stakeholder Engagement

Public Involvement

The project team conducted extensive public outreach throughout the duration of the project. This included public workshops (in person and online), attendance and presentations at CLAPC meetings, a project website, a story map, and announcements via the Cooper Landing Community Crier and local Facebook groups.

In addition to announcing meetings, the project team posted in the Cooper Landing Community Crier and local Facebook groups to announce website updates, request photographs of the parcel, and request community “stories” about the parcel.

The project website was updated within a week of each public workshop to include a summary of the feedback and activities from the workshop. Draft deliverables, maps, and concept drawings were also posted on the website as they were approved to be made public.

The digital story map contained additional details about the project and photographs of the project site, providing a virtual “tour” of Unit 395. Finally, a draft of this plan was released for public comment from June 7 to July 22, 2023; more details about the public comment period are discussed later in this plan.

Stakeholder Engagement

In addition to engaging the public to gather input, the project team conducted targeted outreach to and meetings with key stakeholders, including the U.S. Department of Agriculture U.S. Forest Service (USFS); Cooper Landing Emergency Services; Cook Inlet Region, Inc.; the Kenaitze Indian Tribe; and the Cooper Landing and Moose Pass Advisory Planning Commissions.

Key Takeaways

Members of the public disagreed on specific details of presented materials at each workshop; however, many overarching themes were consistent across individuals and workshops. Conversations prior to the public comment period tended to center around the following themes:

/ Housing

- » Agreement: there is insufficient housing (insufficient housing stock, unaffordable costs) for many of the people who work in Cooper Landing to also live in Cooper Landing year-round
- » Disagreement: where on Unit 395 housing should be allowed, whether housing should be developed on Unit 395 at all, how to create affordable housing, and desired lot size

/ Recreation

- » Agreement: recreation is vital to Cooper Landing's economy and character; residents and visitors value recreational opportunities very highly
- » Disagreement: the scale and types of facilities that should be developed (i.e., maintaining trails and trailheads, creating day-use facilities, or developing adequate facilities to host events such as Nordic ski or mountain bike competitions)

September 21, 2022 at the Cooper Landing Community Hall





/ Wildlife

- » Agreement: wildlife habitat and movement corridors should be considered when planning housing developments and land uses more generally
- » Disagreement: how to prioritize wildlife habitat and corridors alongside other considerations, such as cost of development

/ Access

- » Agreement: there should be limited access from the bypass to Unit 395
- » Disagreement: some members of the public were amenable to gated emergency access ramps within Unit 395, while others were opposed to any type of access from the bypass

/ Economy

- » Agreement: Cooper Landing has a highly seasonal economy, which makes living there year-round challenging; there is a desire for more stability for local businesses and opposition to large chains coming into their community
- » Disagreement: whether Unit 395 should be used in any capacity to support the local economy (i.e., by allowing commercial development on the parcel)

/ Vision

- » Agreement: Unit 395 is important to Cooper Landing's identity and its uses will impact Cooper Landing's future
- » Disagreement: how to balance and prioritize specific values and goals to create a cohesive vision for Unit 395


Information gathered through the engagement process was incorporated into each iteration of the maps and plans presented to the public.

KPB Planning Commission and Assembly Involvement

The KPB Planning Commission and KPB Assembly Lands Committee were updated on the progress of this project on February 13 and 21, respectively. The Assembly expressed that development and community expansion were key priorities for the borough on Unit 395 and that limitations should not be placed on development within the parcel.

Public Comment Period

A draft of this plan was made available for public comment from June 7 to July 22, 2023. The draft plan and appendices A, B, and C were posted to the project website as PDFs and announcements were made on Facebook, in the Cooper Landing Community Crier, and



during a CLAPC meeting. The public was able to submit comments via the website or by emailing the consultant team.

Nine comments were received during the comment period and logged in a comment tracker spreadsheet. A table with the comments and the project team's responses can be found in Appendix D.

The comments received reinforced the community's prioritization of recreation and wildlife management, with five comments emphasizing the importance and value of the natural environment and four mentioning the importance of recreation.

Many of the comments indicated that the commenters were opposed to residential development on Unit 395. Three comments were fully opposed to housing on Unit 395 and three more indicated that the commenters would strongly prefer no development on Unit 395. Five commenters mentioned affordable housing, with most indicating that they would prefer to see affordable housing developed closer to the existing infrastructure in Cooper Landing. One comment said the plan is a good balance of residential and recreational uses.

Three comments indicated opposition to commercial classification.

The USFS also submitted a letter that detailed their concerns and provided references to information about the impacts of development in this area. The changes made to this plan in response to the USFS letter are outlined in Appendix D and the letter itself is included in Appendix E.



4. Related Deliverables

Geotechnical Report

Engineers from the consultant team conducted subsurface explorations at Unit 395 in September 2022, with a total of 40 test pits excavated to depths ranging from 2 feet to 16 feet. Soil from 31 test pits were collected for laboratory testing.

Analysis of the test pits and soil samples revealed conditions suitable for residential development. Some areas are prone to frost, but this is a common challenge that could be addressed in the design of future structures on the parcel. The area near test pits TP21-27 (see Figure 4-1) was identified as a potential material source, but the report recommends additional studies to verify. Permitting for additional exploration of this area is in progress as of the writing of this plan.

The data collected for the geotechnical analysis were consistent with the data collected by DOT&PF for the Sterling Highway MP45-60 project. The full geotechnical report can be found in Appendix C.

Figure 4-1 Geotechnical Analysis Test Pit Locations

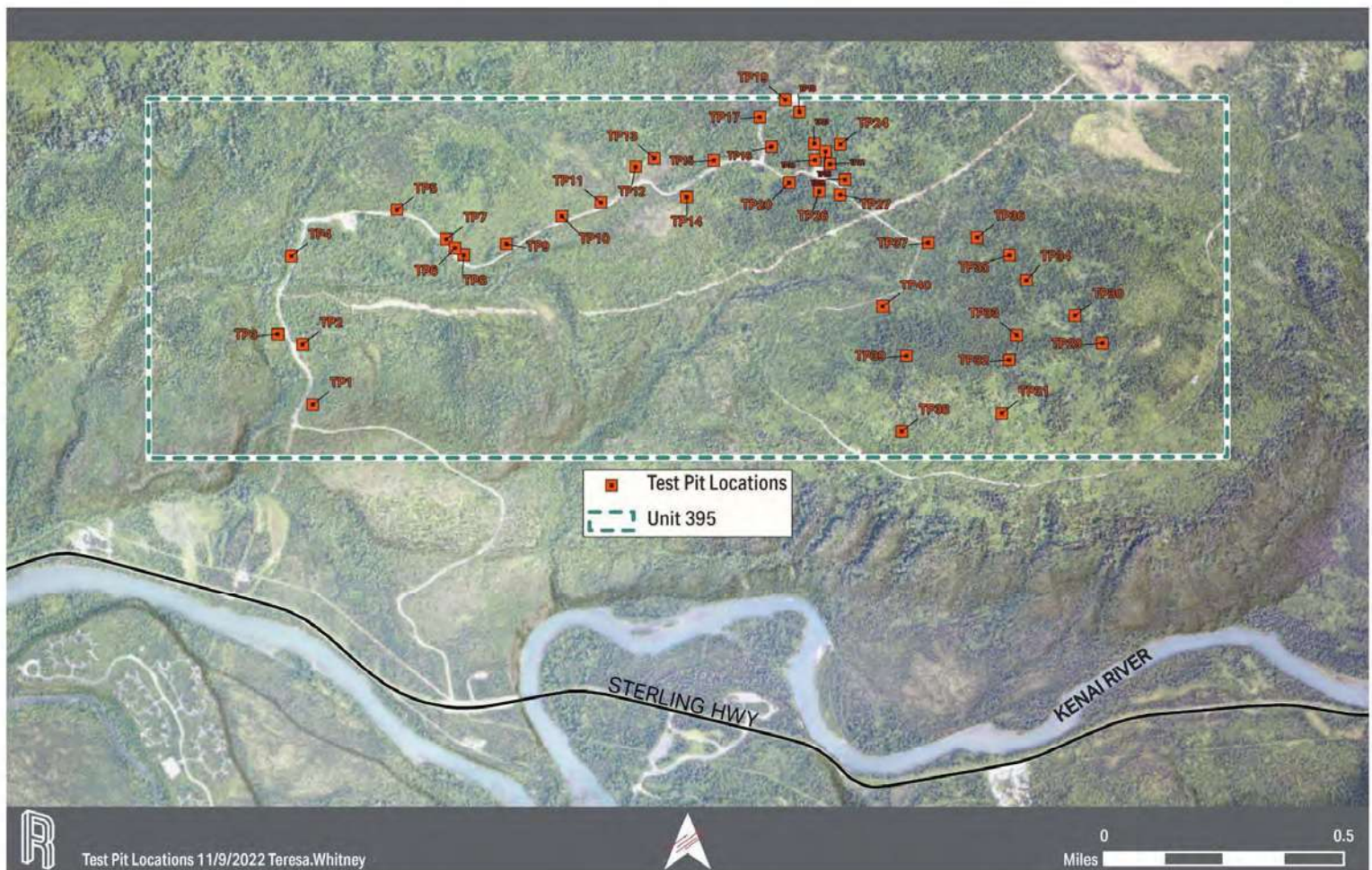


Figure 1. Approximate Test Pit Locations.

Constraints Mapping

The consulting firm used ArcGIS mapping to identify potential constraints to land uses on Unit 395. Figure 4-1 shows maps with four key constraints. The area's topography and wetlands limit where infrastructure, roads, and recreation trails can be developed and impacts cost of development. The existing USFS logging roads determine how the parcel will be accessed (via West Juneau Road off the existing Sterling Highway) and influence which areas of the parcel are most immediately available for development. Finally, the fourth map shows the Sqilantnu Archaeological District, which encompasses roughly half of Unit 395 and likely contains artifacts similar to those found during the Sterling Highway MP 45-60 construction project. Please refer to the Alaska Section 106 Tribal Consultation process for more information.

These maps do not show information about wildlife habitat or movements; this information was gathered from maps provided in Delineation of Landscape Linkages in the Cooper Landing Planning Area [KNWR and CNF, 2010] and the Sterling Highway MP 45-60 Final EIS and Final Section 4(f) Evaluation.

The maps developed by the consultant team are based on data that were available at the time of this planning project and the information should be verified on the ground before any development. These are not the only constraints that are relevant to development on Unit 395, but rather the key elements that were highlighted at public meetings. Additional constraints and considerations are discussed in Chapter 5.



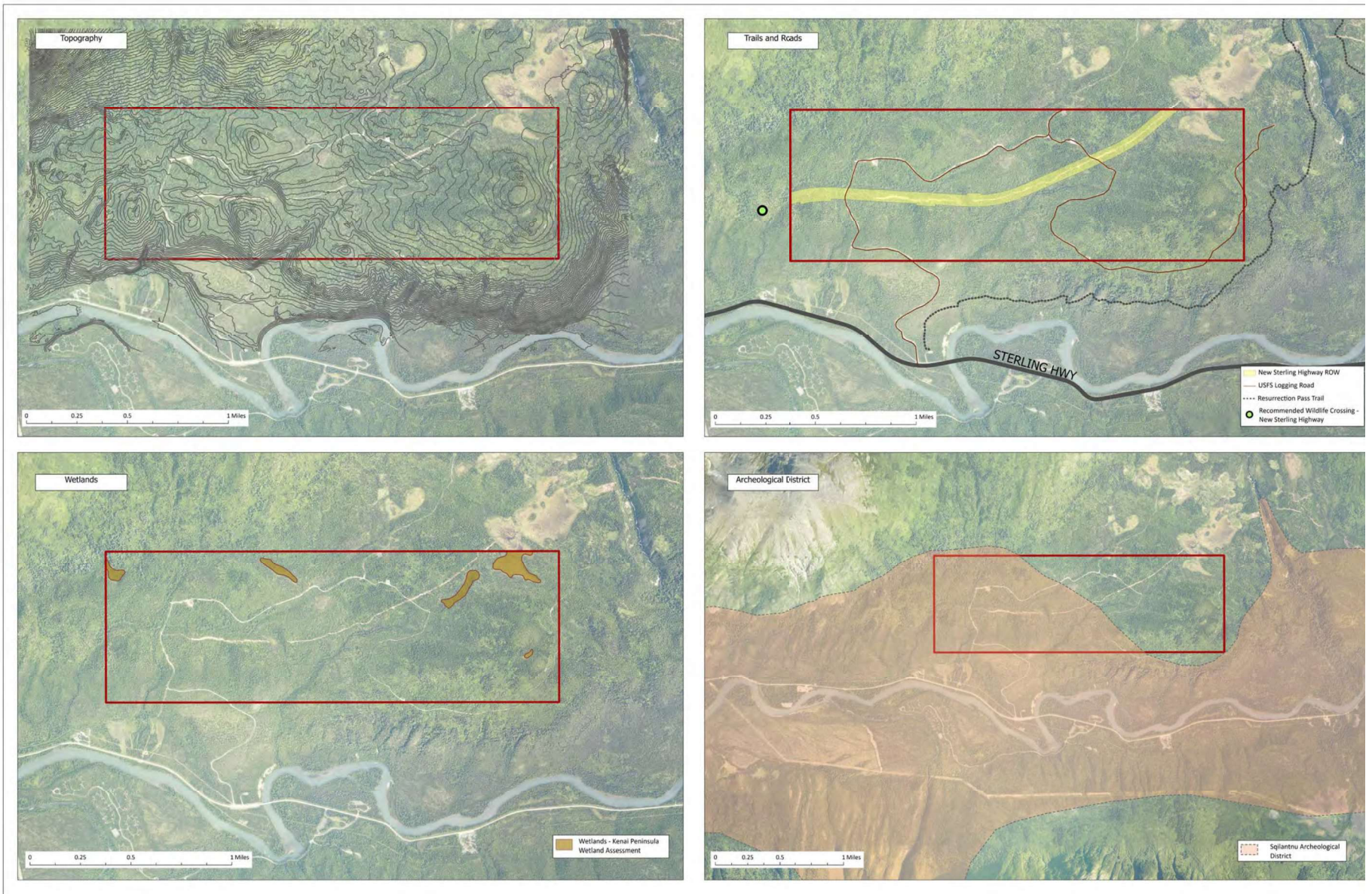


Figure 4-1 Constraints Map

Road Access to Southeast Corner

Development in the southeast corner of Unit 395, which has gentler slopes than most of the parcel, would require a spur road off West Juneau Road or Chunkwood Road. Based on an estimate from the consultant's engineers, constructing a 1.25-mile road from West Juneau Road would cost approximately \$1.5 million. This estimate does not include the roads that would be developed within the subdivision.

West Juneau Road, which is currently used to access Unit 395 from the existing Sterling Highway, is owned by USFS. Ownership of West Juneau Road would need to be transferred to KPB prior to development in the parcel.

Table 4-1. Access Road Construction Cost Estimate

Description	Quantity	Pay Unit	Unit Price	Amount
Clearing and Grubbing	17.4	AC	\$10,000	\$174,000
Unclassified Excavation	9,830	CUBIC YARD	\$15	\$147,450
Borrow, Selected Material Type A	11,222	TON	\$36	\$403,974
Aggregate Base Course, D-1	2,668	TON	\$30	\$80,025
Aggregate Surface Course, E-1	1,167	TON	\$36	\$42,012
CSP 24 Inch	450	LF	\$300	\$135,000
Mobilization and Demobilization	ALL REQUIRED	LUMP SUM	5%	\$49,123
Erosion and Pollution Control Administration	ALL REQUIRED	LUMP SUM	1%	\$9,825
Temporary Erosion and Pollution Control	ALL REQUIRED	LUMP SUM	2%	\$19,649
Construction Surveying	ALL REQUIRED	LUMP SUM	3%	\$29,474
Traffic Maintenance	ALL REQUIRED	LUMP SUM	3%	\$29,474
Construction Cost				\$1,120,006
Contingency (30%)				\$336,002
Construction Cost				\$1,456,007

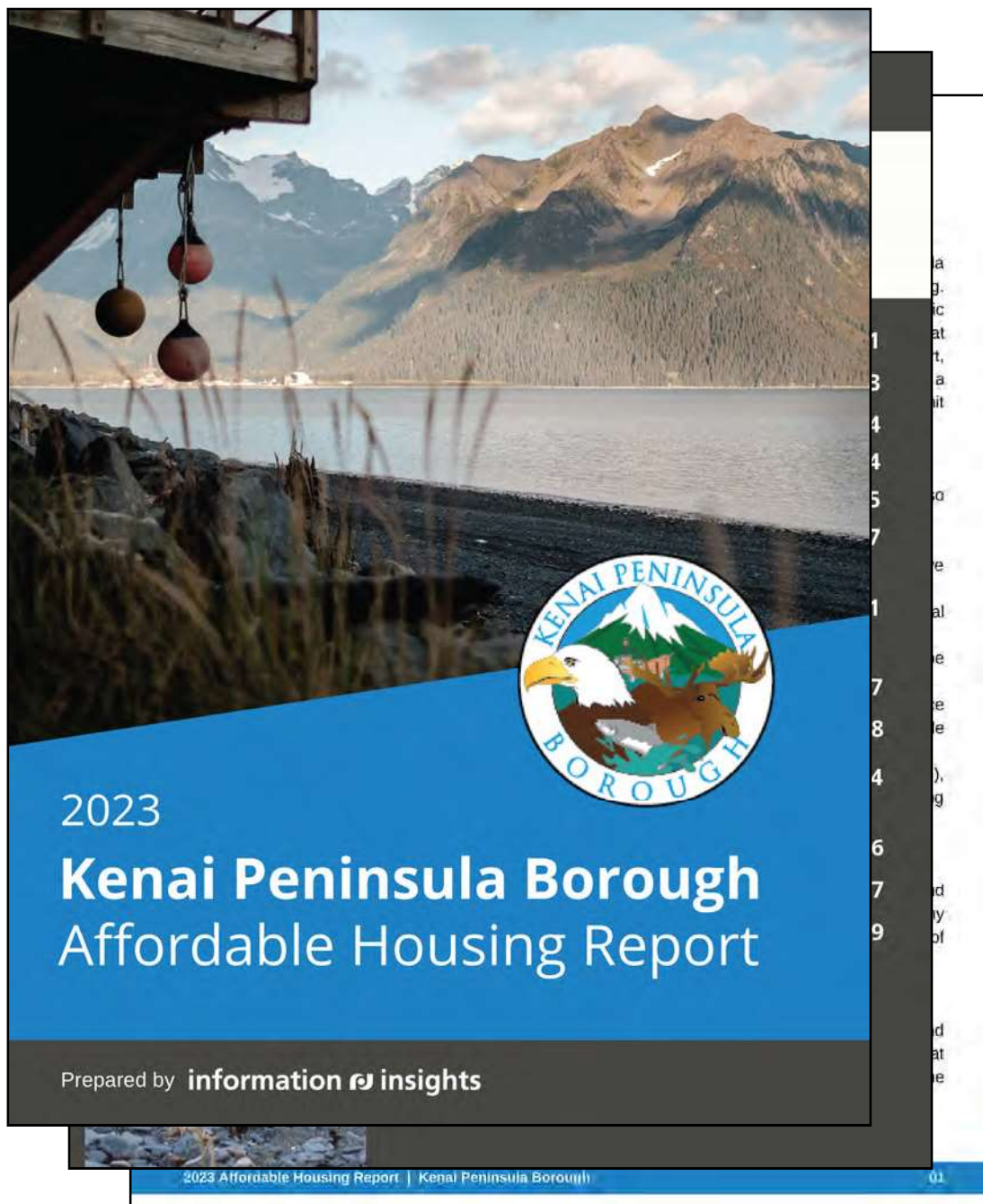
Utilities

Residential development on Unit 395 will require communications, power, water, and wastewater utilities. Electricity can likely be accessed via the power lines on the existing Sterling Highway, though the cost and feasibility would need to be evaluated in cooperation with Chugach Electric. Potable water would need to be accessed through either single-household wells on individual lots or a community well. Either option would require site-specific survey and design when the location of the development is determined. Similarly, a residential development could opt for a shared septic system, which would make smaller lot sizes more feasible than individual septic systems. Both a shared well and a shared septic system would be considered a "community system" and would require plan and design approval, as well as the formation of an entity responsible for the maintenance and operation of each system.

Affordable Housing Report

An affordable housing report was developed as part of the same effort as the Unit 395 Land Use Master Plan, though it is a standalone report that encompasses a broader area. The report evaluates housing practices in the KPB and other municipalities in Alaska and the Lower 48, as well as information from a public survey of Cooper Landing and Moose Pass residents and an interview with Kenai Peninsula Housing Initiatives. Based on this evaluation, it provides recommendations for creating more affordable housing in communities in the Chugach National Forest.

The full report can be found in Appendix A.



Benefit-Cost Analysis

A benefit-cost analysis was performed to provide additional context to the development possibilities of Unit 395. The following is an excerpt from the memo included in Appendix F.

As part of the land planning process, KPB has partnered with local community and business partners to assess development opportunities for Unit 395, including residential, commercial, and mixed-use. The quantifiable scope of this analysis estimates the costs and benefits of developing two subdivisions and a materials extraction site. Potential benefits outside of the quantifiable scope of this cost-benefit analysis include additional residential and mixed-use developments, fees such as parking or other user fees from trailheads and cabins, concession and rental fees from public facilities, and benefits to nearby businesses from the additional population and recreational use in the area.

Using a discount rate of 7 percent, the net present value of project benefits is \$12.0 million, and costs are \$1.9 million. The KPB Land Planning Unit 395 project therefore has a benefit-cost ratio of 6.2, as shown in Table 4-2. The benefits by fund are shown in Table 4-3.

Table 4-2. Benefit-Cost Ratio

Category	Net Present Value (7% discount rate)
Benefits	
Sales of residential lots	\$10,914,515
Property tax receipts from residential lots sold	\$1,019,818
Royalties from material extraction	\$132,851
<i>Total Benefits</i>	<i>\$12,067,184</i>
Costs	
Construction of access road to southeast corner	\$1,456,007
Construction of powerlines along access road	\$410,000
Road Maintenance (RSA)	\$90,013
<i>Total Costs</i>	<i>\$1,956,020</i>
Benefit-Cost Ratio	6.2

Table 4-2. Benefit-Cost Ratio

Category	Benefit/Cost Source	Net Present Value (7% discount rate)
Benefits		
Land Trust Fund	Sales of residential lots & Royalties	\$11,047,365
KPB Road Service Area	RSA Tax Receipt	\$90,013
KPB General Fund	Property Tax Receipts	\$929,806
<i>Total Benefits</i>		<i>\$12,067,184</i>
Costs		
Land Trust Fund	Construction of access road and Powerlines	\$1,866,007
KPB Road Service Area	Road Maintenance (RSA)	\$90,013
KPB General Fund	N/A	
<i>Total Costs</i>		<i>\$1,956,020</i>

5. Development Recommendations

The primary goal of this plan is to protect the resources and values of Unit 395 while retaining opportunities for future land uses. Unit 395 is recommended to be classified for resource management and recreation. Management of the parcel under these classifications should emphasize the importance of cultural preservation and facilitation, wildlife habitat and movements, and maintaining future development opportunities alongside recreation and resource extraction activities.

Currently, three locations have been identified for material extraction: a gravel site north of the bypass and two hard rock sites south of the bypass, one on each side of West Juneau Road, as shown in Figure 5-1. The gravel site north of the bypass is in the process of being permitted for exploration as of the writing of this plan. The site is anticipated to yield up to 50,000 cubic yards of material over 2 years if it is permitted for mining. Currently, there are no near-term plans for permits at either hard rock site.

Two areas, the area north of the bypass shown in Figure 5-1 and the southeast corner shown in Figure 5-2, should be considered for residential reclassification pending future suitability studies. The hard rock material site east of West Juneau Road could also be suitable for residential development after mining has been completed and the area has been stabilized (see Figure 5-2). The area north of the bypass and the recreational facilities in Figure 5-1 are shown in more detail in Figures 5-3 and 5-4. These concept maps are meant to provide an idea of the possibilities for this parcel and are not proposed plans for development.



Resource management, recreation, cultural preservation and facilitation, and wildlife management should be seen as immediate and ongoing priorities, whereas residential development on the parcel is a mid- to long-term goal. Development of affordable housing should be prioritized on other KPB-owned parcels within and nearer to existing infrastructure in Cooper Landing. The next three sections outline the factors that should be considered when developing infrastructure on the parcel, as well as specific steps necessary for recreational or residential development.

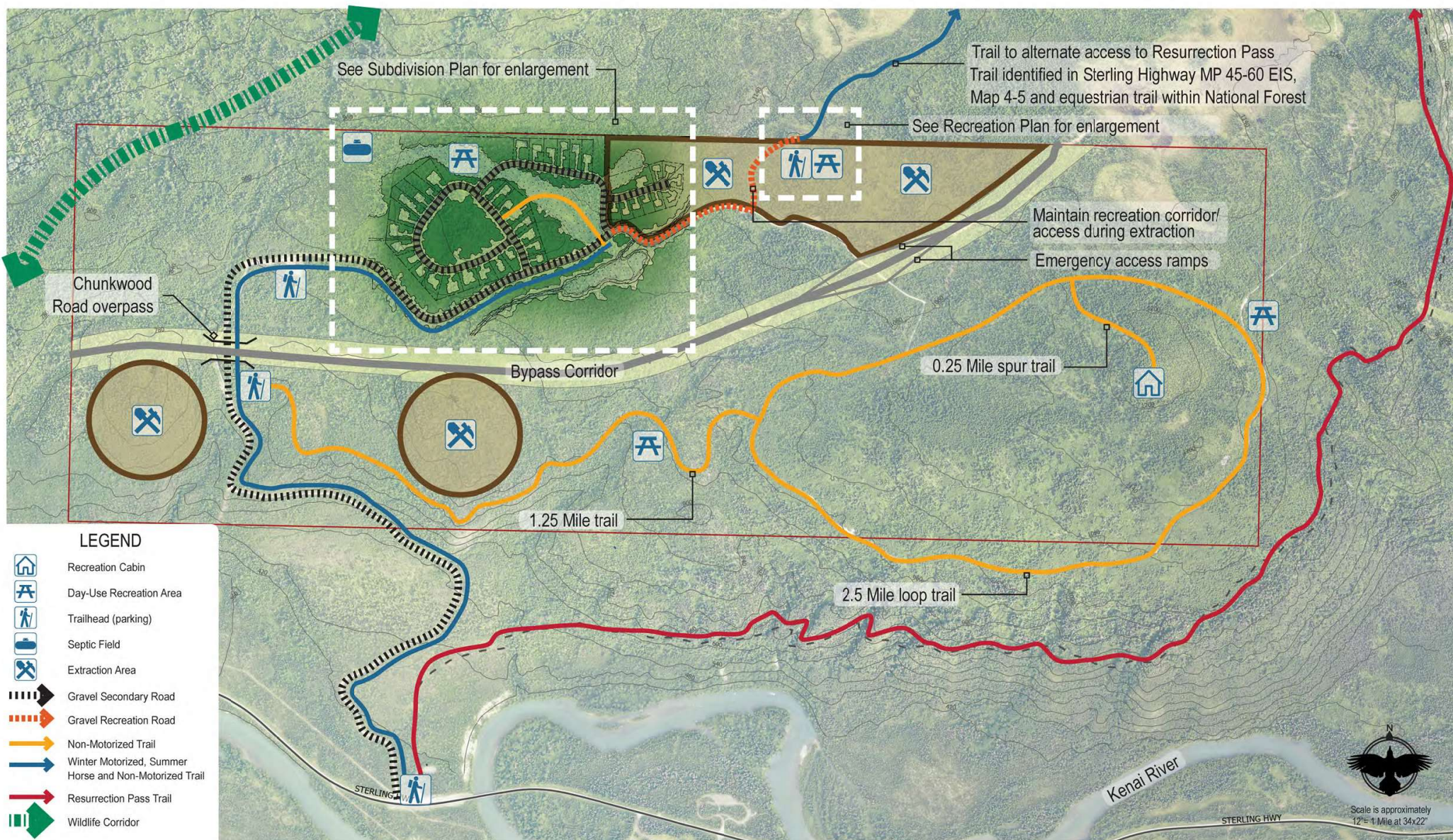


Figure 5-1

Development Possibilities

REV 08/17/2023



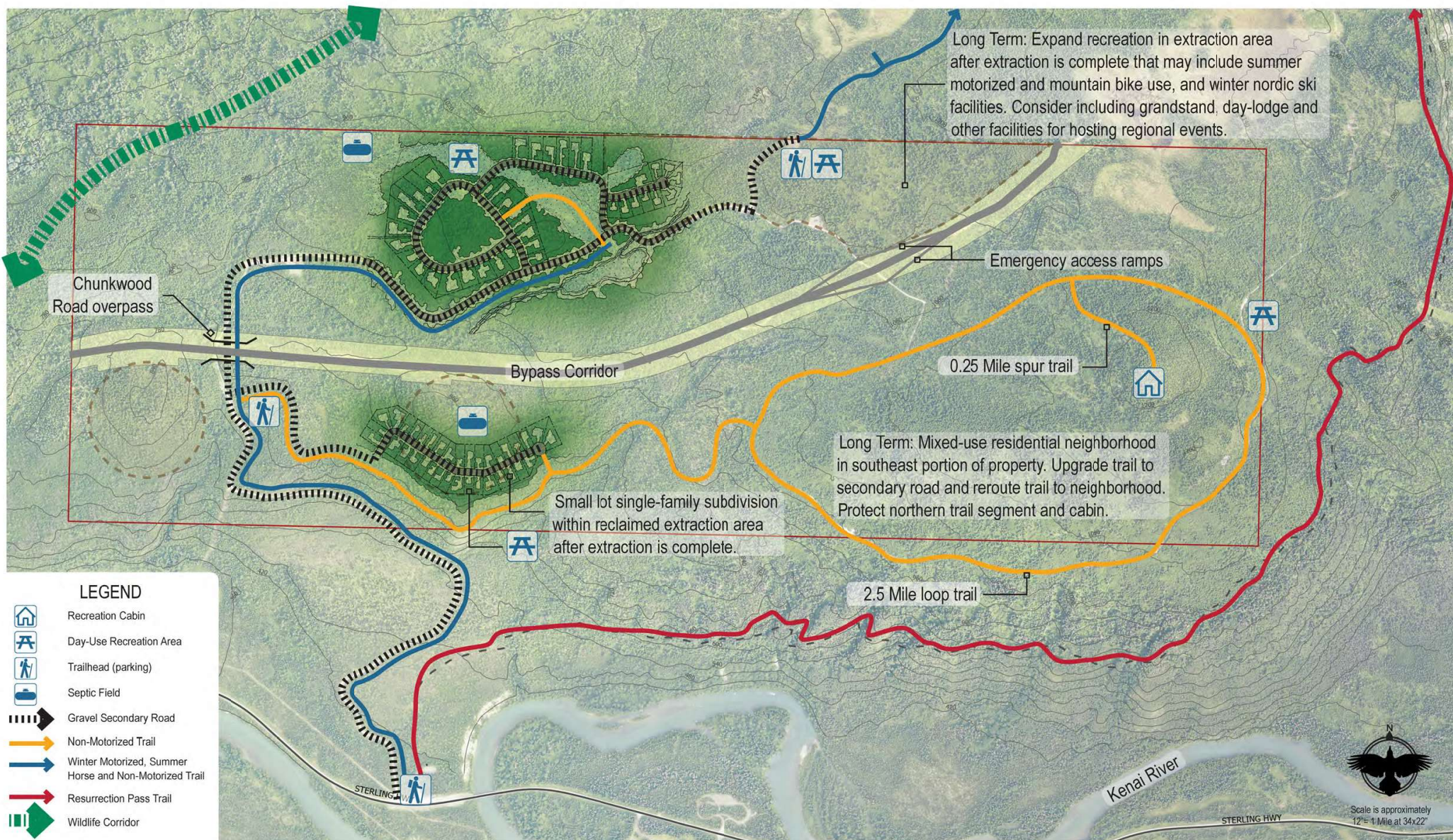


Figure 5-2

Long Term Development Possibilities

REV 08/17/2023





Figure 5-3

Residential Subdivision Plan

REV 08/17/2023



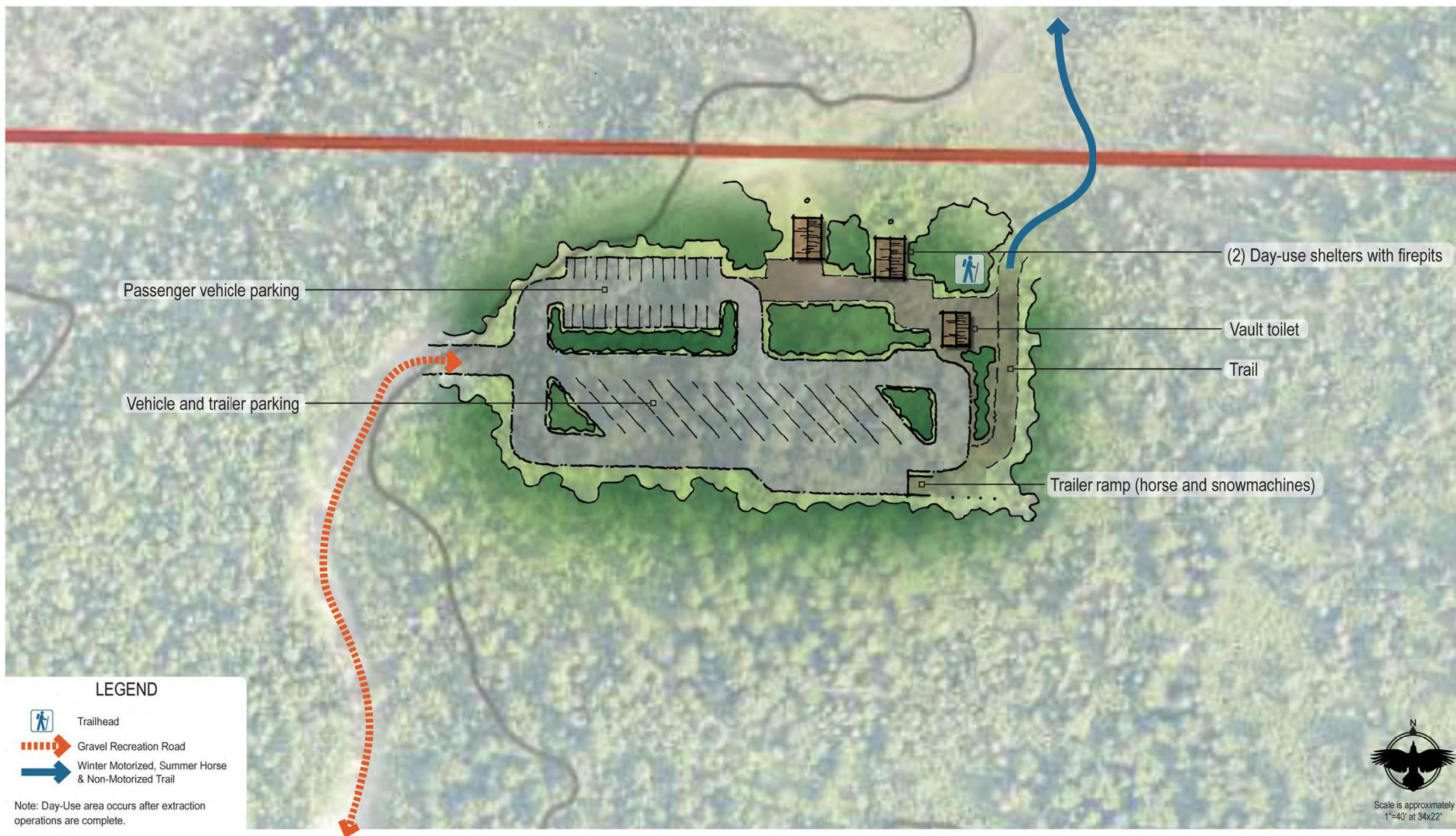


Figure 5-4

Recreation Day-Use Plan

REV 08/17/2023



General Considerations for Development

Disposal of KPB lands for private development is a standard practice that has yielded and continues to yield significant social and economic benefits to the Cooper Landing community. For example, the Cooper Landing Senior Housing, the Post Office, and many private homes were built on lands previously owned by KPB, and the Cooper Landing Gun Club is currently seeking to move their gun range to KPB land. The Cooper Landing Brewing Company, where the first public event was held for this project, was also built on former KPB land. Development on Unit 395 would follow the same procedure as these past examples, including opportunities for public comment.

The remainder of this plan identifies topics and concerns that were raised throughout this project that should be considered before and during any future development on Unit 395.

Coordination with Other Entities

Any development on Unit 395 should be planned in consultation with relevant entities and organizations in and near Cooper Landing. Table 5-1 on the following page provides examples, though it should not be considered a complete list.

Aerial image taken by Alaska DOT&PF



Table 5-1. Future Consultation and Coordination Needs

Entity	Potential Involvement
CIRI	Should be consulted prior to development on Unit 395, especially regarding development that may occur within the Sqilantnu Archaeological District.
CLAPC	Should be engaged and informed throughout the planning and design phases of any development on Unit 395.
Cooper Landing Emergency Services	Should be consulted regarding adequate access for emergency vehicles and capacity for increased emergency responses.
Community organizations	Organizations such as the Cooper Landing Community Club, the Cooper Landing "Walkable Community" Project, the Cooper Landing Gun Club, etc. should be engaged throughout the planning and design phases of development on Unit 395.
DEC	Should be consulted in the planning and design of onsite septic systems.
Kenaitze Indian Tribe	Should be consulted prior to development on Unit 395, especially regarding development that may occur within the Sqilantnu Archaeological District.
KPB	Will be involved in planning, development, and land disposal within Unit 395.
Private developers	Will likely be involved in residential development on Unit 395.
Members of the public	Should be engaged and informed throughout the planning and design phases of any development on Unit 395.
SHPO	Should be consulted prior to development on Unit 395, especially development that may occur within the Sqilantnu Archaeological District.
USFS	Should be consulted regarding access to recreation features on USFS land, impacts of development on wildlife movement, strategies to mitigate human-wildlife interactions, and any other logistical matters that may arise from developing sites encompassed by USFS land. Will also need to be involved in the ownership transfer of West Juneau Road to provide public access to Unit 395.
Utility providers	Should be engaged to identify costs, feasibility, and potential challenges of extending utilities (e.g., electricity, internet access) to Unit 395.



Community Priorities

Cooper Landing values its small-town feel. Although the area transforms into a tourist destination for fishing and recreation during the summer months, it is generally a quiet and closely connected community. Residents and CLAPC have expressed a desire for Cooper Landing to maintain its character and sense of community and would oppose development that threatens to disrupt the community or its economy.

The themes identified in Section 4.3 should be used as a starting point for discussions around future developments on Unit 395 to aid further public engagement efforts.

Material Sites

Material extracted from sites within Unit 395 could possibly be used to develop infrastructure within the parcel. KPB should consider material site development that supports and enhances overall and neighboring development rather than impeding or detracting from those long-term development goals. End-state reclamation plans should point to future use goals, such as development for residential or recreation use or restoration to wildlife habitat.

The material sites within Unit 395 could be important for local residential development uses as well as public projects and road and highway maintenance, including winter sand. Rock materials should be characterized and tested using DOT and/or USACE standards and specifications for rip-rap and aggregate to determine usefulness and importance.

Recreation

Cooper Landing is well-known for its sport fishing, transforming the quiet community into a bustling hotspot during the summer months. Cooper Landing also offers float trips down the Kenai River, campsites, and hiking and skiing trails, among other recreational opportunities. The south trailhead for Resurrection Pass Trail, which attracts hundreds of visitors each year, is located along Sterling Highway near the start of West Juneau Road. In the winter, West Juneau Road is currently unmaintained and serves as the Winter Trail Route for the Resurrection Pass Trail. The winter trailhead could be moved to the north side of Unit 395 to provide better trail access and snow conditions due to the elevation gain.

Outdoor recreation is vital to Cooper Landing's economy and beloved by its residents. Feedback from the public indicated that recreation should be a priority on Unit 395, with ideas for new facilities ranging from looped trails for mountain biking to a Nordic ski competition stadium.

Roadways

Within Cooper Landing, the roads are narrow and the speed lowers to 35 miles per hour to increase safety, especially during the summer months when Cooper Landing becomes a hotspot for tourism and fishing. The Sterling Highway MP 45-60 bypass project aims to reduce congestion and provide travelers with an alternate route of travel. The bypass will bisect Unit 395 and include a bridge east of the parcel over Juneau Creek. Construction of

the bypass will require DOT&PF and construction teams to take care and consideration for the archaeological district and provide adequate crossings for animals to reduce animal-vehicle collisions. Alaska's first wildlife overpass will be located on the Sterling Highway bypass just outside the western boundary of Unit 395.

Construction of the Sterling Highway MP 45-60 Project is scheduled to continue through 2027. Most of the construction that will directly impact Unit 395 will occur during Phase 4 of the bypass project (2022-2024) with final construction efforts for the entire bypass occurring during Phase 6 (2026-2027). Presence of construction equipment and activities will temporarily restrict access to some areas of Unit 395 and the opening of the highway will redirect north-south navigation for recreational users to safe, designated crossings. The highway will also create a new source of noise pollution that should be considered when developing either residential or recreational facilities.

According to the 1996 Cooper Landing Land Use Classification Plan and public comments from the development of the current plan, residents of Cooper Landing are opposed to access to Unit 395 from the Sterling Highway bypass. Maintenance and emergency access to the parcel from the bypass may be necessary, but regular public access should originate from the existing Sterling Highway alignment via West Juneau Road.

Both West Juneau Road and Chunkwood Road, which is located within the parcel, are currently USFS roads. The USFS has indicated that, if development on the parcel will result in West Juneau Road being used by the public, they will expect to transfer ownership of the road to the KPB. A Road Service Area would need to be created and a Road Maintenance Application would need to be filed with the borough. This will require West Juneau Road to meet the appropriate KPB road construction standards (width, grade, drainage, etc.). Upgrades to the road as part of the Sterling Highway MP 45-60 project will likely help the road meet or near some of these requirements, but additional upgrades and/or exceptions due to infeasibility to meet standards will be needed.

Roads within the subdivision(s) would need to meet Category III or Category IV standards per KPB Code Section 14.06. Category III roads, which serve 21-50 lots, must be at least 24 feet wide and Category IV roads, which serve more than 50 lots, must be at least 26 feet wide. Subdivision roads must not exceed 28 feet in width and grade standards are not to exceed 10%. All future road designs to or within Unit 395 should consider pedestrian infrastructure in their designs.



West Juneau Road



Sqilantnu Archaeological District

The following description of the Sqilantnu Archaeological District was provided by the Kenaitze Indian Tribe for inclusion in this plan.

The Kenaitze Indian Tribe is a federally recognized tribe with about 1,900 members, many who live on the Kenai Peninsula, or Yaghanen (“the good land”). Our people, the Kahtnuht’ana Dena’ina (meaning the People of the Kenai River), have inhabited the Kenai Peninsula since time immemorial. Today, the Tribe delivers many services to our people in the area, including operating the Dena’ina Wellness Center in Kenai, providing early childhood education and social services, and offering various housing assistance programs. The Tribe also operates the K’Beq’ (Footprints) Cultural and Heritage Site near the confluence of the Upper Kenai River and the Russian River, and also inside the Sqilantnu archaeological district which teaches visitors about the history of this land and our people and culture. We operate this Site in partnership with the U.S. Forest Service.

The Dena’ina word for the area around the Upper Kenai River is Sqilantnu. There were traditional Kenaitze villages in this area until early in the 20th century. This area includes the Sqilantnu Archaeological District, and half of Unit 395 is contained within the District. The Sqilantnu Archaeological District contains hundreds of archaeological sites, including remnants from early Dena’ina occupation. Our people lived off this land since time immemorial and continue to do so and depend on its resources for medicine, food, and so much more. In exchange, we were good stewards of this land, ensuring these resources remain available to future generations.

The Tribe partners with Cook Inlet Region, Inc., the U.S. Forest Service, and the U.S. Fish & Wildlife Service to manage the natural and cultural resources located here. For instance, the Tribe has been working with the State of Alaska Department of Transportation during the Sterling Highway construction project, to ensure that artifacts and human remains are properly respected and preserved. During the 2021 construction season, workers found hearths and cache pits from Dena’ina homes, animal remains, and tools and blades. It is likely that many of these same artifacts can be found within Unit 395.

Wildlife and Environment

Unit 395 is surrounded by the Chugach National Forest and the Kenai National Wildlife Refuge. Development on the parcel will need to be mindful of the presence and movement of wildlife, particularly along the western side of the parcel, to minimize further disruption of north-south navigability for wildlife. The Sterling Highway MP 45-60 project will include a wildlife overpass just outside the western edge of Unit 395, and it is anticipated that wildlife, including moose, black bears, Dall sheep, wolverines, and Canadian lynx, will redirect their movements to that overpass. Development can also cause habitat fragmentation that increases human-wildlife interactions in recreational and residential areas. USFS should be consulted during the planning stages of development to mitigate harmful impacts to wildlife and wildlife movements.

Unit 395 also contains wetlands, as indicated in Figure 5-1, and is known to contain trees affected by the spruce bark beetle. Wetlands may impact feasibility of development in certain areas and the presence of the spruce bark beetle may create specific clearing requirements for any projects in the area. Management efforts for the spruce bark beetle are ongoing across Cooper Landing. Recently, nearby Devil's Creek trailhead was closed to allow heavy machinery to remove nearly 85 percent of the dead or dying spruce trees because they posed a fall hazard or blocked the pathway for recreational users. In addition to the at-risk spruce, there are mountain hemlock stands throughout Unit 395. Mountain hemlocks are particularly revered and are valuable to conserve.

The parcel is located within a fire-adapted forest ecology, which means that wildfires are a recurring natural phenomenon that should be considered during development. Public and private infrastructure can mitigate risks of wildfires by implementing firewise practices to reduce ground fuels and ladder fuels, create fuel breaks, and use fire resistant construction materials and methods.

A moose spotted in Unit 395



Recreation Infrastructure Development

This plan presents a wide range of all-season recreation opportunities that could be pursued by organizations and partners in the area. The KPB does not have a parks and recreation department to develop these facilities at this time, but they were included in this plan to reserve space for development by future partners given the importance of recreation to not only Cooper Landing residents, but all residents of and visitors to the Kenai Peninsula.

Concepts for new recreation infrastructure shown in Figures 5-1, 5-2, and 5-3 include hiking trails, day use recreation facilities, public use cabins, winter motorized trails, equestrian trails, mountain biking trails, and the long-term vision for a regional Nordic ski race facility. These facilities are consistent with the desires of the community and existing recreation uses. They would also support and expand recreation opportunities found in the surrounding Chugach National Forest, especially the neighboring Resurrection Pass Trail, which is one of the most popular hiking trails on the Kenai Peninsula and hosts winter snowmachining and skiing.

These concepts are preliminary in nature but capture the desired infrastructure. Planning and design refinement for these facilities should follow recreation standards developed by the USFS and those used by the Chugach National Forest. The USFS provides most of the recreation infrastructure in the immediate area. Following USFS guidelines will provide a consistent user experience, construction means, and maintenance strategy that will create uniformity in the development of the new recreation opportunities and continuity when linking to existing recreation networks. Next steps for recreation infrastructure development are presented in the following sections.

Partnerships


Working with partners and obtaining funding is essential for successful implementation of these concepts. Organizations that would like to develop recreational infrastructure on Unit 395 must consult and partner with USFS (Chugach National Forest-Recreation), Federal Highway Administration, State of Alaska (Department of Natural Resources, DOT&PF), Alaska Congressional

Driving Distance from Possible Subdivision



Recreation Sites

Destination	Miles
Juneau Falls Trailhead	10.1
Resurrection Pass Trailhead (South)	2.4
Resurrection Pass Trailhead (North)	57.2
Russian River Falls Trailhead	3.9
Devils Pass Trailhead	21.1
Sportsmen's Landing	4.1
Seward Boat Harbor	53.7
Anchorage Airport	109.3
Homer Boat Harbor	123.3
Jim's Landing	7.9
Rifle Range (New)	15.1
Rifle Range (Old)	8.8



Delegation, Rasmuson Foundation, KPB, and any other agencies who may provide support and funding to understand agency requirements, required funding match, and garner preliminary support of projects. Beyond funding, partnerships can be established for management and maintenance of recreation facilities, especially those that are local and where new recreation facilities would support their mission.

Any infrastructure, including trails, that would be wholly or partially on USFS land would require a Special Use Permit to be obtained prior to construction. Future updates to USFS land use & recreation plans are encouraged to promote cross-boundary partnerships with KPB to connect recreation infrastructure and enhance their benefits.



I've gone hiking in the area extensively and have always appreciated how I can get away from the bustle of Cooper Landing and contemplate everything going on in my life. One summer, I hiked in the area every single day with my dog. It was a special time in my life, and I hope that the area remains untouched and free of development in the future.

—Cooper Landing Resident, via email

Funding

Public use recreation facilities could be funded through partnerships, as described above. Projects could also be listed on KPB, USFS, and State Capital Improvement Programs (CIP) for Statewide Transportation Improvement Program (STIP), Federal Aid (FHWA programs) and Alaska Capital budget, and ranked for funding consideration. Potential funding programs include the following:

- / Great America Outdoors Act
- / Federal Land Access Program (FLAP)
- / National Forest Foundation
- / Recreation Trails Program (RTP)
- / Pittman-Robertson Hunter Access Program
- / Land and Water Conservation Fund (LWCF)
- / Transportation Alternatives Program (TAP)
- / Alaska Snowmobile Trail Development Program
- / Rasmuson Foundation
- / Mountain Bike Alliance


Additional Design: Next Steps

Facilities shown in this plan are only conceptual and require design refinement for establishing partnership, funding, and installation, which should adhere to USFS standards for Alaska. A “Design Narrative” based on the USFS template should be developed for each facility to refine location and conceptual layout of recreation facilities, followed by conceptual level construction estimates and the identification of possible permitting issues. Design for each facility should include plans to integrate it into the larger network of existing and planned recreation infrastructure in the area.

After partnerships and funding have been established, more detailed design and engineering will be required. This process should include geotechnical, civil, and structural engineers and landscape architects, as needed, in addition to local subject matter experts and community members.

Consultants hiking in Unit 395





Ensure design and engineering is developed by those with local and Alaska recreation design experience in the following areas:

- / Nonmotorized trails, trailheads, and signage
- / Winter trail and summer equestrian support facilities (e.g., ramps, parking)
- / Recreation cabins (develop partnerships for their management)
- / Mountain bike trails and trailheads
- / Long-term: Nordic ski race facility and winter lodge and summer mountain bike race facility

Management and Maintenance

Outside funding is typically unavailable for maintenance and management of recreation facilities; the organization responsible for the facilities should develop a plan for maintenance prior to construction of the infrastructure. The following are common strategies for maintaining recreation facilities:

- / Working with existing local and regional non-profits, organizations, and businesses for the management and maintenance of recreation funding
- / Hosting an annual volunteer day for trails and recreation facilities cleanup and maintenance
- / Developing agreements with federal agencies for facilities that access federal land and are designed and constructed to USFS standards
- / Establishing agreements with homeowner associations for management of recreation facilities within residential developments

Funding for management and maintenance can also occur through the collection of general user fees for facilities. Where appropriate, allow commercial use of recreation facilities through a permit program and collect user fees and establish conditions and regulations for use (e.g., number of users, timing of use, how facilities are accessed, triggers for when commercial use impacts local use). Organizations may also collect donations and host fund raising through nonprofit organizations for the maintenance and upgrade of recreation facilities. Additionally, local groups and agencies may enter into Community Trail Management Agreements with KPB in order to develop and manage publicly accessible recreational features on KPB lands.

Residential Development

GIS and geotechnical analyses of Unit 395 indicate that there are areas within Unit 395 that could be suitable for residential development, though additional study would be required before development. Additional study should include a survey of the selected site, assessment for the feasibility of individual or shared water and wastewater systems, a plan for extending power lines from Sterling Highway into the parcel, and either the verification of the subdivision concepts presented in this plan or the development of a new subdivision layout by a professional engineer. These efforts should include cost estimates to allow for informed decision-making, as well as a public engagement process specific to the proposed development.

Comments received for this plan indicated that residents want the impact to recreational areas (noise pollution and viewsheds) to be a key consideration when choosing a location for residential development. Given the housing market in the area, many people also expressed a desire for incorporating affordable housing practices into future housing developments. The public comment period summary in Section 3 and the comment-response table in Appendix D provide additional insight into public opinion on development within Unit 395.

Driving Distance from Possible Subdivisions

Services and Amenities

Destination	Miles
Wildmans	7.9
Cooper Landing Brewery	10.6
Cooper Landing Community Hall	8.5
Central Peninsula Hospital	44.1
Seward	54.5
Cooper Landing Emergency Services	7.5
Cooper Landing Museum	6.8

The subdivision concept layouts presented in Figures 5-1 through 5-3 are intended to demonstrate possible options and are not design proposals but could be used in future planning as a starting point for designs and discussions. Planning for subdivision development should include consultation with CLAPC, the Kenaitze Indian Tribe, the USFS, U.S. Fish and Wildlife, Cooper Landing Emergency Services, and any other local or regional entities that may be impacted by or have input on development.



My biggest thing is, we need to address it so that there is an option for families to continue living in this town.

—Cooper Landing Resident, at the November public meeting



Prepared by **RESPEC** with support from Corvus Design,
Information Insights, and Northern Economics



Land Management

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2205 • (907) 714-2378 Fax

A Division of the Planning Department

Peter A. Micciche
Borough Mayor

November 9, 2023

NOTICE OF PUBLIC HEARING Kenai Peninsula Borough Land Classification

Dear Land Owner or Leaseholder:

Public notice is hereby given that the classification of Unit 395 in Cooper Landing containing 1080 acres proposed to be classified as resource management. Public notice is sent to all land owners and/or leaseholders within half mile of the subject property, and applicable departments, agencies, and interested parties. The KPB encourages you to review the land classification(s), attend meetings, and submit written comments. The land management plan can be accessed through the following website: <https://www.unit395planning.com/>

KPB Code: 17.10.080

Basis for Proposed Classification: The KPB proposes to classify borough land described below as resource management in accordance with KPB Code 17.10.080(K9). Classification provides guidance for the management of borough land.

Description of Borough Land Proposed for Classification:

Assessor's Parcel No.	General Location	Legal Description	Acres +/-	Proposed Classification	Zoning
11901030	Cooper Landing	T 5N R 4W SEC 25 26 27 SEWARD MERIDIAN SW W1/2 NW1/4 & NW1/4 SW1/4 IN SEC 25 & N1/2 & N1/2 S1/2 IN SEC 26 & N1/2 & N1/2 S1/2 IN SEC 27	1080±	Resource Management	Rural

Public Meeting Schedule: The public is invited to comment and give testimony at the following meetings. Public meetings will be held as shown unless otherwise advertised.

Cooper Landing Advisory Planning Commission Meeting: December 6, 2023, 6 p.m. at the Cooper Landing Community Hall, 18511 Bean Creek Road, Copper Landing, AK

or Zoom: <https://zoom.us/j/2045581076>

KPB Planning Commission Public Hearing: January 8, 2024, 6 p.m.

Zoom only meeting: <https://us06web.zoom.us/j/9077142200>

KPB Assembly Meeting: January 16, 2024, 6 p.m. at the KPB Administration Building, 144 N. Binkley Street, Soldotna, AK 99669

Public Comments: Those wishing to comment may attend the above meetings to give testimony and/or may submit written comments. Written comments must be received before 4:00 p.m., December 27, 2023 to be included in the Planning Commission mail-out packets. Written comments must be received not later than 4:00 p.m., January 5, 2024 to be considered at the Planning Commission public hearing.

Written comments may be sent to the following address:

Land Management Division
Kenai Peninsula Borough
144 N. Binkley Street
Soldotna, AK 99669

or email to lmweb@kpb.us

Additional Information: For additional information about this application, contact the Land Management Division at 907-714-2205, or toll free within the Borough 1-800-478-4441. The Kenai Peninsula Borough reserves the right to waive technical defects in this publication.

Frequently Asked Questions

Q: Why does Borough land need to be classified?

A: Classification provides direction for the management of Borough land and resources.

Q: Will my land be classified also?

A: No, private land is not classified. Only Borough land is classified. However, as land passes from the Borough into private ownership, the classification may pass with it.

Q: How many classifications are there?

A: There are 15 classifications. See attached for classification definitions.

Q: Can I comment during the classification process?

A: Yes, you can submit written comments, or sign up to speak at the Planning Commission hearing or Assembly meeting. See attached public notice for schedule of meeting.

Q: Will the land be restricted to the classification?

A: Land will be restricted to the classification if the land is conveyed with a deed restriction as such.

Kenai Peninsula Borough Land Classification Definitions Borough Code of Ordinances, Title 17

"Agriculture" means activities that result in products for human or animal use. Agriculture activities may include raising crops, animals, or grazing animals. Agriculture does not include human habitation.

"Commercial" means lands suitable for development or location of service-oriented facilities such as stores, offices, medical clinics, restaurants, lodges, vehicular service stations, hotels, and camper parks. Lands must be able to support on-site water and sewer systems or capable of receiving water and/or sewer service, near public utilities and be in proximity to residential areas.

"Government" means lands that may be or are required for use by a federal, state or local governmental entity. Such uses include existing and future school sites; sites for service area facilities; or, any governmental use determined to be beneficial to the public.

"Heavy Industrial" means lands suitable for processing chemicals or manufacturing from or extraction of raw materials, stockyards, fish processing plants, distilleries, or uses that may discharge water, create hydrocarbons, excessive noise, odors, danger of explosions, or waste material, making them incompatible with most other land uses. Lands should not be located in or immediately adjacent to residential development; parcels should be of sizes reasonably appropriate to accommodate the activities together with sufficient buffers zones for the activity associated with this class of use. Appropriate access shall be available or feasible without going through residential areas. The lands shall be in a location that is reasonably convenient to conduct the activity.

"Institutional" means lands which may be of value for the location of churches, private schools, clubs, associations, nonprofit organizations, or cemeteries.

"Light Industrial" means lands suitable for industrial uses that generally do not have offensive characteristics and can be conducted primarily inside closed buildings. Such uses may include warehousing, storage inside enclosed areas, and light manufacturing not inside buildings.

"Preservation" means lands needed for stabilization or maintenance of natural features, historic value, known nesting areas of migratory birds or required to maintain the integrity of certain types of easements or as buffers, green belts, water sheds or other reservations to preserve natural resources and aesthetic qualities. Soils may be of such a nature as to not be usable for construction of buildings.

"Recreational" means land located in an area where the potential for recreational use exists. This may include both indoor and outdoor uses such as gun ranges, archery ranges, camping, golf courses, snow machine trails, cross country trails, skiing, boating, fishing or which may provide access to those activities. Recreational does not include use of lands for amusement parks. Site conditions for any authorized use must be appropriate and suited for such uses. Recreational lands disposed of to private parties must allow public use unless specifically waived by ordinance. If recreational lands are for sale or lease then restrictions may be imposed for appropriate uses given conditions and surrounding use. Not all activities are suitable for all sites.

"Residential" means lands suitable for development for single family or multifamily settlement of a permanent nature. Residential parcels may be located adjacent to existing communities or are determined to be necessary for future community development. Residential parcels must be able to support on-site water and sewer systems or capable of receiving water and/or sewer service, have legal access and feasible physical access, suitable terrain and appropriate with the given surrounding uses.

"Rural" means lands which are located in a remote area. This classification will have no restrictions.

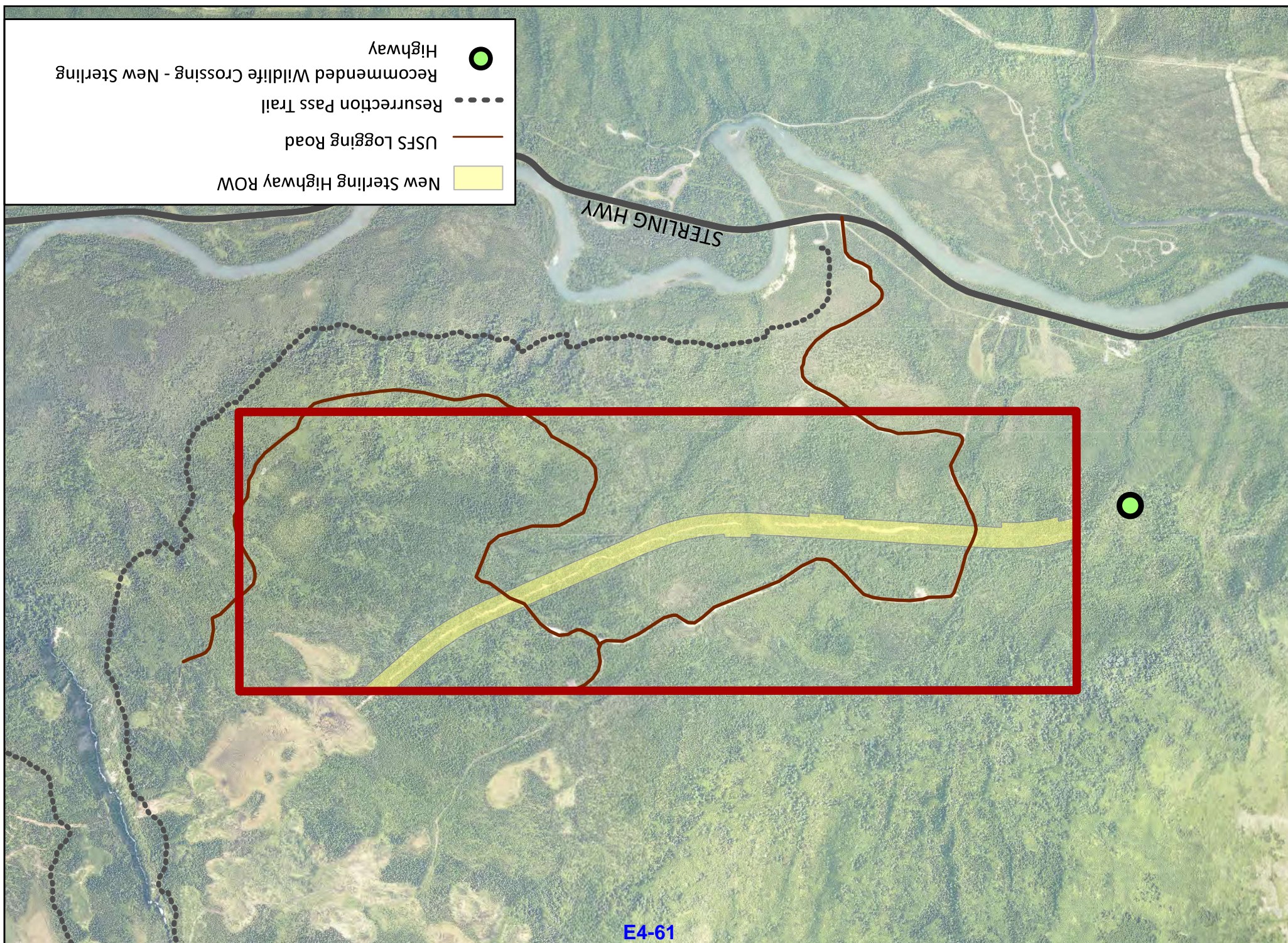
"Utility/Transportation" (not including oil and gas and electricity generation or production facilities) means lands which may be of value for airports, port and harbor facilities, power lines, pipelines, utility services, rights-of-way, easements and related activities but does not include general and production facilities for oil and gas and electricity.

"Waste Handling" means land with suitable characteristics and location for the express purpose of providing facilities to handle solid waste, recyclable materials, transfer stations, junked or wrecked vehicles, demolition refuse, septic and sewage waste and industrial waste. Disposal or use of any tract so classified will be subject to determination of the tract being suitable for a particular proposed activity.

"Resource Development" means land containing resources of sufficient volume and quality and located so that on-going development or production of those resources would yield an overall net economic return. Lands so classified may be sold or leased subject to appropriate restrictions concerning operations or future reclamation. Lands so classified may be retained by the KPB and resources on those lands may be sold or permitted for use.

"Resource Management" means land having resources which may be extracted as an interim use in a manner which will not create a negative impact on the most appropriate use of the land. This classification is not exclusive and may overlap any other classification thereby allowing other non-conflicting uses. Resources on these lands may be sold or permitted for use.

"Grazing Lands" means those lands which in their natural state have the physical and climatic features that make them primarily useful for the pasturing of domestic livestock. This classification is not exclusive and may overlap any other classification thereby allowing other nonconflicting uses.



UNIT 395: Cooper Landing, Alaska Vicinity

