

COOPER LANDING ADVISORY PLANNING COMMISSION
SPECIAL MEETING
LOCATION: ZOOM-ONLY TELECONFERENCE
WEDNESDAY, FEB 21, 2024
6:00 PM
APPROVED AGENDA

A Special Meeting will available for **online or telephone participation**. To join the meeting from a computer, visit <https://us06web.zoom.us/j/2045581076>. To attend the Zoom meeting by **telephone**, call toll free **888 788 0099** or **877-853-5247** and use the Meeting ID **204 558 1076**.

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. NEW BUSINESS
 - a. AN ORDINANCE AUTHORIZING A NEGOTIATED LEASE WITH DAVIS BLOCK AND CONCRETE COMPANY FOR CONCRETE BATCH PLANT OPERATIONS IN SUPPORT OF THE STERLING HIGHWAY MP 45-60 CONSTRUCTION PROJECT NEAR COOPER LANDING
(As the title implies, the proposed lease is for approximately 1 acre of land within the existing Snug Harbor Materials site for concrete batch plant operations in support of the Juneau Creek Bridge project. The lease provides for expanded concrete sales to the local community as well, for the duration of the lease. The lease terms include a \$3,500 annual lease payment for an initial 5 year term, with a 3% annual escalation clause and 2, 1 year renewal provisions. Additional compensation will be in the form of a developed on the site water well, an improved pad in the leased location, and maintenance of the slash disposal pile located at the materials site through the term of the agreement.)
5. PUBLIC COMMENT
6. COMMISSIONER COMMENTS
7. ADJOURNMENT

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

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SPECIAL MEETING
LOCATION: ZOOM-ONLY TELECONFERENCE
WEDNESDAY, FEB 21, 2024
6:00 PM
UNAPPROVED MINUTES**

1. CALL TO ORDER: 6:00 p.m.
2. ROLL CALL: C. Degernes, H. Harrison, K. Recken, Y. Galbraith, L Johnson, J. Cadieux,

D Story excused absent
 - a. Guests: Cindy Eklund, Assembly Member, Phil Weber, David Nees, Alison Neeld, Kim Neis, Aaron Hughes, KPB Land Agent, Melissa Brennan CLCC President, Vince Beltrami, one phone link without ID, Davis Block & Concrete, Regina Davis, Marcus Mueller, KPB Land Manager, Nick VanderHoff (iPad for John), Katie Feichtinger, Virginia Morgan, Planning Commission Member, Phone for Scott, Phone for Weston, Cory Davis, Davis Block & Concrete, Rhonda Lynn, Jerry Neis
3. APPROVAL OF AGENDA: L Johnson moves to approve, Y Galbraith seconds, motion passes unanimously via roll-call vote.
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 - b. A Hughes summary of the project:
 - i. Concrete batch plant at old gravel pit on Snug Harbor Rd
 - ii. Land site has light industrial classification
 - iii. See other details above under 4 a.
 - iv. Contractor will develop a water well on the site
 - v. Kenai Peninsula Borough (KPB) working with Chugach Electric Association to provide a power drop to the site
 - vi. Contractor will manage the slash disposal pile except the actual burning

- vii. Concrete will be available for sale to community while the plant is in operation.
 - viii. Will produce 1500 cy of concrete per year. For six months of operation it averages 1 truck per day but likely there will be more trucks on some days and fewer on others.
- c. List of questions submitted in advance to Aaron Hughes, KPB Land Agent
- i. Why this site?
A: Location was considered desirable as the middle of the project because trucks will have to be sent to both sides of the bridge and still provide cement for the community. This site was already classified as light industrial, materials were available. R Davis added it was important to them that the site was central and it was the best of options they considered.
 - ii. How often will trucks travel?
A: Answered above. ~150 trucks per year. A mixer truck carries 10-12 cy per load. For this project they've been told 1500 cy per year. Some days or weeks will see no traffic. The size of the pour is up to the customer. Other days will have a maximum of 100-200 (500 absolute max. 2 of these in the entire project.) cy per day. Most often will happen one day at a time with breaks in between. Most days may be 50 cy in a day. Each truck typically hauls 9-10 cy loads, so for 100 cy order there'd be 10 trucks on that day. Additionally, trucks hauling aggregate from Kenai to Cooper Landing would be side-dumpers with two trailers. They anticipate hauling it pre-season and before weight restriction is on the road. They would start about now to truck in aggregate if approved and not do that in summer months at all. Also 250 cy cement hauled every 3-4 days.
 - iii. What will happen to Snug Harbor Rd pavement from heavy truck traffic?
A: A Hughes states it is not planned to be serviced by the project. It's a State maintained road.
 - iv. What will happen to Snug Harbor Rd gravel from heavy truck traffic?
A: A Hughes indicated once again it's a State maintained road.
 - v. How to keep pedestrians safe?
A: A Hughes answers once again it's a State maintained road and he cannot comment on that.
 - vi. Will speeding vehicles be a problem as with other parts of the project?
A: A Hughes stated once again it's State monitored and troopers will be in charge of that. R Davis indicated that they will place truck traffic signage on work days. J Cadieux explained experience from MP 45-60 Project traffic on other community roads. There has been some speeding by both company trucks and worker's vehicles. Incidents occurred including at least one with children. Important that the contractor be made aware of the experience with other contractors. R Davis we work well with State Troopers and said employees meet safety standards and cautions and can be given caution at safety meetings additionally.
Comment from K Recken: Troopers aren't in the community so calls for speeding won't be handled in a timely manner. Children will be on this

paved road. There are only two roads that kids can ride. What can the contractor do to meet the safety concern? C Davis: There are GPS trackers on the company trucks. The company will be able to detect speeding via these GPS trackers. They will bring this up with the employees and make them aware of the importance of not speeding. We'll do our due diligence to make sure the problem doesn't happen with their company. R Davis: Community members may want to be more cautious when signs go up indicating hauls are occurring. They share roads with dogs and children elsewhere safely. They've not had a problem to date.

vii. Will there need to be dust mitigation measures taken through the neighborhood along Snug Harbor Rd?

A: A Hughes indicated again this is a State maintained road. Not addressed by this project.

viii. Access to the slash disposal site?

A: A Hughes indicates the batch plant is above and aside from the slash pile within the materials site. Davis Block will maintain the slash pile and may improve access to it due to the ongoing management of the pile.

d. Questions from participants:

i. Q from K Recken: Have questions and concerns from community been received by A Hughes?

A from A Hughes: Yes, thank you, they are appreciated

Q K Recken: Are you concerned? She's heard from those in the neighborhood that are quite concerned and they hope there is a better site elsewhere.

A from A Hughes: Concerns received from the community are definitely considered.

ii. Q from Y Galbraith: How will the trucks meet the weight requirement especially during break-up.

A from R Davis: The amount of truck traffic will be sporadic. The company operates on Ciechanski Road in Kenai and operate on dirt roads and paved roads now without apparent wear and tear on those roads. Aggregate and the mixer will be the point of most noise source. They abide by weight limits. The noise is likely to be less than feared. They drive through residential neighborhoods elsewhere. There won't be concrete produced during spring road restrictions. They're looking at a July start for concrete hauls.

iii. Q from A Neeld: Is there exclusivity to this project or could the company exercise an option to supply projects to other communities? The numbers given then would be just for the MP 45-60 project and any other community needs would be in addition to those given?

A from C Davis: This was a driving part of taking this contract. Demand for cement has risen around the Eastern Kenai Peninsula and Seward is not inclined to come outside of Seward. Part of the point of developing a batch plant would be to serve other Eastern Peninsula communities.

Q from A Neeld: Will the truck numbers go up in addition to those being talked about for the MP 45-60 Project?

A from C Davis: Personnel would be taken from Kenai. If an order comes in while they are already up in CL they will respond but otherwise they will service from Kenai as typically done. He does not anticipate large numbers of additional truck numbers. Davis Block plans to rarely go outside Cooper Landing but they may exercise the option. R Davis added that the contractor can serve from Kenai Batch Plant and likely will but having the batch plant nearby was a benefit especially for the project.

iv. **Q:** How many hauls for aggregate and where from?

A: From Kenai. 3-4 trucks with double trailers/day. Less than 50 sets of doubles (trailers) per year for this purpose.

v. **Q from N VanderHoff:** He has experience with the site professionally. Thousands of yards of unstable material were placed in the proposed location of the batch plant. Water run-off may carry a fair amount of silt and clay from those materials. There is a natural water seep through that area. He sees these materials as a danger to Kenai Lake.

A C Davis: No water will leave the site. All water goes into the trucks and does not spill. If they need to stabilize the ground, as done previously with their mobile batch plants, they will precast concrete footers to place the batch plant onto. They can remedy the ground materials if they are loose. Nick's comments are very much appreciated.

vi. **Statement** from A Neeld: The traffic on the road is a concern. Bean Creek is no longer a good road to walk. Snug Harbor Road is walked by community members a lot. She sees all that traffic as blocking community walking spaces. We have few spaces available to us and this road will be blocked. The community is becoming less-liveable. Dogs and kids still exist. No answer needed.

vii. **Q from Y Galbraith:** Slash mitigation... What exactly will be done to manage the materials? What's their experience with this?

Q from Y Galbraith: What well is built? What size water tanks will be there? What may be done with that well subsequently?

A: A Hughes indicated they will push the slash toward the center and upward hopefully providing more access between burns. Davis Block will not be burning the slash. Another contractor will do that. The well has the potential to benefit the site especially since burning does occur on site. Don't know yet what capacity the well will have because it hasn't begun yet. KPB will be open to suggestions from the community for use of the well after the plant is gone.

viii. **Q from K Recken:** What other possible locations could serve the batch plant without impacting neighborhoods? Tract C? Others?

A from A Hughes: The search was focused on the materials site because of its proximity to both sides of the project site and within community for private deliveries and its land classification as light industrial. No other borough sites have been considered.

ix. **Q from J Cadieux:** Dust produced by the plant?

A from C Davis: Minimal amount when delivered with rubber gum boot. Dust minimal. Dust collectors on silos (when cement is blown in) changed frequently. Not a messy operation. Their 3-4 year-old batch plant is very new and has minimal impact for noise and dust. Very clean compared to crushers and typical road construction equipment.

- x. **Comment and Q** from M Brennan: The State is not addressing the roads at this time including highways. This is just more traffic added to what we're already experiencing. Can this be addressed?

A from C Davis: They comply with specs, rules, and regs legally required. They don't anticipate exceeding the capacity of Snug Harbor Rd based on experience with other roads they operate from on the Kenai Peninsula. They've worked with the neighborhoods to not impact them negatively. They always do our best to minimize impact and if that means going slower, they will go slower. R Davis added they experience others speeding so understand that concern. They will work with community to make things work throughout the project.

- xi. **Q** from D Nees: Is there a contact person the community should reach out to if concerns are seen?

A from R Davis: Yes, we will be happy to meet with the community right when they start work. They will keep an open conversation if that's helpful. On the State DOT website they can keep work operation posted. Davis Block Office number: 907-335-5106 ask for Cory.

Q from D Nees: What will the cost be for cement?

A from C Davis: We'll offer cement on days they are operating for the project when crew is up there (in CL.) We want to be able to offer something positive for the community. He will be the point of contact for this project. Please call office number: 907-335-5106 ask for Cory.

- xii. **Q** from Y Galbraith: Do you have a softball team?

A from R Davis: They're into motorized sports. They just participated in snowmachine race to Nome. Do we need a softball team? Y Galbraith: Maybe, it's good public relations, FYI.

Q from Y Galbraith: What will happen if this location is not approved? Assume this is a vital part of the project. Application apparently came in July 2023 and was held in KPB legal for a period. Why are we just getting this now on such short notice?

A from R Davis: They'd have to go back to the drawing board if this contract is not approved. They'd like to be the best neighbors as possible for the community.

A from A Hughes and R Davis: There were timing issues with this contract. Davis Block didn't sign a contract till January, 2024. It was a long process to get through it all.

- xiii. **Q** from C Eklund: Assembly approved two other contractor lease sites and those are located along the planned route aren't they?

A from A Hughes: Yes, referenced Traylor Bros worker camp.

Q from C Eklund: Why cannot this site be up near the project as well? Not certain of the route used. There will be a well on that worker camp site. Could not the batch plant be located there?

A from A Hughes: Worker camp is on east side. Bridge is being constructed from the east side and pushed over to the west. C Davis indicated the slope of the road may be an issue. R Davis also indicated the plant has to serve both sides of the bridge. The Snug Harbor gravel materials site was more central access to both sides of the bridge.

Q from C Eklund: How will the bridge be accessed? Bean Creek Rd from East? C and R Davis did not know.

A: J Cadieux answered what J Tymick, Project Manager for MP 45-60 Project indicated... East access from Bean Creek and Langille Rd used until Pioneer Rd is completed in 2025. C Davis added they had already done some work from the west side doing head walls. They have had success with that. He cannot confirm that answer for east access.

- xiv. **Comment** K Recken: Appreciates access needed to both ends of the project. One end of the project may not be built until subsequent years. Access will be via Bean Creek Rd. and Langille Rd in the meantime. Concerned about neighborhoods. Why more than already? Quality of life needs to be considered by KPB. J Cadieux reiterated what J Tymick said about construction of Pioneer Rd likely 2025 and use of Bean Creek and Langille in the meantime.
- xv. **Statement** from K Feichtinger: Lives on Snug Harbor Rd. No (separated) bike path. Lots of people on the road along route and past Senior Center. It got scary when trucks were on the road with the last road project there. Many people access (US) Forest Service lands from Snug Harbor Rd. Why not keep the impact limited to one area in Cooper Landing? Why not keep it near the man camp for the time being?
- xvi. **Statement** from J Neis: The bypass is to reduce traffic through the community. He isn't sure they can run doubles up Langille. He sees Davis Block as conscientious. He thinks we can share some of the pain experienced by other members of the community. It will be scary when a truck comes by but, long-term, this is the best solution. They cannot drill a well on one side and then another on the other side of the bridge. He lives on Snug Harbor Road. He thinks contactors have been extremely good in the past with speed and how they treated our portion of our community. We need to keep in mind the long-term goal of getting traffic out of our community.
- xvii. **Statement** from K Neis: The bike path goes all the way to the end of the pavement at Campus Drive via expanded shoulders. It's not just the separated part. Painting was considered for all on one side in the past. That would be more visible. The shoulder would be bigger on that one side to walk side by side rather than single file.
- xviii. **Q** from C Eklund: Is there not a gravel pit in unit 395?
A from A Hughes: Yes, on the west side. Access given to QAP.
Q: Gravel found on east side?

A: Not to A Hughes understanding but he also thought possibly not to the needs of Davis Block. R Davis added that they make all of their aggregate in Kenai and haul it to the site to avoid additional operation in CL. Making it in Kenai reduces impact on CL. C Davis: The contract hinges on this site. From their perspective they think this is the best option. This is a smaller scale than a road construction project. R Davis: Less than 50 sets of aggregate brought in via double trailers per year. Not a lot. Reiterated for cement production. 10 hauls per day or on two occasions there would be 50 for the 500 cy orders. Nothing like the trucking that occurs on the project.

xix. **Statement** from V Morgan: Concerned about short notice and that a lot of the community may not know about this.

xx. **Statement** from C Degernes: No matter where we locate this, the community, neighborhoods will be impacted. We will have to do our best to weather these impacts for a few years and eventually it will make our community easier when traffic is using the bypass. This is the only site in our land management plan for this light industrial activity. It's unfortunate that it is beyond a neighborhood. Davis Block deal with far more in their Kenai location, including children, dogs, bikes, and people recreating, than they will here and she trusts they will handle our location with the same care that they do in Kenai. She supports this project at this location.

e. Y Galbraith: Moves to recommend approval of the Davis Block contract for the concrete batch plant at Snug Harbor materials site. L Johnson seconds. Discussion: K Recken, if we recommend this, Davis Block should be stipulated to use community FB pages to notify community on days of work in addition to on-road signage. Extra measures to train drivers should be added to the safety meetings of the company. Y Galbraith would accept amendment to her motion. L Johnson also. K Feichtinger indicated the CLES will have multiple calls a day and be coming in and out "hot" from their Snug Harbor driveway. C Davis acknowledged and added we are familiar with recreation access on other sites including Ciechanski Rd. V Morgan recommends Crier posting because it reaches so many more residents, nearly a thousand subscribers. K Recken, all ways seem reasonable. R Davis is happy to do whatever the community needs including emails. C Davis indicated the general contractor determines schedule. They push to get as much fore-scheduling as possible. Things happen and it can be changed on short notice. J Cadieux: can Davis Block post using the Crier that publishes twice a week? C Davis said they push the GC to give as much notice as possible and he is comfortable to share the information from the GC with the community. Weather happens. Things happen. Whatever they get from the company they will share. Amendment to include Crier posting accepted by Y Galbraith and seconded L Johnson.

Motion is as follows:

Recommend approval of the Davis Block contract for a concrete batch plant with stipulation Davis Block use FaceBook and the Crier to notify the community of their work schedule in advance in addition to the road signage on work days. Davis Block agrees to include extra measures during company safety meetings to address concerns of

the community. Roll call vote: K Recken No, H Harrison Yes, L Johnson Yes, Y Galbraith Yes, J Cadieux Yes, C Degernes Yes, Motion passes.

5. PUBLIC COMMENT:

- a. See public comment emails received from N VanderHoff, G Parker, K Thomas, K Green, H Pearson, JA Nierenberg, A Nierenberg, D Osborn regarding proposed concrete batch plant.
- b. Offer made for other comments not related to the above issue and no further comments or questions generated.

6. COMMISSIONER COMMENTS:

- a. L Johnson thanks Cory and Regina Davis for participating and addressing questions and our community concerns.
- b. C Davis commits the company to meet the needs and concerns of the community to the best of their ability to be as least invasive as possible.
- c. K Recken thanks Davises as well. She voted as she did to reflect her neighbors' concerns. She is confident that Davis Block will take care with our community.
- d. C Degernes thanks Davises and KPB employees for their participation tonight.

7. ADJOURNMENT: Motion to adjourn L Johnson, seconded by Y Galbraith. Motion passes via voice vote. 7:29 p.m.

For more information or to submit comments please contact:

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