



## **KENAI PENINSULA BOROUGH**

### **PLANNING DEPARTMENT**

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**MIKE NAVARRE  
BOROUGH MAYOR**

### **MEMORANDUM**

**TO:** Dale Bagley, Assembly President  
Kenai Peninsula Borough Assembly Members

**THRU:** Mike Navarre, Borough Mayor *MN*

**FROM:** Marcus Mueller, Land Management Officer *mueller*

**DATE:** July 16, 2015

**SUBJECT:** Ordinance 2015-19-05, An Ordinance Authorizing the Acquisition of Certain Real Property at the Corner of Resch Road and Sterling Highway for a Fill Site and Other Future Anchor Point Fire and Emergency Medical Service Area Uses, Appropriating Funds for the Acquisition and Expanding the Authorized Uses of the Funds

The Kenai Peninsula Borough Planning Commission reviewed the subject ordinance during their regularly scheduled July 13, 2015 meeting. A motion passed by unanimous consent to recommend approval of the ordinance authorizing the acquisition of Real Property located at 254 N. Binkley St., Soldotna, AK.

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

*WHEREAS, the Kenai Peninsula Borough Planning Commission, at its regular meeting of July 13, 2015 recommended approval by unanimous consent.*

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

AGENDA ITEM F.

PUBLIC HEARINGS

4. Ordinance 2015-19-05, An Ordinance Authorizing the Acquisition of Certain Real Property at the Corner of Resch Road and Sterling Highway for a Fill Site and Other Future Anchor Point Fire and Emergency Medical Service Area Uses, Appropriating Funds for the Acquisition and Expanding the Authorized Uses of the Funds

Memorandum given by Marcus Mueller

PC Meeting: 7/13/15

In 2006 the Anchor Point Fire & Emergency Medical Service Area (APFEMSA) started searching for land suitable for two tank fill sites. In 2014 the planning department conducted an analysis in the APFEMSA to determine optimal locations for future infrastructure based on ISO 5 mile response criteria. Existing fire service infrastructure, existing road networks, and properties served with fire protection were reviewed. A privately owned property at the corner of Resch Road and the Sterling Highway was found to meet the locational and operational objectives for a water tank fill site and is well suited to serve the long term needs of the service area. Initially the service area will only use approximately 1 acre of the 7.5 acre parcel. It is recommended that the Land Trust Fund partner in this acquisition to fulfill both the short term and long term borough objectives.

The service area has objectives for a training facility but this property was identified specifically for the water fill tank site. It was determined that this site could also serve the purpose of a training facility. Should this site become a training facility then the reclassification on Griner Ave would no longer be needed.

This site also has characteristics that lend it for long term capital investment for the fire service area if they were ever going to have a fire station on the north side.

A purchase agreement has been negotiated with the owner of the property for \$60,000 plus one-half of the closing costs. Consideration of this ordinance is appreciated.

END OF MEMORANDUM

Chairman Martin opened the meeting for public comment but noted no members of the public were in attendance.

**MOTION:** Commissioner Ecklund moved, seconded by Commissioner Glendening to recommend approval of Ordinance 2015-19-05; ordinance authorizing the acquisition of certain real property at Resch Road and Sterling Highway for a Fill Site and Other Future Anchor Point Fire and Emergency Medical Service Area Uses, Appropriating Funds for the Acquisition and Expanding the Authorized Uses of the Funds

Commissioner Ecklund thought this subject property was a much better fit based on the comments they heard when the last property was brought forth regarding the training facility. She supported the ordinance.

Commissioner Holsten asked if there were wetlands in the area that would be developed. Mr. Mueller replied that the soils are very good at this site.

Chairman Martin asked if this was advertised in a similar way as the last site but not just as many neighbors. Mr. Mueller replied that the Griner Ave reclassification mechanism had a ½ mile direct notice. He stated this acquisition does not have that feature with it.

Chairman Martin asked if that was because it was already classified appropriately. Mr. Mueller replied that the classification comes in with the acquisition process. It is the way Borough Code is structured.

Commissioner Glendening asked if this project has the buy in of the Anchor Point Fire Service Area board. Mr. Mueller replied yes, that was correct.

**VOTE:** The motion passed by unanimous consent.

CARLUCCIO YES	COLLINS ABSENT	ECKLUND YES	ERNST ABSENT	FOSTER ABSENT	GLENDENING YES	HOLSTEN YES
ISHAM YES	LOCKWOOD YES	MARTIN YES	RUFFNER ABSENT	VENUTI YES	WHITNEY YES	9 YES 4 ABSENT

**AGENDA ITEM G.**      **ANADROMOUS WATER HABITAT PROTECTION (KPB 21.18)**

1. A Conditional Use Permit pursuant to KPB 21.18 to replace a bridge within the 50-foot Habitat Protection District of an anadromous stream.

Staff Report given by Tom Dearlove

PC MEETING: July 13, 2015

**Applicant:**      Walt Blauvent  
                      Axtel Ent  
                      PO Box 85  
                      Anchor Point, AK 99556

**Property Owner:**      Lee Roy and Judith Glover  
                                  PO Box 89  
                                  Anchor Point, AK 99556

**Project Locations:**      The damaged bridge is located over the stream locally known as Henry Creek, a tributary to Stariski Creek, T 4S R 15W SEC 12 SEWARD MERIDIAN HM 2001038 GLOVER ACRES NO 6 TRACT D-1, KPB parcel number 165-012-52.

Henry Creek is an anadromous stream – Alaska Department of Fish & Game  
Anadromous Waters Catalog #: 244-10-10050-2012

**Proposed Actions:** Mr. Blauvent is proposing to replace a bridge over Henry Creek that was damaged by flooding. Parts of the old bridge are in the stream and will be removed without disturbing the bank. The bridge will be replaced with a 24-foot by 10-foot railcar bridge, 6-feet above the water. Four 5-inch pilings will be driven into the bank per side and capped with an I-beam. The pilings will be set back 4 feet per side. The bridge will be set on the I-beams and welded down. The end of the bridge will be capped to keep the gravel in place. Gravel ramps will be built to the bridge deck using approximately 10 cubic yards per end. The purpose of the bridge is to provide an alternate access to the existing parcel and to seven proposed subdivision lots. A 60-foot right of way is proposed as shown in the multi-agency permit application. All work will be done from the existing road. Approximately 500 yards of class A borrow from the applicant's gravel pit will be used to improve the road.

**Background Information**

**Site Visits:** A site visit was conducted on May 1, 2015. River Center staff photographed the damaged bridge and surrounding conditions. The applicant described his plans to remove the old bridge without disturbing the banks and to improve the road to provide an alternate access to the property. The applicant would like to subdivide the lot as shown in the permit application and have the landowners use the new access to avoid the gravel pit and associated traffic. The applicant stated that regular vehicle traffic would use the bridge, and gravel trucks would continue to use the existing private road. Gravel trucks and other large vehicles would potentially use the bridge during development of the subdivision and associated driveways and building pads. The applicant stated the large vehicles could use the existing roads if necessary. The applicant stated he wasn't interested in bringing the road and bridge up to borough road standards at this point. He stated he would like to improve the road as needed including potentially changing the bridge approach on the west side, widening the road to sixteen feet, and capping the road with additional gravel. All proposed lots in the subdivision plan are currently accessible; from Moosefield St. for the lots east of the creek, and from Lee Roy Ave. to the private road currently in use on the west side of the creek.