

**Kenai Peninsula Borough Planning Commission
Plat Committee**

April 12, 2021 meeting

Dear Committee members,

I would like to submit the following comments and suggestions on the proposed preliminary Bluff Haven Estates 2021 Replat that you are addressing in this meeting: KPB File 2021-030 (Geovera LLC/Evensen).

As you likely know, Bluff Road is Kenai Peninsula Borough (KPB) owned but not maintained. The road has been in use as it currently exists at least since Bluff Haven Estates was established in 1976. It has been in active residential use for approximately 35 years. I've lived on Bluff Road since 1998 and have worked together with my longtime neighbors (Ron and Marilyn Hess; Tom and Sonja Martin-Young) to maintain the road annually and plow it in winter. In more recent years, some lots have been sold to new landowners; we now have 5 residences along the road, a few of which are not occupied year-round. All new landowners have been welcomed and invited to join with us in snow plowing and road maintenance.

Comments

- KPB minimum lot size is 40,000 ft². Proposed Lot 3-B does not meet this requirement, it measures approximately 39,000 ft². This puts the proposed lot out of compliance.
- Where contour data reveals the bluff edge comes close to the southern boundary of Lots 2-A and 2-B, the DEC 50 ft. prescriptive setback may come into play but is not listed in the Notes.
- In summer 2020, a driveway of sorts was bulldozed across some part of Lots 2-B and 2-A that accesses Bluff Road on the west end of Lot 2-A. This is not noted on the plat. Further, there is no permit recorded for the intersection of this driveway with the Bluff Road right of way, as is required by the Borough, putting it out of compliance. It's possible that the cleared driving path may extend onto the adjoining property owner's land (Lot 1) before intersecting the road.
- Any new lot development would necessarily be conducted using Bluff Road, as it is the only point of access. The longtime neighbors have collectively invested many thousands of dollars over the last 25 years, improving Bluff Road by installing tyrod fabric covered with new gravel fill (1.5-to-2 inch minus, crushed and pitrun), grading the edges, and filling tire ruts and potholes that develop over time. The improvements have held up very well over the years. It is important that any new lot development does not damage all the voluntary work done, time spent and investment made to maintain a safe and stable road bed by the neighborhood.
- Any new lot development would require utility placement. The first lot developed in this new replatted section will affect locating any wells and septic systems on the other lots, based on Borough standards. Power was previously brought up from Walter Thomas Rd to some of the lots on the north side of Bluff Road (Lots 13-14, 15-16, 17). Electricity and natural gas could easily be run in from the highway along the south side of Bluff Road to access these replatted lots on the south side of the road. Again, it is important that new utility placement does not damage all the voluntary work done, time spent and investment made to maintain a safe and stable road bed by the neighborhood.

Suggestions

- From a safety perspective, I suggest that the new lots share driveways designated along their common lot lines to reduce the number of ingress/egress points along the single-track winding road.
- From a neighborhood practicality perspective, I suggest that the fact Bluff Road is Borough-owned but not maintained and instead is cooperatively maintained and plowed by the property owners be noted on the plat. A simple note about how this is handled would be clarifying for all.
- From an important informational perspective, I suggest a note on the plat about the entrance to Bluff Road. The intersection of Bluff Road and the Sterling Highway will be changing slightly when DOT&PF (DOT) conducts its Sterling Hwy MP 157-169 Realignment Project next year (2022). This will affect accessing Bluff Road which is located on a particularly bad curve in the highway at approximately MP 168.3. DOT proposes to straighten out the curve by moving the highway road bed inland (northward) by some 12 feet or so and designing much wider road shoulders, which means realigning the intersection with Bluff Road.

Thank you for taking my comments and suggestions into consideration. I am available for questions or discussion.

Sincerely,

Laurie Daniel

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