



# Kenai Peninsula Borough

144 North Binkley Street  
Soldotna, AK 99669

## Meeting Agenda Planning Commission

*Jeremy Brantley, Chair – District 5 Sterling/Funny River*  
*Blair Martin, Vice Chair – District 2 Kenai*  
*Pamela Gillham – District 1 Kalifornsky*  
*Virginia Morgan, Parliamentarian – District 6 East Peninsula*  
*John Hooper – District 3 Nikiski*  
*Michael Horton – District 4 Soldotna*  
*VACANT – District 7 Central*  
*David Stutzer – District 8 Homer*  
*Dawson Slaughter – District 9 South Peninsula*  
*Diane Fikes – City of Kenai*  
*Franco Venuti – City of Homer*  
*Charlene Tautfest – City of Soldotna*  
*Troy Staggs – City of Seward*  
*VACANT – City of Seldovia*

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Monday, April 24, 2023

7:30 PM

Betty J. Glick Assembly Chambers

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**Zoom Meeting ID: 907 714 2200**

The hearing procedure for the Planning Commission public hearings are as follows:

- 1) Staff will present a report on the item.
- 2) The Chair will ask for petitioner's presentation given by Petitioner(s) / Applicant (s) or their representative – 10 minutes
- 3) Public testimony on the issue. – 5 minutes per person
- 4) After testimony is completed, the Planning Commission may follow with questions. A person may only testify once on an issue unless questioned by the Planning Commission.
- 5) Staff may respond to any testimony given and the Commission may ask staff questions.
- 6) Rebuttal by the Petitioner(s) / Applicant(s) to rebut evidence or provide clarification but should not present new testimony or evidence.
- 7) The Chair closes the hearing and no further public comment will be heard.
- 8) The Chair entertains a motion and the Commission deliberates and makes a decision.

All those wishing to testify must wait for recognition by the Chair. Each person that testifies must write his or her name and mailing address on the sign-in sheet located by the microphone provided for public comment. They must begin by stating their name and address for the record at the microphone. All questions will be directed to the Chair. Testimony must be kept to the subject at hand and shall not deal with personalities. Decorum must be maintained at all times and all testifiers shall be treated with respect.

#### **A. CALL TO ORDER**

#### **B. ROLL CALL**

#### **C. APPROVAL OF CONSENT AND REGULAR AGENDA**

*All items marked with an asterisk (\*) are consent agenda items. Consent agenda items are considered routine and non-controversial by the Planning Commission and will be approved by one motion. There will be no separate discussion of consent agenda items unless a Planning Commissioner so requests in which case the item will be removed from the consent agenda and considered in its normal sequence on the regular agenda.*

*If you wish to comment on a consent agenda item or a regular agenda item other than a public hearing, please advise the recording secretary before the meeting begins, and she will inform the Chairman of your wish to comment.*

1. Time Extension Request
2. Planning Commission Resolutions
3. Plats Granted Administrative Approval
4. Plats Granted Final Approval (KPB 20.10.040)
5. Plat Amendment Request
6. Commissioner Excused Absences
7. Minutes

[KPB-5097](#)      April 10, 2023 PC Meeting Minutes

Attachments:      [C7. 041023 PC Minutes](#)

#### **D. OLD BUSINESS**

#### **E. NEW BUSINESS**

1.      [KPB-5098](#)      Building Setback Encroachment Permit  
Lot 18, Block 1, Bos'n Landing subdivision Part 1, KN 77-101

Attachments:      [E1. BSEP\\_Bos'n Landing Sub Part 1\\_Packet](#)

2.     [KPB-5099](#)     Street Name Resolution 2023-01  
Renaming Murmansk Road traveling through ASLS 91-198 & ASLS 83-112, to Willard Road  
  
      Attachments:     [E2. SN 2023-01 Willard Packet](#)
3.     [KPB-5100](#)     Street Naming Resolution 2023-02  
Renaming an unnamed private road in T05N, R10W, SEC 14 to Patriot Lane.  
  
      Attachments:     [E3. SN 2023-02 Patriot Packet](#)
4.     [KPB-5101](#)     Street Naming Resolution 2023-03  
Renaming Deneki Trail & an unnamed section lines easement in T06S, R14W, SEC 5 to Virginia Avenue.  
  
      Attachments:     [E4. SN 2023-03 Virginia Packet](#)

## F. PLAT COMMITTEE REPORT

## G. OTHER

1.     [KPB-5102](#)     Funny River Comprehensive Community Plat - DRAFT  
  
      Attachments:     [G1. Funny River Comprehensive Community Plan Packet](#)
2.     [KPB-5103](#)     2023 Kenai Peninsula Borough Affordable Housing Report  
  
      Attachments:     [G2. Affordable Housing Report Packet](#)

## H. PUBLIC COMMENT/PRESENTATION

*(Items other than those appearing on the agenda or scheduled for public hearing. Limited to five minutes per speaker unless previous arrangements are made)*

## I. DIRECTOR'S COMMENTS

## J. COMMISSIONER COMMENTS

## K. ADJOURNMENT

### MISCELLANEOUS INFORMATIONAL ITEMS NO ACTION REQUIRED

- [KPB-5123](#)     APC Meeting Minutes  
  
Attachments:     [Misc Info Packet](#)

**NEXT REGULARLY SCHEDULED PLANNING COMMISSION MEETING**

The next regularly scheduled Planning Commission meeting will be held Monday, May 8, 2023 in the Betty J. Glick Assembly Chambers of the Kenai Peninsula Borough George A. Navarre Administration Building, 144 North Binkley Street, Soldotna, Alaska at 7:30 p.m.

**CONTACT INFORMATION****KENAI PENINSULA BOROUGH PLANNING DEPARTMENT**

Phone: 907-714-2215

Phone: toll free within the Borough 1-800-478-4441, extension 2215

Fax: 907-714-2378

e-mail address: [planning@kpb.us](mailto:planning@kpb.us)

website: <http://www.kpb.us/planning-dept/planning-home>

A party of record may file an appeal of a decision of the Planning Commission in accordance with the requirements of the Kenai Peninsula Borough Code of Ordinances. An appeal must be filed with the Borough Clerk within 15 days of the notice of decision, using the proper forms, and be accompanied by the filing and records preparation fees. Vacations of right-of-ways, public areas, or public easements outside city limits cannot be made without the consent of the borough assembly.

Vacations within city limits cannot be made without the consent of the city council. The assembly or city council shall have 30 calendar days from the date of approval in which to veto the planning commission decision. If no veto is received within the specified period, it shall be considered that consent was given.

A denial of a vacation is a final act for which the Kenai Peninsula Borough shall give no further consideration. Upon denial, no reapplication or petition concerning the same vacation may be filed within one calendar year of the date of the final denial action except in the case where new evidence or circumstances exist that were not available or present when the original petition was filed.



## **C. CONSENT AGENDA**

### **\*7. Minutes**

#### **a. April 10, 2023 PC Meeting Minutes**

# Kenai Peninsula Borough Planning Commission

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Betty J. Glick Assembly Chambers, Kenai Peninsula Borough George A. Navarre Administration Building

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April 10, 2023  
7:30 P.M.  
UNAPPROVED MINUTES

## **AGENDA ITEM A.**      **CALL TO ORDER**

Chair Brantley called the meeting to order at 7:30 p.m.

## **AGENDA ITEM B.**      **ROLL CALL**

### *Commissioners Present*

Pamela Gillham, District 1 – Kalifornsky  
John Hooper, District 3 – Nikiski  
Michael Horton, District 4 - Soldotna  
Jeremy Brantley, District 5 – Sterling/Funny River  
David Stutzer, District 8 – Homer  
Dawson Slaughter, District 9 – South Peninsula  
Franco Venuti, City of Homer  
Diane Fikes, City of Kenai  
Troy Staggs, City of Seward  
Charlene Tautfest, City of Soldotna

With 10 members of a 12-member seated commission in attendance, a quorum was present.

### *Staff Present*

Robert Ruffner, Acting Planning Director  
Walker Steinhage, Deputy Borough Attorney  
Sam Lopez, River Center Manager  
Ryan Raidmae, Planner  
Julie Hindman, Platting Specialist  
Ann Shirnberg, Planning Administrative Assistant

## **AGENDA ITEM C.**      **CONSENT & REGULAR AGENDAS**

### **\*3. Administrative Approvals**

- a. ASLS No. 2021-25 Tip Levarg Subdivision; KPB File 2022-072
- b. Brown's Acre Estates; KPB File 2022-088R1
- c. Centennial Shores Subdivision 2023 Replat; KPB File 2022-156
- d. Fisherwood Place 2022 Replat; KPB File 2022-107
- e. Heath Subdivision No. 5; KPB File 2022-153
- f. Levan-Sterling Subdivision; KPB File 2022-125R1
- g. McReed Subdivision 2022 Replat; KPB File 2022-097
- h. R Subdivision; KPB File 2022-091R1
- i. Stutes Estates; KPB File 2022-139

### **\*6. Commissioner Excused Absences**

- a. Blair Martin, District 2 - Kenai
- b. Virginia Morgan – District 6, East Peninsula

- c. City of Seldovia, Vacant
- d. District 7 – Central, Vacant

**\*7. Minutes**

- a. March 20, 2023 Planning Commission meeting minutes.

Chair Brantley asked Ms. Shirnberg to read the consent agenda items into the record. Chair Brantley then asked if anyone wished to speak to any of the items on the consent agenda. Seeing and hearing no one wishing to comment, Chair Brantley brought it back to the commission for a motion.

**MOTION:** Commissioner Slaughter moved, seconded by Commissioner Stutzer to approve the regular and consent agendas.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes - 9	Brantley, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent - 3	Fikes, Martin, Morgan

Commissioner Fikes joined the meeting at 7:40 p.m.

**AGENDA ITEM E. NEW BUSINESS**

Chair Brantley asked Ms. Shirnberg to read the public hearing procedures into the record.

**ITEM 1. – BUILDING SETBACK ENCROACHMENT PERMIT –  
NINILCHIK TOWNSITE JAKINSKY VANEK REPLAT LOT 2A, HM 97-79**

<b>KPB File No.</b>	2023-025
<b>Planning Commission Meeting:</b>	April 10, 2023
<b>Applicant / Owner:</b>	Rion and Betsy Vanek of Ninilchik, Alaska
<b>Surveyor:</b>	Jason Schollenberg / Peninsula Surveying, LLC
<b>General Location:</b>	Bayview Street, Ninilchik

<b>Parent Parcel No.:</b>	157-071-05
<b>Legal Description:</b>	Lot 2A Block 5, Ninilchik Townsite Jackinsky-Vanek Replat, HM 97-79
<b>Assessing Use:</b>	Residential
<b>Zoning:</b>	Rural Unrestricted

Staff report given by Platting Specialist Julie Hindman.

Chair Brantley opened the item for public comment. Seeing and hearing no one wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Stutzer moved, seconded by Commissioner Staggs to adopt Planning Commission Resolution 2023-06, granting a building setback encroachment permit to Lot 2A, Block 5, Ninilchik Townsite Jackinsky-Vanek Replat, Plat HM 97-79, based on staff recommendations, adopting and incorporating by reference findings 3 & 9-13 in support of standards one, two and three as set forth in the staff report.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes - 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent - 2	Martin, Morgan

**ITEM 2 - UTILITY EASEMENT ALTERATION  
VACATE 5 FOOT UTILITY EASEMENTS ASSOCIATED WITH LOT 4D AND LOT 4A-1, BLOCK 7,  
FORTH OF JULY CREEK SUBDIVISION SEWARD MARINE INDUSTRIAL CENTER RABOW  
REPLAT, SW 2015-14**

<b>KPB File No.</b>	2023-004V
<b>Planning Commission Meeting:</b>	April 10, 2023
<b>Applicant / Owner:</b>	City of Seward
<b>Surveyor:</b>	Stacy Wessel / AK Lands Land Surveying LLC Tract A3, Fourth of July Creek Sub Seward Marine Industrial Center Fire Department Replat, SW 2022-02 (Portion of Tract A3 known as Olga Street and Morris Avenue)
<b>General Location:</b>	

Staff report given by Platting Specialist Julie Hindman.

Chair Brantley opened the item for public comment.

Stacy Wessel, AK Lands Surveying, LLC; [aklands@aklands.com](mailto:aklands@aklands.com): Ms. Wessel was the surveyor on this project and made herself available for questions.

Seeing and hearing no one else wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Horton moved, seconded by Commissioner Slaughter to approve the vacation as petitioned based on the means of evaluating public necessity established by KPB 20.65, based on staff recommendations, adopting and incorporating by reference findings 1-8 and subject to the 2 conditions as set forth in the staff report.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes – 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent - 2	Martin, Morgan

**ITEM 3 - UTILITY EASEMENT ALTERATION  
VACATE MULTIPLE UTILITY EASEMENTS ASSOCIATED WITH LOT 13-A, BLOCK 2, STANLEY'S  
MEADOW SUBDIVISION NO. 13, HM 93-34**

<b>KPB File No.</b>	2023-024V2
<b>Planning Commission Meeting:</b>	April 10, 2023
<b>Applicant / Owner:</b>	Billy and Stephanie Jones of Homer, Alaska
<b>Surveyor:</b>	Gary Nelson / Ability Surveys
<b>General Location:</b>	Perkins Road, Fritz Creek, Kachemak Bay APC

Staff report given by Platting Specialist Julie Hindman

Chair Brantley opened the item for public comment.

Gary Nelson, Ability Surveys; 152 Dehel Avenue, Homer, AK 99603: Mr. Nelson was the surveyor on this project and made himself available for questions.

Seeing and hearing no one else wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Stutzer moved, seconded by Commissioner Tautfest to approve the vacation as petitioned based on the means of evaluating public necessity established by KPB 20.65, based on staff

recommendations and adopting and incorporating by reference findings 1-10 and subject to the 2 conditions as set forth in the staff report.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes - 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent - 2	Martin, Morgan

**ITEM 4 - RIGHT OF WAY VACATION  
PORTION OF PERKINS ROAD DEDICATED ON STANLEY'S MEADOW #7 (PLAT HM 87-45) AND  
STANLEY'S MEADOW NO. 13 (PLAT HM 93-34)**

<b>KPB File No.</b>	2023-024V
<b>Planning Commission Meeting:</b>	April 10, 2023
<b>Applicant / Owner:</b>	Billy and Stephanie Jones of Homer, Alaska and Cecil and Ina Jones of Fritz Creek, Alaska
<b>Surveyor:</b>	Gary Nelson / Ability Surveys
<b>General Location:</b>	Perkins Road, Fritz Creek, Kachemak Advisory Planning Commission
<b>Legal Description:</b>	Perkins Road, Stanley's Meadow #7 (Plat HM 87-45) and Stanley's Meadow No. 13 (Plat HM 93-34), Section 34, Township 4 South, Range 11 West.

Staff report given by Platting Specialist

Chair Brantley opened the item for public comment.

Gary Nelson, Ability Surveys; 152 Dehel Avenue, Homer, AK 99603: Mr. Nelson was the surveyor on this project. He stated he had concerns about item #5 under the recommendations. He would like to see item 5 changed to; the new dedication will encompass the existing travelway or to work out the issues related to the roadway with staff for the assembly to approve. He noted the new dedication as shown on the plat crosses over an airstrip. The landowner states that the airstrip is not in use and it is the best location for the new dedication.

Commissioner Venuti stated Mr. Nelson's request sounds very reasonable. He asked if it would be appropriate to ask that action on this item be postponed to allow him to work out this issue with staff. Platting Specialist Julie Hindman replied that it would be acceptable to ask for a postponement. She noted there are timeframes that need to be met, but as long as Mr. Nelson agrees with the postponement, there should be no issues. Mr. Nelson stated he would agree to a postponement.

Seeing and hearing no one else wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Gillham moved, seconded by Commissioner Slaughter to postpone until brought back by staff

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes - 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent - 2	Martin, Morgan

**ITEM 5 - RIGHT OF WAY VACATION  
VACATE APPROXIMATELY 425 FEET OF THE NORTHERN PORTION OF WATERMAN ROAD AS  
DEDICATED BY SKIPPER'S VIEW, PLAT HM 81-32**

<b>KPB File No.</b>	2023-026V
<b>Planning Commission Meeting:</b>	April 10, 2023
<b>Applicant / Owner:</b>	The Canyon Creek Trust of Homer, Alaska
<b>Surveyor:</b>	Tom Latimer / Orion Surveys
<b>General Location:</b>	Waterman Road, Mile 5 of East End Road, Fritz Creek, Kachemak Bay Advisory Planning Commission
<b>Legal Description:</b>	Waterman Road, Skipper's View, Plat HM 81-32, Township 6 South, Range 13 West, Section 1

Staff report given by Platting Specialist Julie Hindman

Chair Brantley opened the item for public comment.

Tom Latimar, Orion Surveys; P.O. Box 15025, Fritz Creek, AK 99603: Mr. Latimar was the surveyor on this project and he made himself available for questions.

Seeing and hearing no one else wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Horton moved, seconded by Commissioner Staggs to approve the vacation as petitioned, based on the means of evaluating public necessity established by KPB 20.65, based on staff recommendations and subject to the 4 conditions as set forth in the staff report.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes - 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent - 2	Martin, Morgan

**ITEM 6 – CONDITIONAL LAND USE PERMIT  
TO OPERATE A SAND, GRAVEL OR MATERIAL SITE**

<b>PC Resolution</b>	2023-08
<b>Planning Commission Meeting:</b>	April 10, 2023
<b>Applicant</b>	Richard Gregoire
<b>Landowner</b>	Jerold Vantrease
<b>Parcel Numbers</b>	159-360-09, 10, 11, 12
<b>General Location</b>	Mile 1.4 of Tim Avenue, Ninilchik, AK
<b>Legal Description:</b>	T03S R14W SEC 4 Seward Meridian, HM 2006036 Hoffman Acres Lowell Field Phase 1 Lots 1, 2, 3, 4

Staff report given by Resource Planner Ryan Raidmae. Mr. Raidmae noted information related to the existing airstrip was received after the publication of the staff report. During the public comment period a number of concerns related to the existing airstrip were received. It was also noted that the existing airstrip is registered with the FAA as 00AK/Lowell Field Airport. Due to the material site's proximity to the runway, the FAA was contacted and asked if the applicant should submit additional information for the development and operations of the material site for their review. The FAA requested that the applicant complete an obstruction evaluation or an airport/air space analysis. To give the applicant time to submit this information to the FAA and allow the FAA time to review, the Planning Department would request that action on this item be postponed until brought back by staff.

Chair Brantley opened the item for public comment.

Richard Gregoire, Applicant; P.O. Box 2372, Homer, AK 99603: Mr. Gregoire is the applicant and

requested that the commission approve his permit request, with the condition that he get a statement from the FAA that the material site will not be creating any aviation hazards.

Mike Bernhardt; 12316 Kost Dam Road, North Branch, MN 55056: Mr. Bernhardt is a neighboring landowner and spoke in opposition to approving this permit.

Steve Kahn; P.O. Box 202, Port Alsworth, AK 99563: Mr. Kahn is a neighboring landowner and spoke in opposition to approving this permit.

Ann Kahn; P.O. Box 202, Port Alsworth, AK 99563: Ms. Kahn is a neighboring landowner and spoke in opposition to approving this permit.

Danny Presley; P.O. Box 1247, Homer, AK 99603: Mr. Presley is a neighboring landowner and spoke in opposition to approving this permit.

James Lack; P.O. Box 2999, Homer, AK 99603: Mr. Lack is a neighboring landowner and spoke in opposition to approving this permit.

Kelsea Reynolds; P.O. Box 39391, Ninilchik, AK 99568: Ms. Reynolds is a neighboring landowner and spoke in opposition to approving this permit.

Steve Untiet; 818 Smoky Bay Way, #100, Homer, AK 99603: Mr. Untiet is a neighboring landowner and spoke in opposition to approving this permit.

Tiffany Wilkes; 50192 Silverspring Lane, Kenai, AK 99611: Ms. Wilkes is a neighboring landowner and spoke in opposition to approving this permit.

Brian Wilkes; 50192 Silverspring Lane, Kenai, AK 99611: Mr. Wilkes is a neighboring landowner and spoke in opposition to approving this permit.

Robert Fryer; P.O. Box 39265, Ninilchik, AK 99568: Mr. Fryer is a neighboring landowner and spoke in opposition to approving this permit.

Areas of concern expressed by neighboring landowners:

- Damage to the existing road – Tim Avenue
- The existing road is not built to handle the large/heavy equipment associated with material sites.
- The reclamation plan lacks specific information.
- Air quality issues related to the increase in dust.
- Noise issues related to rock processing.
- Insufficient water level testing of the proposed material site area.
- Deficiency in the public noticing process by the borough.
- Insufficient bonding requirements.
- The proposed material site is too close in proximity to the existing airstrip.
- Decreased property values.

Gina Debardeleben, McLane Consulting; P.O. Box 468, Soldotna, AK 99669: Ms. Debardeleben was contracted by the applicant to assist with the permit application. She noted the applicant has complied with borough code and spoke in favor of the commission approving the permit

Seeing and hearing no one else wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Horton moved, seconded by Commissioner Venuti to postpone action on this item until brought back by staff.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes – 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent – 2	Martin, Morgan



**ITEM 7 – ORDINANCE 2023-09**  
**AMENDING KPB 21.04.020 TO CLARIFY REQUIRED NOTICE TO PROPERTY OWNERS WITHIN A ZONING DISTRICT WHEN THERE IS A PROPOSAL TO CHANGE THE DISTRICT BOUNDARY**

Staff report given by River Center Manager Samantha Lopez.

Chair Brantley opened the item for public comment. Seeing and hearing no one wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Horton moved, seconded by Commissioner Slaughter to forward to the Assembly a recommendation to adopt Ordinance 2023-09 amending KPB 21.04.020 to clarify required notice to property owners within a zoning district when there is a proposal to change the district boundary.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes – 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent – 2	Martin, Morgan

**ITEM 8 – ORDINANCE 2022-46**  
**AMENDING KPB 21.02.230 TO MODIFY THE BOUNDARIES OF THE NIKISKI APC**

Staff report given by Planning Director Robert Ruffner. Director Ruffner noted that the Assembly is still working on this ordinance. The Nikiski APC will meet again to discuss any potential recommendations from the Assembly. Since the item was placed on the agenda he would recommend that the commission open public comment on this item. If there are any amendments to the ordinance he will bring it back to the commission for their review.

Chair Brantley opened the item for public comment.

Steve Speskosky; P.O. Box 873053, Wasilla, AK, 99687: Mr. Speskosky is the CEO of Tyonek Native Corporation and spoke in favor of removing the westside from the Nikiski APC boundary area.

Seeing and hearing no one else wishing to comment, public comment was closed and discussion was opened among the commission.

**MOTION:** Commissioner Gillham moved, seconded by Commissioner Slaughter to postpone until brought back by staff.

Hearing no objection or further discussion, the motion was carried by the following vote:

**MOTION PASSED BY UNANIMOUS VOTE:**

Yes – 10	Brantley, Fikes, Gillham, Hooper, Horton, Slaughter, Staggs, Stutzer, Tautfest, Venuti
Absent – 2	Martin, Morgan

**AGENDA ITEM F.      PLAT COMMITTEE REPORT**

Commissioner Gillham reported the plat committee reviewed and granted preliminary approval to nine plats and postponed action on one plat.

**AGENDA ITEM G.      OTHER (No Public Hearing)**

**AGENDA ITEM H.      PUBLIC COMMENT/PRESENTATIONS**

Chair Brantley asked if there was anyone from the public who would like to comment on anything not appearing on the agenda.



**AGENDA ITEM J.      COMMISSIONER COMMENTS**

- Commissioner Stutzer noted that he will be able to attend the April 24, 2023 Planning Commission meeting and requested an excused absence.

**AGENDA ITEM K.      ADJOURNMENT**

Commissioner Venuti moved to adjourn the meeting at 9:55 p.m.

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Ann E. Shirnberg  
Administrative Assistant

## **E. NEW BUSINESS**

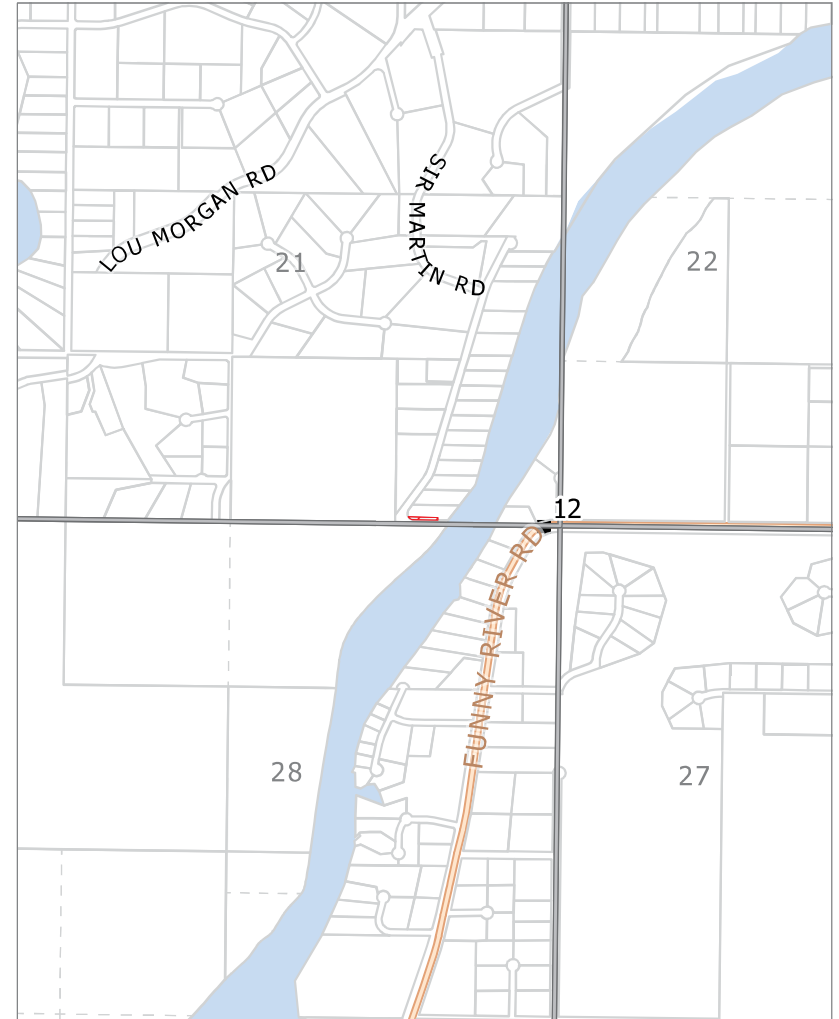
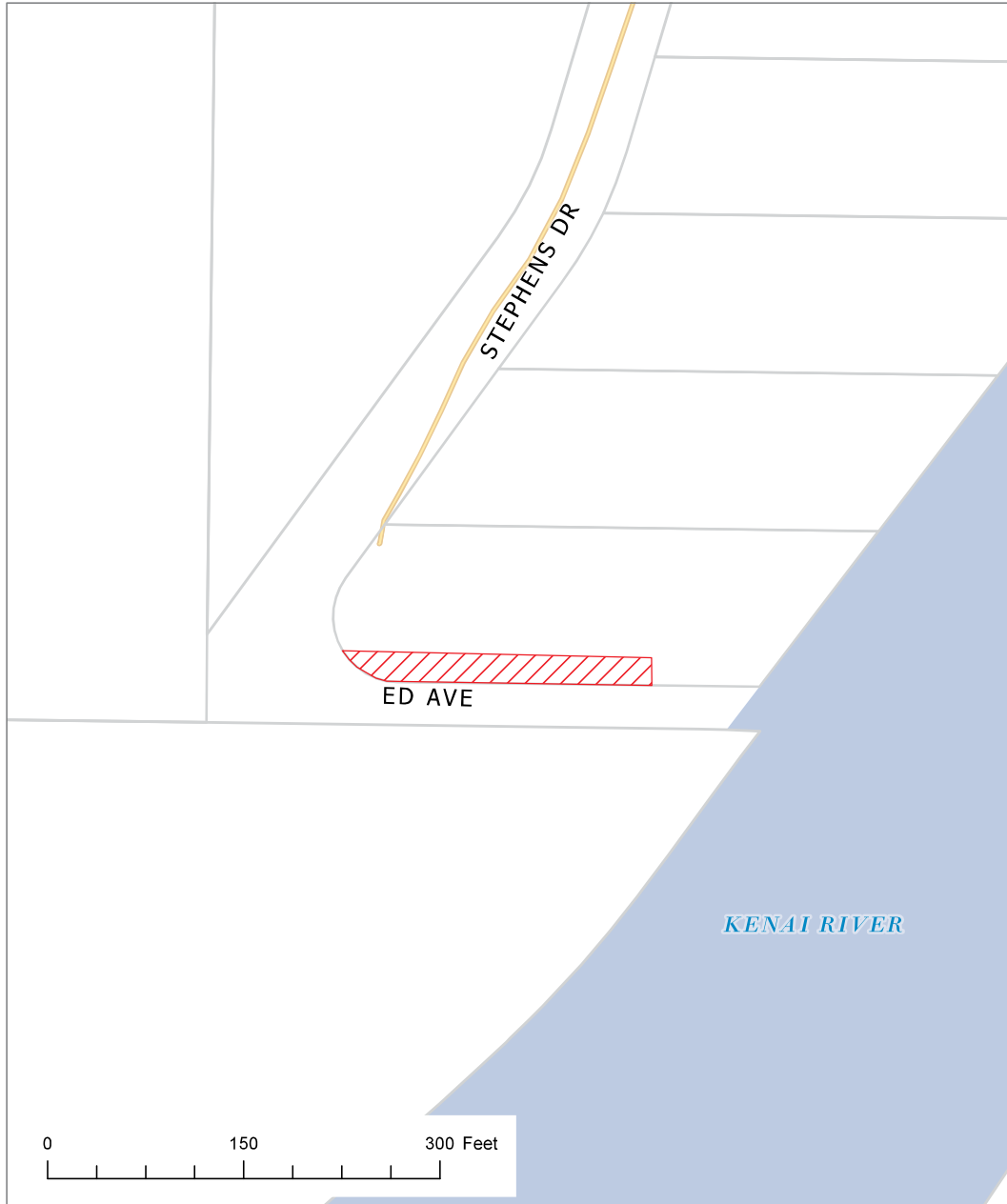
### **1. Building Setback Encroachment Permit**

**KPB File 2023-040**

**Petitioner/Landowner: Burner**

**Request: Permits a garage, cabin, and lodge to remain in the building setback of Lot 18, Block 1, Bos'n Landing Subdivision Part One, Plat KN 77-101**

**Sterling Area**



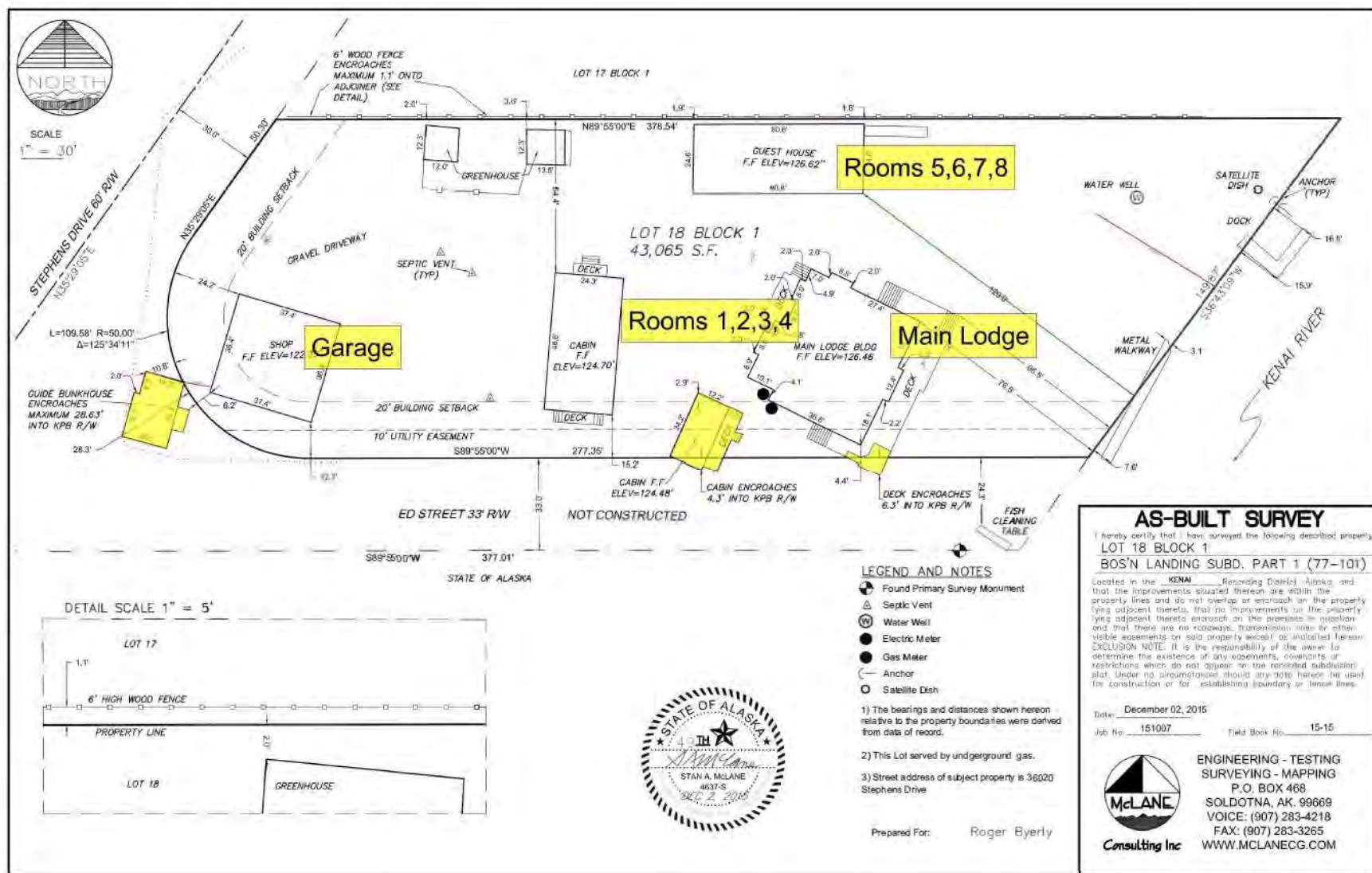
KPB File # 2023-040  
S31 T05S R12W  
Sterling



The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.



# KPB 2023-040



AGENDA ITEM E. NEW BUSINESS

ITEM 1. – BUILDING SETBACK ENCROACHMENT PERMIT – LOT 18, BLOCK 1, BOS'N LANDING  
SUBDIVISION PART 1 (KN 77-101)

KPB File No.	2023-040
Planning Commission Meeting:	April 24, 2023
Applicant / Owner:	Mark and Julie Burner of Rifle, Colorado
Surveyor:	None
General Location:	Stephens Drive, Ed Avenue, Sterling

Parent Parcel No.:	063-560-04
Legal Description:	Lot 18 Block 1 Bos'n Landing Subdivision Part 1 KN 77-101 T05N R09W Sec 21
Assessing Use:	Lodge-Multiple Cabins
Zoning:	Rural Unrestricted

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STAFF REPORT

**Specific Request / Purpose as stated in the petition:** Buildings were built in the setback before I owned it and I want to bring everything to code. The plat shows areas in yellow that are to be removed. I am asking for a variance for the main lodge, rooms 1, 2, 3, 4 and the garage.

**Site Investigation:** Per the as-built and submittal, three structures encroach into the 20 foot building setback along Ed Avenue and a portion along Stephens Drive. The setbacks were granted on Bos'n Landing Subdivision Part One KN 77-101. The petitioner has stated the encroachments into the dedicated right-of-way will be removed. The garage located on the west end of the lot encroaches 13.8 feet into the setback. The cabin with wood deck the petitioner refers to as "Rooms 1,2,3,4" encroaches 10.2 feet into the setback. The "Main Lodge" will be entirely in the 20 foot setback with a portion of the deck being removed from Ed Avenue right-of-way.

Stephens Drive is a 60-foot right-of-way and is borough maintained to the subject property. This application is for encroachments along Ed Avenue and a portion along the curve shared with Stephens Drive. Ed Avenue is a 33-foot right-of-way currently unconstructed and provides access to the Kenai River. According to staff research the dedication is atop of a 33-foot Section Line Easement. The State of Alaska owns the lands to the south and it appears there may be additional easements along the section line within that property. To the land to the south is part of the Morgan's Landing State Recreation Area. Section lines are managed by the State of Alaska and **staff recommends anyone looking to improve Ed Street should work with the State and the Road Service Area for the proper permits.**

According to wetland assessments most of Stephens Drive is classified as a drainageway leading to the Kenai River. There are no steep slopes within the subject area or surrounding rights-of-way.

Street views are available for the area, but do not go further than where borough maintenance ends and the subject property uses as a driveway. Per KPB GIS Imagery, there are multiple encroachments in the right-of-way that could hinder the public access to Ed Avenue.

---

**Staff Analysis:** The property was subdivided by Bos'n Landing Subdivision Part One, KN 77-101. The plat subdivided several government lots. The plat created Lot 18 Block 1 as well as dedicated Stephens Drive and Ed

Avenue, originally named Ed Street, and granted setbacks. The setbacks were not depicted, but a plat note stated “All lots are subject to a 20’ building setback along dedicated R/W’s.”

The plat also granted a 10’ foot utility easement along Ed Avenue by including the plat note, “All utility easements on East-West lot lines in Blk. 1 extend to 150’ from the river except in Lots 1 and 18.” That easement was depicted on the plat.

Additionally, a 50 foot radius temporary turnaround was granted on the plat. As this turnaround is at the very end of a lot, it does not appear there any encroachment issues within that area.

Per KPB GIS Imagery, it appears only the petitioners are using the existing travel way and borough maintenance ends at what is being used as the driveway to the property.

It does appear that some of the structures are within the utility easements. Staff would advise the owners to investigate the utility easement encroachments. If it is determined that a utility provider needs to use the easement any damage or relocation of items is at the owner’s expense.

The as-built that was submitted with the application is dated 2015. On that as-built the owners have depicted and labeled various structures. They have notified us that the structures where improvements that are shown in yellow and encroaching into the right-a-way will be moved. This includes a portion of the deck attached to the main lodge building.

The as-built also indicates a fence has been built over the property line to the north. This would be a civil matter between the owners of the property. Staff would recommend the owners resolve the encroachment issues.

The as-built includes some docks and walkways. These items should have the proper permitting through the River Center. No comment was received regarding the lack of permits. Staff would like to acknowledge that there is a fish cleaning table located within the right-a-way per the 2015 as-built. If that table or any other improvements are within the right-a-way they will require movement and if it will be along the river the proper permits.

This is not within an Advisory Planning Commission boundary.

Due to the age of the as-built and the requirements to remove all structures from the right-a-way dedication, ***staff recommends a one year approval be granted and once all requirements have been met Resolution 2023-09 will be brought back to the planning commission for adoption.*** If the new as-built depicts additional encroachments not reviewed under this application a new application will be required and a new hearing will be scheduled.

#### **Findings:**

1. A building setback along Stephens Drive and Ed Avenue was created by Bos’n Landing Subdivision Part One, KN 77-101.
2. Per the as-built there are multiple encroachments into the rights-of-way.
3. Stephens Drive is a maintained 60-foot-wide constructed right-of-way.
4. Ed Avenue is a 33-foot-wide dedication and is not constructed.
5. The Ed Avenue dedication coincides with a section line easement.
6. Ed Avenue provides access to the Kenai River.
7. State lands are located to the south.
8. Per KPB Assessing information, the first structure was built in 1985 with additional buildings being added later.
9. The as-built provided is from 2015.
10. 9.8 feet of the setback will remain for the cabin labeled rooms 1, 2, 3, 4.
11. 6.2 feet of the setback will remain for the garage along the curve with 12.7 feet remaining along Ed Avenue.
12. There will be no remainder of the setback along the main lodge due to the deck.
13. There is no steep terrain located near the encroaching improvements.
14. Stephens Drive does not continue past Ed Avenue intersection.

15. A continuation of Stephens Drive is unlikely due to low wet areas and the existing campground and state recreation area.

**20.10.110. – Building setback encroachment permits.**

E. The following standards shall be considered for all building setback encroachment permit applications:

1. The building setback encroachment may not interfere with road maintenance.

**Findings 4, 10, and 11 appear to support this standard.**

2. The building setback encroachment may not interfere with sight lines or distances.

**Findings 4, 10, 11, and 13-15 appear to support this standard.**

3. The building setback encroachment may not create a safety hazard.

**Findings 4, 10, 11, and 13-15 appear to support this standard.**

F. The granting of a building setback encroachment permit will only be for the portion of the improvement or building that is located within the building setback and the permit will be valid for the life of the structure or for a period of time set by the Planning Commission. The granting of a building setback permit will not remove any portion of the 20 foot building setback from the parcel.

G. The Planning Commission shall approve or deny a building setback encroachment permit. If approved, a resolution will be adopted by the planning commission and recorded by the planning department within the time frame set out in the resolution to complete the permit. The resolution will require an exhibit drawing showing, and dimensioning, the building setback encroachment permit area. The exhibit drawing shall be prepared, signed and sealed, by a licensed land surveyor.

**KPB department / agency review:**

KPB Roads Dept. comments	Out of Jurisdiction: No  Roads Director: Griebel, Scott Comments: If ROW encroachments are to be removed, I defer to Planning/Platting to make the setback determination.
SOA DOT comments	
KPB River Center review	A. Floodplain Reviewer: Carver, Nancy Floodplain Status: IS in flood hazard area Comments: Flood Zone: A4 Map Panel: 020012-2065A In Floodway: False Floodway Panel:  B. Habitat Protection Reviewer: Aldridge, Morgan Habitat Protection District Status: IS totally or partially within HPD Comments: i:0#.w kpb\maldrige  C. State Parks Reviewer: Russell, Pam Comments: No Comments
State of Alaska Fish and Game	
Addressing	Reviewer: Robinson, Celina Affected Addresses:  Existing Street Names are Correct: Yes



	List of Correct Street Names:  Existing Street Name Corrections Needed:  All New Street Names are Approved: No  List of Approved Street Names:  List of Street Names Denied:  Comments: NO ADDRESSING COMMENTS AT THIS TIME
Code Compliance	Reviewer: Ogren, Eric Comments: These encroachments were self-reported to KPB Code Compliance. In order to come into compliance, the owner will have to remove all structures in the ROW, and obtain a permit for the 20ft building set back violations.
Planner	Reviewer: Raidmae, Ryan There are not any Local Option Zoning District issues with this proposed plat.  Material Site Comments: There are not any material site issues with this proposed plat.
Assessing	Reviewer: Windsor, Heather Comments: No comment

**Utility provider review:**

HEA	
ENSTAR	
ACS	
GCI	

**RECOMMENDATION:**

Based on the standards to grant a building setback encroachment permit, **staff recommends** to grant approval for the portion of structures within the 20 foot building setback as shown on the 2015 as-built survey, subject to:

1. Compliance with KPB 20.10.110 sections F and G.
2. Removal of all encroachments within the right-of-way dedication.
3. Providing a current as-built to be used as an exhibit drawing prepared, signed, and sealed by a licensed land surveyor.
4. The recording fees be submitted to the Kenai Peninsula Borough Planning Department for the recording of the resolution.
5. Failure to provide an as-built so that it may be recorded within one year approval will result in a new application, hearing, and approval.
6. Additional encroachments found on the new as-built will require a new hearing.

**NOTE:**

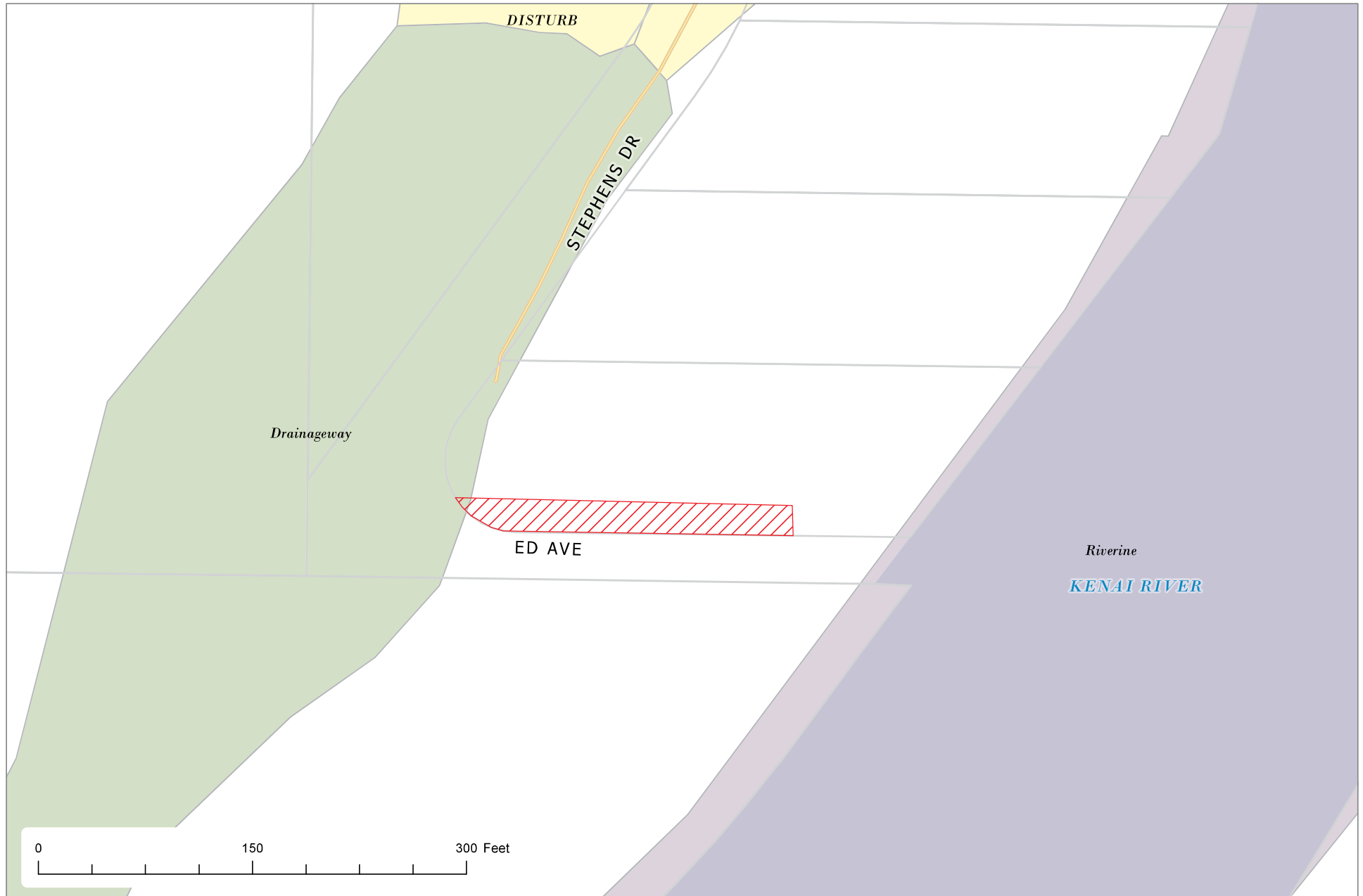
**20.10.110.(H) A decision of the planning commission may be appealed to the hearing officer by a party of record, as defined by KPB 20.90, within 15 days of the date of notice of decision in accordance with KPB 21.20.250.**

**END OF STAFF REPORT**





The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.



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**Aerial with 5-foot Contours**







**LEGEND AND NOTES**

- Round B.L.O. monument (1976)
- Round official survey mark (2087-S 1976)
- Set official survey at mark (2032-S 1977)
- Set 1/2" x 24" steel rebar at all lot corners
- All bearings refer to the SOUTH boundary of the 21 as being N49°55'00"E datum of record
- All lots are subject to a 20' side set back along dedicated R/W's.
- All wastewater disposal systems shall comply with existing law at time of construction
- All lots along the Kenai River are subject to a 10' maintenance easement for government use only.
- The first finish floor of any bldg. shall be constructed 3 feet above standard flood plain as determined by the U.S. Corps of Engineers.
- All color markers are for construction purposes only, property extends to the mean high water of the Kenai River.
- All utility easements on East-West lot lines in Block 1 extend to 50' from the river except in Lots 1 and 2.

**CERTIFICATE OF OWNERSHIP AND DEDICATION**

We hereby certify that we are the owners of said property, and request the approval of this plat showing such easements for public utilities, roadways, and or streets dedicated by us for public use.

*George H. Bradford*  
*Michael J. McLean*  
 George H. Bradford, Notary Public, Commission Expires 12/31/77  
 Michael J. McLean, Notary Public, Commission Expires 12/31/77  
 Maria A. McLean, Box 41, Sterling, AL 35572

**NOTARY'S ACKNOWLEDGEMENT**

Subscribed and sworn before me this 20 day of July, 1977.  
 My commission expires 12-31-77  
*George H. Bradford*  
 Notary Public for Alaska

**PLAT APPROVAL**

This plat having been approved by the Kenai Peninsula Borough Planning Commission as recorded in the official minutes of the meeting of June 11, 1977, is hereby acknowledged and accepted as the official plat, subject to any and all conditions and requirements of ordinances and law governing thereto.

KENAI PENINSULA BOROUGH  
 By *Richard McLean*

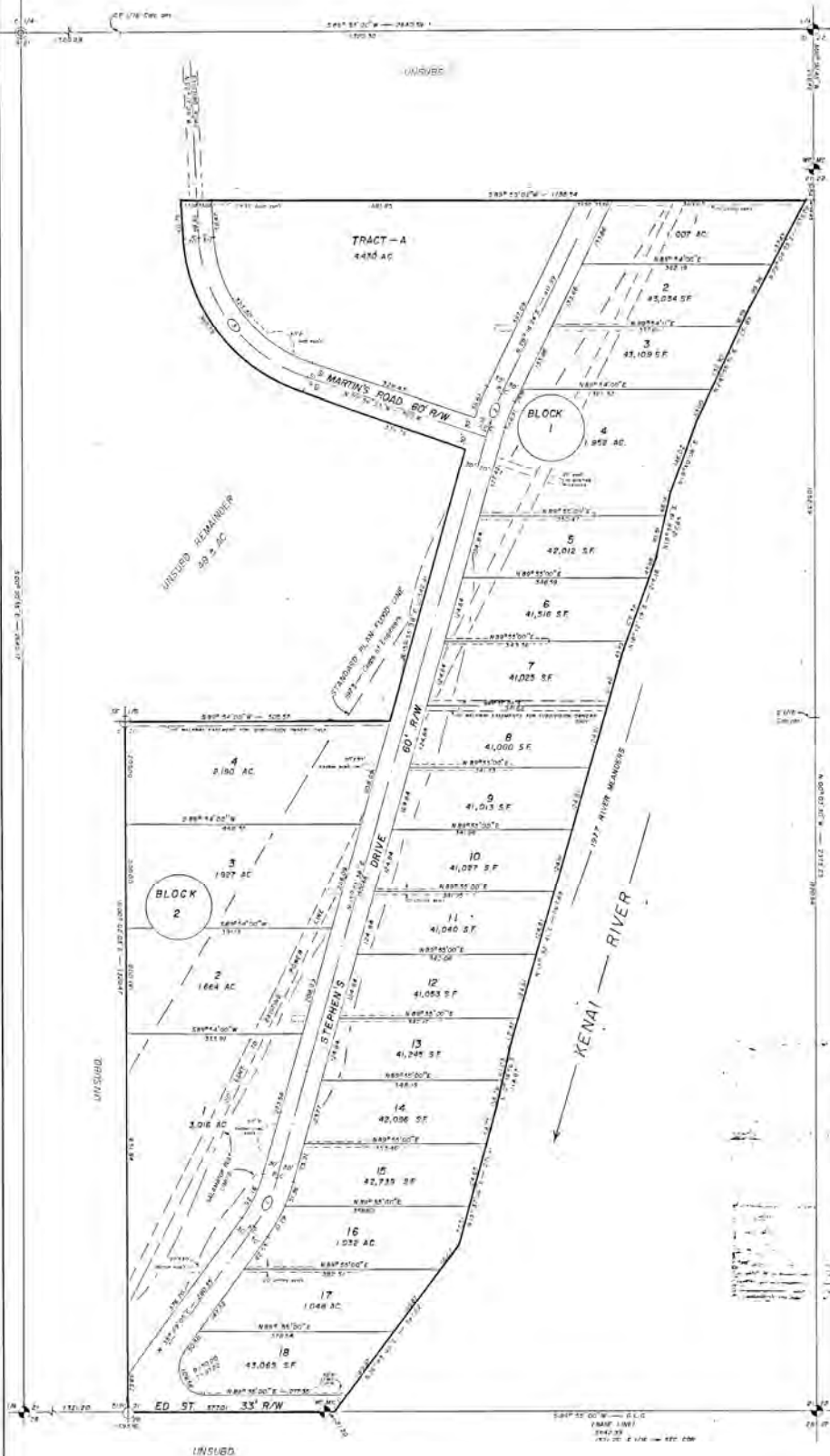
**BOS'N LANDING SUBDIVISION PART ONE**

George Bradford, ET AL - owner  
 Box 408, Solon, AK, 99668

DESCRIPTION  
 SEVEN ACRES SITUATED IN A PORTION OF DON'T LOT 2, 600' LOT 8, SEC. 2, T4N, R4W, 24 AND 25 THE KENAI PENINSULA BOROUGH

Surveyed by: Milson and Associates  
 Solon, AK

DATE OF SURVEY: 6/25/77  
 SCALE: 1" = 100'  
 BK. NO. 77-2



CURVE DATA				
Curve	Δ	R	Δ	E
1	107°22'43"	500.00	102°42'	41.30
2	107°22'43"	500.00	44.15	44.17
3	107°22'43"	500.00	102°42'	41.30

77-101  
 RECEIVED FIELD  
 - KENAI, AK  
 JUN 20 1977  
 Richard McLean

## Leavitt, Rhealyn

---

**From:** Hoback <seagalleyalaska@aol.com>  
**Sent:** Friday, April 14, 2023 12:17 PM  
**To:** Planning Dept,  
**Subject:** <EXTERNAL-SENDER>KPB File No 2023-040  
**Attachments:** 2023 Ed Street.docx

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.

Please accept this letter as input for the KPB meeting dated April 24, 2023

Please see attached...

We own neighboring properties to the Subject Lodge.

We will be Driving back to Alaska on the date of the meeting, unable to physically attend the meeting, nor pick up internet for a Zoom participation.

Thank you for giving us a chance to participate through written submission.

Physical Addresses: 36085, 36151, 36120, 36080 Stephens Dr.

John F. Hoback  
Verele E. Hoback  
35555 Kenai Spur Hwy 410  
Soldotna, AK 99669  
907-223-6771  
seagalleyalaska@aol.com

**Kenai Peninsula Borough Planning Department  
Attn: Madeleine Quainton  
144 North Binkley Street  
Soldotna, Alaska 99669**

**Re: KBP File No. 2023-040 Building Setback encroachment permit application  
Mark and Julie Bruner of Sterling, AK. Re: Variance request...Meeting: Monday April 24<sup>th</sup>.**

**Thank you for seeking our input concerning this matter... We have reviewed the letter (and supporting drawings). Please consider the following comments:**

**Mark and Julie Bruner are nice folks, and seem to blend well with our community, we all get along. This whole issue is kind of awkward, so for the sake of not pitting neighbor against neighbor I will keep my comments to the facts.**

**The subdivision roads and setbacks are documented and recorded as Bos'n Landing Subdivision, a Sterling Community. The Subdivision properties have been bought and sold based on the recorded plat and the amenities it provides to the community as a whole. Fact: There are many property owners in Bos'n Landing (Phase I and Phase II) that do not have water front on the Kenai River. Stephen's Drive and Ed Street, their right-of-ways (R/W's), easements, setbacks and river access points are for the betterment of the community as a whole. As property owners in Bos'n Landing Subdivision they purchased the privilege of accessibility through these points provided for them on the plat for current and future generations. In Short: The concern for the future of Ed Street R/W is a big deal to Bos'n Landing owners.**

**Over the years there has been talk of how our subdivision might seek avenues to further develop Ed Street for the use of the Bos'n Landing Home Owners. Especially for those without Boat Launches and those that do not have waterfront on the Kenai. Consequently, Ed Street has been considered a potential for future development for the benefit of the whole community.**

**As the requested permit and variance proposal implies; Two Buildings currently on the street R/W will be removed to include a small portion of the Lodge deck. Consequently: When Ed Street is developed Three buildings will be within feet (even inches) of Ed street right of way. Buildings this close to a Street need a stout fence/partition that clearly defines safety space for vehicles, pedestrians and structures between the Street and Private property. Concrete safety poles might also be used as well to re-enforce the fence. Future Vehicle traffic (possibly pulling trailers) will be driving within inches of decks and a few feet of buildings:**

- The Lodge will be close to 4' off the street with the decks "touching" the street.
- Rooms 1.2.3.4: 15 feet off the street with a Deck about 10' off the street.
- A Garage about 6' off the street (causing a blind corner).

#### **Further Concerns:**

1. Allowing the setbacks to be reduced to ¼ of code, where by leaving the buildings so close (touching) Ed Street that they might jeopardize any future planned development of the street itself. This would be a "Very Big" loss involving the home owners of the subdivision. It would be nice to have assurances that this will "not" happen.
2. With the Utility Easement virtually eliminated, where would the utilities be installed when needed? ie. street lighting, or electronic gates, or other unforeseen needs.
3. With an active lodge Physically touching Ed Street, there will be Kids, Pets, Guests playing and recreating on Ed Street. This will be a liability issue in the future. Building set backs are in place for a reason and safety is one of them.
4. When Ed Street is maintained, where does the snow and drainage go if the lodge touches the street? Ed Street; although currently not constructed, is on the subdivision master plan and must be protected with all the rights of the Street R/W .

Out of concerns for Mark and Julie Bruner and a tough situation which they may not have created, but should have known at closing. We need to ask what have they been doing to fix the problem since they have owned the property for a number of years with no corrections? We realize that moving and/or taking down structures (encroaching on Ed Street R/W)) is a promised change. Question: Are the structures being moved onto the lodge properties current Lot, Easements and setbacks then applying for more variances in the future?

#### **Suggestions:**

In support of the Bruner's, and helping solve a bad situation, we do not entirely oppose the variance requests involving the setbacks and easements, for the record we do approve of helping the lodge owners. Along with granting the variances, (should the borough indeed grant them). But there should be consequences for not respecting the Boroughs reasons and design for easements and setbacks in the first place. It is crystal clear that the encroachments were intentional, a blatant disregarding of the Boroughs laws and codes involving the Anglers Lodge property and its owners.

1. A reconciliation offer in return for granting the Variance requests by the Bruner's would not be out of line by the Borough. We suggest that the Lodge owners agree to "voluntarily" construct a commercial grade fence along the Ed street R/W line (Lot 18 B1 lot line), 6' tall. Continuing around the blind corner along Stephens Dr. property setback line to their legal driveway entrance. This would protect Ed Street and Stephens Drive from further encroachment errors, as well as create a safety zone, an awareness for their customers that; beyond that point is not Lodge property. Remembering that the Lodge did not just encroach



on the Ed Street R/W, Easements and setbacks (but completely blocked other owners use for 8+ years) Not just once but built on it again, and again. A fence will help remind current and future Lodge Owners of their established boundaries. But more importantly: A way of showing Bos'n Landing Subdivision owners a sincere apology and a visible act of good faith. For the future enjoyment of the Subdivision as a whole by all owners.

We have been told that the borough cannot require a property owner to build a fence, however the Borough does have the decision-making power to insure public safety is considered while protecting R/W's for future legal development. Negotiation should not be off the table.

**3. Important to Note:** We have experienced multiple 4+ (single) vehicle accidents along Stephens Drive due to speed and distracted driving linked with lodge guests and employees. There is constant heavy commercial traffic (Tour Buses, garbage trucks, pump trucks, as well as (Tractor-Trailer) delivery trucks) frequenting the Lodge. Often backing-up the entire length of Stephens Drive. The Lodges Commercial boats on trailers backing-up the entire Stephens Drive and parking/blocking the Stephens Drive turn around for extended periods of time for all traffic.

The Lodges XL Garage Structure built on the properties easement and setbacks has reduced the lodges turnaround space, consequently commercial vehicles and Motor Homes are using neighboring private driveways to get turned around... Note: One Semi cab did slide off the road and teetered toward the small lake while attempting the sharp turnaround out of a driveway. That was a close call!

In Closing,

The Borough needs to consider a detailed plan of action to discourage future encroachments by the Lodge outside their property Lines, setbacks and easements, as well as increased safety and control of the high volume of traffic, including lack of turn around area. In the Lodge owners defense, they have tried to Slow down and work with their drivers. The Lodge Owners do listen and seem to respect and support the community. However the issues are ongoing and hazardous.

Please Note:

The decision of the Borrow committee will affect "all" of the land owners in the Bos'n Landing Subdivisions Phase I and II. And because of that fact; it stands to reason the all of the home owners should have a say in any decisions to alter the Bos'n Landing Subdivision Designed easements, setbacks, R/W's and river access points. To only notify and include properties within 600 feet (most of which are on the river) is denying everyone involved in the subdivision their say. Some residents will consider the failure to include them as short

sighted if not unlawful. To avoid Legal issues; This meeting should involve notifications to all Bos'n Landing Subdivision.

## **E. NEW BUSINESS**

- 2. Street Naming Resolution 2023-01: Renaming Murmansk Road traveling through ASLS 91-193 and ASLS 83-112; Off Basargin Road in the Fox River Community; ESN 202; to Willard Road**

AGENDA ITEM E      NEW BUSINESS

2.      RENAMING MURMANSK ROAD TRAVELING THROUGH ASLS 91-193, ALASKA STAT DNR LAND (18515036), AND ASLS 83-112; T 4S R 11W SECTIONS 13, 14, 23 AND T 4S R 10 W SECTION 18 SEWARD MERIDIAN, AK; OFF OF BASARGIN RD IN THE FOX RIVER COMMUNITY; ESN 202

STAFF REPORT

PC MEETING: April 24, 2024

Applicant:    Donald Shubin / Head of Bay Homestead, LLC

Existing right-of-way names:    None

Name proposed by petitioner:    Willard Rd

Reason for Change:    Petition from adjoining property owners

Background:

Name	<b>Murmansk Rd</b>
ESN	202
Community	Fox River
YR Named	2012
Constructed	Yes
Total Lots	4
Residential	1
Commercial	0
E911 Address	2
Mailing	
Decision	

Review and Comments:

Notice was sent by regular mail to the three property owners of the four parcels intersected by the road. Notice was also sent to the Department of Natural Resources (the owner of the fourth parcel) via email.

No comments from property owners were received by the writing of this staff report.

The road name request has been emailed to the Kenai Peninsula Borough Road Maintenance for review. The KPB Roads Department supplied a statement that the Road Service Area has no objections at this time.

Staff Discussion:

**STAFF RECOMMENDATION:** Rename Murmansk Rd to **WILLARD RD.** by adoption of Resolution SN 2023-01.

END OF STAFF REPORT



Project Overview and Vicinity Map



**SN 2023-1**

**Staff Notes:**

n/a



The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.

Map created by Bobbi Jo Sjogren





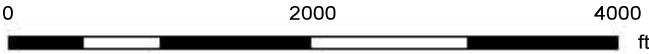
**Legend**

Transportation

RSA Maintained Roads



Tax Parcels



KENAI PENINSULA BOROUGH  
PLANNING COMMISSION RESOLUTION

**RESOLUTION SN 2023-01**

RENAMING MURMANSK ROAD TRAVELING THROUGH ASLS 91-193, ALASKA STAT DNR LAND (18515036), AND ASLS 83-112; T 4S R 11W SECTIONS 13, 14, 23 AND T 4S R 10 W SECTION 18 SEWARD MERIDIAN, AK; OFF OF BASARGIN RD IN THE FOX RIVER COMMUNITY; ESN 202

WHEREAS, a petition was received to rename a private road; and

WHEREAS, Chapter 14.10 of the Kenai Peninsula Borough Code of Ordinances authorizes the Planning Commission to accomplish private road naming by Resolution.

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

Section 1. That the private road listed below is named as follows:

DESCRIPTION	FROM	TO	BASE MAP
a. Murmansk Rd traveling through ASLS 91- 193, Alaska Stat DNR Land (18515036), and ASLS 83-112; T 4S R 11W SECTIONS 13, 14, 23 AND T 4S R 10 W SECTION 18 SEWARD MERIDIAN, AK; off of Basargin Rd in the Fox River Community; ESN 202	Murmansk Rd	Willard Rd	AR09 AR10

Section 2. That according to Kenai Peninsula Borough Code of Ordinance 14.10.030, the official street name map, 1:500 scale series base maps, Anchor River 09 and Anchor River 10; are hereby amended to reflect these changes.

Section 3. That the map showing the location of the named private road be attached to, and made a permanent part of this resolution.

Section 4. That this Resolution takes effect immediately upon adoption.

ADOPTED BY THE PLANNING COMMISSION OF THE KENAI PENINSULA BOROUGH THIS 24<sup>th</sup> DAY OF APRIL 2023.

\_\_\_\_\_  
Jeremy L Brantley, Chairperson  
Planning Commission  
State of Alaska  
Kenai Peninsula Borough

Signed and sworn to (or affirmed) in my presence this \_\_\_\_\_ day of \_\_\_\_\_ 2023 by  
\_\_\_\_\_.

\_\_\_\_\_  
Notary Public

My Commission expires \_\_\_\_\_





# Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

## PETITION TO NAME / RENAME A STREET

Kenai Peninsula Borough Planning Department  
ATTENTION: E911 Addressing Officer  
144 North Binkley Street Soldotna, AK 99669-7520 (907) 714-2200

**Petitioner's Name:** (Please Print) Donald Shubin/Head of Bay Homestead, LL

**Mailing Address:** 1301 E Orangethorpe Ave Fullerton CA 92831

**E-mail Address:** donshubin@att.net

**Telephone:** 714-318-9020

**Current Street Name:** Murmansk Road

**Proposed Street Name:** Willard Road

**Location of Current Street:** Township: 4S Range: 11W Section: 13

Subdivision: \_\_\_\_\_

The Right-of-Way is: (Please Check)	Public	Private
Is the Right-of-Way in use?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Is the road constructed?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is there a street sign along the Right-of-Way?	<input type="checkbox"/> Yes	<input type="checkbox"/> No

**Reason for Requested Change:** Google maps and Signage labels road "Willard" after  
homestead family. The community uses the same common name. This request is  
made to allow package delivery company's to perform deliveries on road.

List Three (3) Choices for a new Street Name, in order of preference.

1. Willard Road
2. \_\_\_\_\_
3. \_\_\_\_\_

New Name Suggestions must not be on the Road Inventory List which can be found at:  
[https://www.kpb.us/images/KPB/PLN/911/Road\\_Inventory.pdf](https://www.kpb.us/images/KPB/PLN/911/Road_Inventory.pdf)

New Street Names must be checked, and approved by the E911 Addressing Officer by email [addressing@kpb.us](mailto:addressing@kpb.us); fax 714-2378; or phone 714-2200.

To be considered complete, the application must be accompanied by the following items:

1. Petition signed by property owners (see instructions).
2. A map showing the road to be named and surrounding property.
3. The filing and sign fees are established by KPB Planning Commission Resolutions 96-22 and 85-3, as follows:
  - (A) For name changes or naming of public street dedications other than those named during the subdivision process:

Check Applicable Boxes

- |     |  |       |                                     |
|-----|--|-------|-------------------------------------|
| (1) | Street Naming Petition and Hearing Advertising Fee   | \$300 | <input checked="" type="checkbox"/> |
| (2) | Installation of each new Borough Service Area Sign, Post, etc. (per sign)                            | \$150 | <input checked="" type="checkbox"/> |
| (3) | Replacement of existing Borough Service Area Sign, due to change where no post is needed. (per sign) | \$ 80 | <input type="checkbox"/>            |

*The minimum fee shall be either a combination of 1 and 2 OR 1 and 3 above; however, all signs that need to be changed and / or maintained by a Borough Service Area must be paid for upon completion of the project.*

- (B) For Private Road Naming:

- |     |  |        |                          |
|-----|--|--------|--------------------------|
| (1) | Street Naming Petition and Hearing Advertising Fee   | \$300  | <input type="checkbox"/> |
| (2) | Installation of each new Borough Service Area sign, Post, etc. (per sign)                            | \$150  | <input type="checkbox"/> |
| (3) | Replacement of existing Borough Service Area Sign, due to change where no post is needed. (per sign) | \$ 80  | <input type="checkbox"/> |
| (4) | If no signs are required   | No Fee | <input type="checkbox"/> |

TOTAL FEE SUBMITTED \$ 450.00

Additionally, if the Right-of-Way was created by a document other than a recorded plat, a copy of that document must be submitted with this application.

**NOTE: INCOMPLETE APPLICATIONS WILL BE RETURNED.**

I, the undersigned, hereby affirm that all information made part of this application is true, correct and complete to the best of my knowledge.



Signature

2-23-2023

Date



PETITION FOR RENAMING A STREET

Existing Road Name: Murmansk Road

Proposed Road Name: Willard Road

Name of Primary Petitioner: Donald Shubin Head of the Bay Homestead, LLC

Identify the Owners of Land affected (include mortgage holders, contract holders and, if owned by a corporation or partnership, provide the needed authority to sign):

Name (print): Head of the Bay Homestead, LLC Phone: 714-318-9020

Signature: \_\_\_\_\_

Mailing Address: 1301 E Orangethorpe Ave Fullerton, CA 92831

Legal Description: Parcels: 18525901, 18525902


Name (print): Robert E Chew Phone: 317-710-1530

Signature: 

Mailing Address: 312 Pine Needle Road, Boulder Colorado 80304

Legal Description: Parcel 18521060

Name (print): + Alcahy Martushov Phone: (907) 756-1864

Signature: + 

Mailing Address: + P.O. Box 1744 Homer AK 99603

Legal Description: Basargin Rd 45902

Name (print): \_\_\_\_\_ Phone: \_\_\_\_\_

Signature: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

Name (print): \_\_\_\_\_ Phone: \_\_\_\_\_

Signature: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

## Sjogren, Bobbi

---

**From:** Baxter, Tammaron  
**Sent:** Monday, March 20, 2023 3:42 PM  
**To:** Sjogren, Bobbi  
**Cc:** Griebel, Scott  
**Subject:** Re: Street Naming Resolution 2023-1

I spoke with the Roads Director, no objection from the Road Department.

Sent from my iPhone

On Mar 16, 2023, at 14:43, Sjogren, Bobbi <rsjogren@kpb.us> wrote:

Hello,

The Borough has received a petition to rename Murmansk Road to Willard Rd. as it is known colloquially. This road is partially maintained by the RSA, falling in Unit S8. I have attached a map for your review.

Please let me know if you have any comments and they will be included in the Planning Commission's packet.

Thank you,  
Bobbi

Bobbi Jo Sjogren  
GIS Specialist  
907.714.2222

<image001.png>

<SN2023-1\_Aerial.pdf>

# NOTES:

1. THIS SURVEY WAS ACCOMPLISHED IN ACCORDANCE WITH GENERAL SURVEY INSTRUCTIONS 83-112 & GSC 567.
2. THE TITLE, ALASKA DIVISION OF LANDS (ADL), DIVISION OF TECHNICAL SERVICES (DTS), AND DEPARTMENT OF NATURAL RESOURCES (DNR) ARE SYNONYMOUS.
3. ALL PARCELS OF LAND OWNED BY THE STATE OF ALASKA, LOCATED WITHIN FIFTY (50.00) FEET OF OR ADJACENT TO A SURVEYED SECTION LINE, ARE SUBJECT TO A FIFTY (50.00) FOOT EASEMENT, EACH SIDE OF THE SECTION LINE, WHICH IS RESERVED TO THE STATE OF ALASKA FOR PUBLIC HIGHWAYS UNDER A-5000.000 UNLESS SUCH SECTION LINE EASEMENTS HAVE BEEN VACATED.
4. UNLESS OTHERWISE NOTED, ALL BEARINGS SHOWN ARE DETERMINED WITH REFERENCE TO THE TRUE MERIDIAN AND DISTANCES SHOWN ARE HORIZONTAL FIELD DISTANCES AT WORKING ELEVATIONS.
5. FOUND MONUMENTS ARE BRASS TAPPED MONUMENTS 3/4" x 1/4" C.P.
6. THE ACCURACY OF THIS SURVEY IS GREATER THAN 1:10000.
7. GROSS AREA IS THE MATHEMATICALLY COMPUTED AREA AND MAY INCLUDE EASEMENTS AND WATER BODIES.

TRACT B  
328.040 ACRES

LAT 59°50'24.68" INAD 1927  
LONG 151°03'49.10"

## BASIS OF COORDINATES

LAT. 59°50'16.33"N INAD 1927  
LONG. 151°04'59.70"W  
FROM RECORD BLM FIELD  
NOTES OF T4S, R10W, S4

BASIS OF BEARING  
Simplified section line survey  
from record BLM field notes  
of T4S, R10W, S4  
from record BLM field notes  
of T4S, R10W, S4

USDA  
BUREAU OF LAND MANAGEMENT  
ALASKA  
DIVISION OF LANDS  
DIVISION OF TECHNICAL SERVICES  
DEPARTMENT OF NATURAL RESOURCES

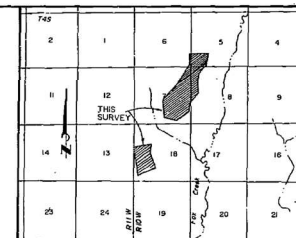
30' Section Line Easement  
PER AS 1910-010

TRACT A  
140.210 ACRES

## LEGEND

- BLM MONUMENT RECOVERED BY THIS SURVEY
- PRIMARY ALUMINUM CAP MONUMENT SET (DTS)
- PRIMARY BRASS CAP MONUMENT RECOVERED (ADL) THIS SURVEY
- SECONDARY MONUMENT SET (DTS)

SOURCE:  
USSS MAP  
SELOVIA D-3, 1970



## CERTIFICATE OF OWNERSHIP AND DEDICATION

I, THE UNDERSIGNED, HEREBY CERTIFY THAT I AM THE DIRECTOR, DIVISION OF TECHNICAL SERVICES, AND THAT THE STATE OF ALASKA IS OWNER OF ALL-5013 AS SHOWN HEREON. I HEREBY APPROVE THIS SURVEY AND PLAN FOR THE STATE OF ALASKA, AND DO HEREBY, FOR PUBLIC OR PRIVATE USE AS NO LIO, ALL EASEMENTS, PUBLIC UTILITY AREAS, AND RIGHTS-OF-WAY AS SHOWN AND DESCRIBED HEREON.

DATE: Nov 27, 1985  
DIRECTOR, DIVISION OF TECHNICAL SERVICES

## NOTARY'S ACKNOWLEDGEMENT

SUBSCRIBING SIGN TO BE MADE BY THE NOTARY PUBLIC FOR THE STATE OF ALASKA  
DATE: 11-28-85  
NOTARY PUBLIC FOR THE STATE OF ALASKA  
MY COMMISSION EXPIRES: 11-28-86

OFFICIAL SEAL  
STATE OF ALASKA  
NOTARY PUBLIC  
LYNN HANSEN  
COMMISSION EXPIRES 11-28-86

## SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA. THIS PLAN REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION. THAT THE MEASUREMENTS SHOWN HEREON ACTUALLY WERE AS DESCRIBED, AND THAT ALL OWNERS AND OTHER DETAILS ARE CORRECT.

DATE: 11-27-85 REGISTRATION No. 3686-S

SURVEYOR'S SIGNATURE  
JERRY ANDERSON, RLS



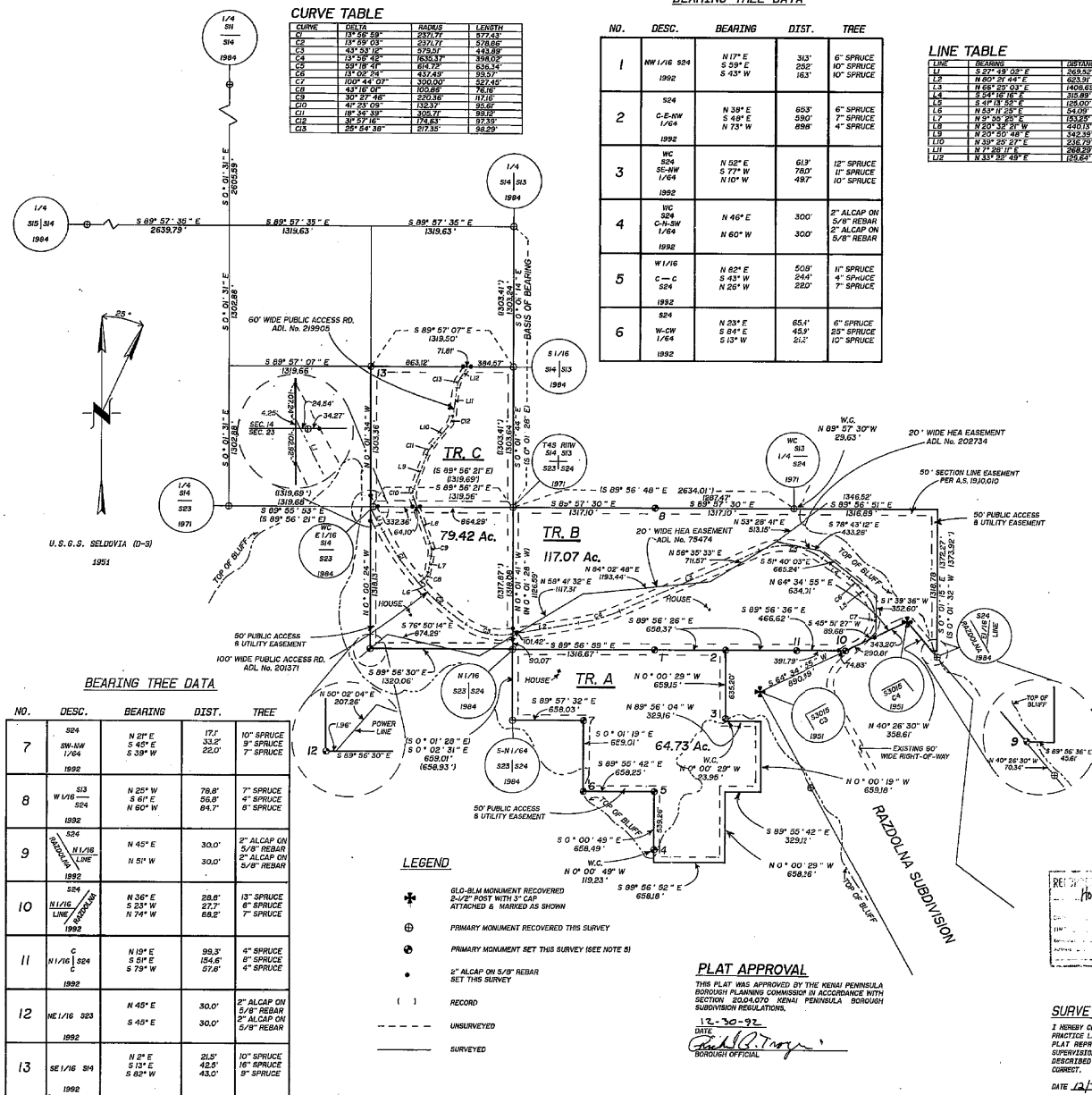
## SELECTION INFORMATION

General Selection 78  
Tentative Approval dated 4-26-85  
Patent No. 50-73-0012 dated 7-27-72

SCALE  
0 500 1000 1500 2000 2500 FEET  
0 100 200 300 400 500 600 METERS

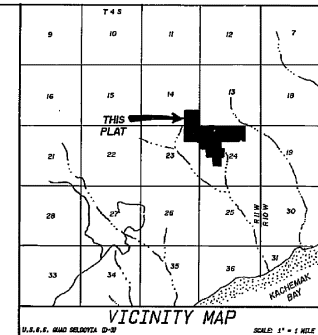
METER-3.280833 U.S. FEET, 1 U.S. ACRE = 0.4047 HECTARES	
DATE OF SURVEY	NAME OF SURVEYOR
11-27-85	ALBY SURVEYS
11-27-85	11-27-85
STATE OF ALASKA	
DEPARTMENT OF NATURAL RESOURCES	
DIVISION OF TECHNICAL SERVICES	
ANCHORAGE, ALASKA	
ALASKA STATE LAND SURVEY No. 83-112	
LOCATED WITHIN UNSURVEYED SECTIONS	
S, 6, 7, 8, AND 18, OF TR. A, T. 4 S,	
R 10 W, S. M., ALASKA	
APPROVAL RECOMMENDED BY:	DATE: 11/25/85
SAS	FILE NO.
DATE: 8-17-85	83-112
CHECKED	FILE NO.

85-124  
HOMER  
12-6-85  
1:13 P.M.  
AS/DNR/DTS  
Unichase 1985



**NOTES**

- THIS SURVEY WAS ACCOMPLISHED IN ACCORDANCE WITH HOMESTEAD PARCEL SURVEY INSTRUCTIONS 11-133 AND AS 38.09.010 (SLA 1983, AM 1984).
- ALL BEARINGS SHOWN ARE TRUE BEARINGS AS ORIENTED TO THE TRUE MERIDIAN, AND DISTANCES SHOWN ARE REDUCED TO HORIZONTAL FIELD DISTANCES.
- THE ACCURACY OF SURVEY IS GREATER THAN 1:5000.
- BASES OF BEARING AND RECORD DATA SHOWN IN PARENTHESIS IS FROM THE ALASKA STATE CADASTRAL SURVEY OF SECTIONS 13, 14, 23 & 24 (APPROVED 1/29/85) AND FILED IN THE HOMER RECORDING DISTRICT 690 485-951.
- PRIMARY MONUMENTS SET THIS SURVEY ARE 2 1/2" x 30" ALUMINUM PIPE WITH A 4" FLANGE AND A 3 1/4" DIAMETER ALUMINUM CAP. MONUMENTS ARE BURIED 20" WITH MAGNETS PERMANENTLY ATTACHED AT THE TOP AND BOTTOM.
- ALL PARCELS ON LANDS OWNED BY THE STATE OF ALASKA, LOCATED WITHIN FIFTY (50) FEET OF, OR INJECTED BY A SURVEYED SECTION LINE ARE SUBJECT TO A FIFTY (50) FOOT EASEMENT; EACH SIDE OF THE SECTION LINE, WHICH IS RESERVED TO THE STATE OF ALASKA FOR PUBLIC HIGHWAYS UNDER A.S. 18.10.010.
- THE UNKNOWNT CORNER PORTIONS OF TRACTS A AND B WERE IMPRACTICAL TO MONUMENT DUE TO THE STEEPNESS OF THE BLUFF.
- [ADL 6371] AS SHOWN ON ALASKA STATE CADASTRAL SURVEY SEC'S 13, 14, 23 & 24, PLAT FILED IN THE HOMER RECORDING DISTRICT UNDER PLAT FILE NO. 95-95, DATED 9-17-85.)



**CERTIFICATE OF APPROVAL BY THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION**

WASTEWATER TREATMENT AND DISPOSAL SYSTEMS MUST MEET THE REGULATORY REQUIREMENTS OF THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION APPROVES THIS SUBDIVISION FOR PLATTING.

SIGNATURE: [Signature] TITLE: [Blank] DATE: 12-30-92

**NOTARY'S ACKNOWLEDGEMENT**

SUBSCRIBED AND SHOWN TO BEFORE ME THIS 12/30/92 DAY OF December, 1992, FOR Christopher Chavasse

NOTARY PUBLIC FOR ALASKA [Signature]

MY COMMISSION EXPIRES 12/10/95

**NOTARY'S ACKNOWLEDGEMENT**

SUBSCRIBED AND SHOWN TO BEFORE ME THIS 7 DAY OF December, 1992, FOR DANIEL G. GREEN

NOTARY PUBLIC FOR ALASKA [Signature]

MY COMMISSION EXPIRES 7-30-94

**NOTARY'S ACKNOWLEDGEMENT**

SUBSCRIBED AND SHOWN TO BEFORE ME THIS 10/2 DAY OF December, 1992, FOR David Arthur Hedderly-Smith

NOTARY PUBLIC FOR ALASKA [Signature]

MY COMMISSION EXPIRES 6-6-95

**CERTIFICATE OF OWNERSHIP AND DEDICATION**

I, THE UNDERSIGNED, HEREBY CERTIFY THAT I AM THE DIRECTOR, DIVISION OF LAND, AND THAT THE STATE OF ALASKA IS THE OWNER OF ARLS 91-193 AS SHOWN HEREON. I HEREBY APPROVE THIS SURVEY AND PLAT FOR THE STATE OF ALASKA, AND DEDICATE FOR PUBLIC OR PRIVATE USE AS NOTED. ALL EASEMENTS, PUBLIC UTILITY RIGHTS, AND RIGHTS-OF-WAY AS SHOWN AND DESCRIBED HEREON.

DATE: 12/19/92 DIRECTOR: [Signature]

**NOTARY'S ACKNOWLEDGEMENT**

SUBSCRIBED AND SHOWN TO BEFORE ME THIS 30 DAY OF December, 1992, FOR Christopher Chavasse

NOTARY PUBLIC FOR ALASKA [Signature]

MY COMMISSION EXPIRES 12/10/95

**PERMITTEE'S CERTIFICATE**

WE, THE UNDERSIGNED, HEREBY CERTIFY THAT WE ARE THE PERMITTEES AS SHOWN HEREON. WE HEREBY APPROVE THIS SURVEY AND PLAT.

TRACT A  
ADL NO. 223366

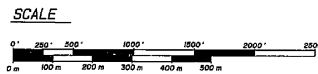
TRACT B  
ADL NO. 223407

TRACT C  
ADL NO. 223321

DATE: 12-30-92

DATE: 11-7-92

DATE: 10/6/92



1 METRE = 3.28084 FEET SURVEY FEET 1 S.F. ADK = 0.402 METRES

DATE OF SURVEY: OCTOBER 1991 NAME OF SURVEYOR: STEVEN C. SMITH

ENCLOSURE: [Blank] PO BOX 3533 HONOLULU, ALASKA 99509

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF LAND  
MICHAEL, ALASKA

ALASKA STATE LAND SURVEY No. 91-193

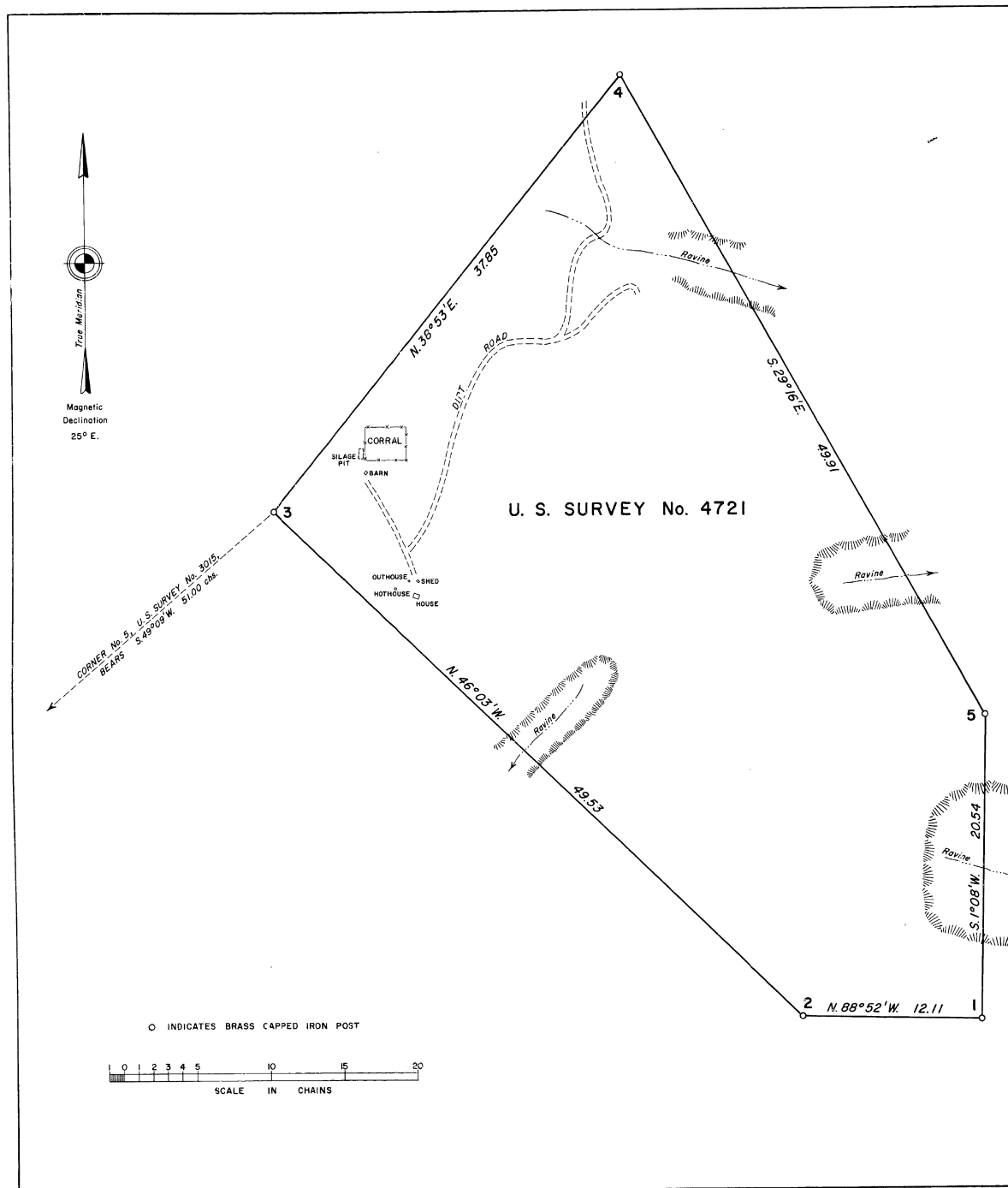
LOCATED WITHIN SECTIONS 14, 23 & 24 T.4 S., R.11 W., S.M., ALASKA

APPROVAL: [Signature] DATE: 1-12-93

STATEMENT PLATTING OFFICER: [Signature] DATE: [Blank]

CHECKER: [Signature] FILE NO. ASLS 910193





# U. S. SURVEY No. 4721, ALASKA

SITUATED  
ON A HIGH PLATEAU  
BETWEEN FOX AND MOOSE CREEKS

APPROXIMATE GEOGRAPHIC POSITION  
OF CORNER NO. 3  
LATITUDE 59° 49' 31" N., LONGITUDE 151° 04' 17" W.

AREA: 157.81 ACRES

SURVEYED BY:  
RALPH J. ELLIS, SUPERVISORY CADASTRAL SURVEYOR  
JULY 31 TO AUGUST 5, 1964

Under Special Instructions  
Dated March 6, 1964, and  
Approved March 11, 1964

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
Washington, D. C. July 21, 1966

This plat is strictly conformable to the approved field notes, and the survey, having been correctly executed in accordance with the requirements of law and the regulations of this Bureau, is hereby accepted.

For the Director

*E. J. Sullivan*  
Chief, Division of Engineering



# Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

Peter A. Micciche  
Borough Mayor

## PENINSULA CLARION

### **KENAI PENINSULA BOROUGH PLANNING COMMISSION NOTICE OF PUBLIC HEARING TO RENAME MURMANSK RD**

Public notice is hereby given that a petition was received to name a private road in the Fox River area. Area under consideration is described as follows:

- A. **Location:** Murmansk Rd traveling through ASLS 91- 193, Alaska Stat DNR Land (18515036), and ASLS 83-112; T 4S R 11W SECTIONS 13, 14, 23 AND T 4S R 10 W SECTION 18 SEWARD MERIDIAN, AK; off of Basargin Rd in the Fox River Community; ESN 202; **Reason for Renaming:** *Petition from Adjoining Property Owners*; **Proposed Name:** *Willard Rd.*
- B. Purpose as stated in petition: "Google maps and signage labels road "Willard" after homestead family. The community uses the same common name. This request is made to allow package delivery company's to perform deliveries on the road."
- C. Petitioner(s): Donald Shubin / Head of Bay Homestead, LLC

The location of the proposed street renaming is provided on the attached map. Public hearing will be held by the Kenai Peninsula Borough Planning Commission on **Monday, April 24, 2023**, commencing at **7:30 p.m.**, or as soon thereafter as business permits. The meeting is being held in person at the Betty J. Glick Assembly Chambers of the Kenai Peninsula Borough George A. Navarre Administration Building, 144 N. Binkley Street, Soldotna, Alaska and remotely through zoom.

To attend the meeting using Zoom from a computer, visit <https://us06web.zoom.us/j9077142200>. You may also connect to Zoom by telephone, by calling toll free **1-888-788-0099** or **1-877-853-5247**. If calling in you will need the Meeting ID of 907 714 2200. Additional information about connecting to the meeting may be found at <https://www.kpb.us/planning-dept/planning-commission>.

Anyone wishing to testify may attend the meeting in person or through Zoom. Written testimony may be submitted by email to [addressing@kpb.us](mailto:addressing@kpb.us), or mailed to the attention of Addressing, Kenai Peninsula Borough Planning Department, 144 N. Binkley Street, Soldotna, Alaska 99669. [Written comments may also be sent by Fax to 907-714-2378.] All written comments or documents must be submitted by **1:00 PM, Friday, April 21, 2023**. The deadline to submit written comments or documents does not impact the ability to provide verbal testimony at the public hearing.

For additional information contact Addressing ([addressing@kpb.us](mailto:addressing@kpb.us)), Planning Department, 714-2200 (1-800-478-4441 toll free within Kenai Peninsula Borough).

New name suggestions must not be on the 911 Street Naming Master Street Address Guide List: [https://www.kpb.us/images/KPB/PLN/911/Road\\_Inventory.pdf](https://www.kpb.us/images/KPB/PLN/911/Road_Inventory.pdf) AND new name suggestions must be checked





# Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

Peter A. Micciche  
Borough Mayor

and approved by the Planning Department.

PLEASE NOTE: The Planning Commission may approve a name suggested by landowners, interested parties, or the planning staff. An entirely different name can also be suggested and approved by the Commission during the public hearing.

PLEASE NOTE: Upon adoption of a street name change resolution, no reapplication or petition concerning the name of the same street may be filed within one calendar year of the final adoption, except in the case where new evidence or circumstances exist that were not available, present or reasonably ascertainable when the original resolution was adopted (KPB 14.10.050).

## SN 2023-1

### **18515036**

ALASKA STATE D N R  
550 W 7TH AVE STE 650  
ANCHORAGE, AK 99501  
100 Residential Vacant

### **18521060**

CHEW ROBERT E  
312 PINE NEEDLE RD  
BOULDER, CO 80304  
110 Residential Dwelling - single

### **18525901**

HEAD OF THE BAY HOMESTEAD LLC  
PO BOX 14994  
IRVINE, CA 92623  
105 Residential Improved Land

### **18525902**

HEAD OF THE BAY HOMESTEAD LLC  
PO BOX 14994  
IRVINE, CA 92623  
550 General Farm/Agricultural

AGENDA ITEM E      NEW BUSINESS

3.      Street Name Change: An unnamed private road; Section 14, T05N, R10W; Seward Meridian, Kenai Peninsula Borough, AK; in the Ridgeway Community; ESN 302

STAFF REPORT

PC MEETING: April 24, 2023

Applicant:    John Hillyer

Existing right-of-way names:    None

Name proposed by petitioner:    Patriot Ln

Reason for Change:    Petition from adjoining property owner

Background:

Name	<b>unnamed</b>
ESN	302
Community	Ridgeway
YR Named	n/a
Constructed	Yes
Total Lots	1
Residential	1
Commercial	0
E911 Address	1
Mailing	0
Decision	

Review and Comments:

Notice was sent by regular mail to the property owner of the one parcel containing the unnamed private road, as listed on the KPB tax roll.

No further comment from the property owner was received by the writing of this staff report.

The road name request was emailed to the Kenai Peninsula Borough Road Service Area (RSA) and Central Emergency Services (CES) for review. Neither provided a statement.

Staff Discussion:

A petition was received from the lot accessed by the private road. The petitioner submitted a copy of the plat and a plan footprint showing the location of the private road.

The petition stated that FedEx / other carriers consider the existing address invalid, that it creates significant issues, and that carrier/online map providers recommend establishing a new street and address to remedy the issues.

The Borough GIS Division makes the Borough's street data publicly available, and provides the data to many third-party basemap providers via ESRI's Community Maps project, and as a Google Map Content Partner. As of the writing of this staff report, HERE, ESRI, and Bing maps list this petitioner's road name as "Messer St", but Google Maps lists it as "Mess Cir Rd".

Note: Borough GIS data is provided directly to the Borough's 911 dispatch center, and dispatch is not using a third-party basemap provider.

**STAFF RECOMMENDATION:** Name the unnamed private road to **PATRIOT LN** by adoption of Resolution SN 2023-02.

END OF STAFF REPORT

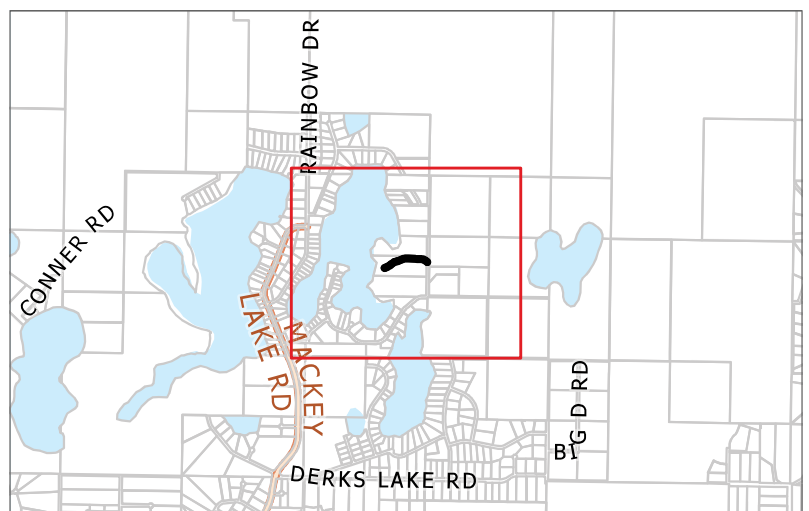
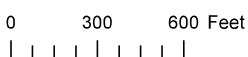


Vicinity Map



Private Driveway Naming  
Resolution SN 2023-02

Map Date: 3/21/2023  
Imagery Year: 2021



KENAI PENINSULA BOROUGH  
PLANNING COMMISSION RESOLUTION

**RESOLUTION SN 2023-02**

NAMING A CERTAIN PRIVATE ROAD WITHIN SECTION 14, T05N, R10W; SEWARD MERIDIAN;  
WITHIN EMERGENCY SERVICE NUMBER (ESN) 302

WHEREAS, private street names may be officially named by the planning commission upon a finding that special circumstances merit a name assignment and that the public interest is not harmed; and

WHEREAS, naming of private roads shall be in accordance with KPB 14.10.040 and follow procedures of KPB 14.10.050; and

WHEREAS, on April 24, 2023 public hearings were held by the Kenai Peninsula Borough Planning Commission to address all concerns about the proposed private road naming; and

WHEREAS, Chapter 14.10 of the Kenai Peninsula Borough Code of Ordinances authorizes the Planning Commission to accomplish naming and renaming by Resolution.

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

Section 1. That the private road listed below is named as follows:

DESCRIPTION	FROM	TO	BASE MAP
a. Private Road on Tract B, East Mackey Lake Subdivision, KN 2013013, Section 14, T05N, R10W, Seward Meridian, Kenai Peninsula Borough, AK; in the Ridgeway Community; ESN 302	Private Road	Patriot Ln	KR08

Section 2. That according to Kenai Peninsula Borough Code of Ordinance 14.10.030, the official street name map, 1:500 scale series base map Kenai River 08, is hereby amended to reflect these changes.

Section 3. That the map showing the location of the named private road be attached to, and made a permanent part of this resolution.

Section 4. That this Resolution takes effect immediately upon adoption

ADOPTED BY THE PLANNING COMMISSION OF THE KENAI PENINSULA BOROUGH THIS 24<sup>th</sup> DAY  
OF APRIL 2023.

\_\_\_\_\_  
Jeremy L Brantley, Chairperson  
Planning Commission  
State of Alaska  
Kenai Peninsula Borough



Signed and sworn to (or affirmed) in my presence this \_\_\_\_\_ day of \_\_\_\_\_ 2023 by  
\_\_\_\_\_.

\_\_\_\_\_  
Notary Public

My Commission expires \_\_\_\_\_



# Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

## PETITION TO NAME / RENAME A STREET

Kenai Peninsula Borough Planning Department

ATTENTION: E911 Addressing Officer

144 North Binkley Street Soldotna, AK 99669-7520 (907) 714-2200

**Petitioner's Name:** (Please Print) John Hillyer

**Mailing Address:** 37859 Messer Street

**E-mail Address:** jhillyer01@gmail.com

**Telephone:** (907) 513-7123

**Current Street Name:** None

**Proposed Street Name:** Patriot Lane

**Location of Current Street:** Township: 5N Range: 10W Section: 14

Subdivision: Seward Meridian KN2013013 East Mackey Lake

The Right-of-Way is: (Please Check)

Public

☒ Private

Is the Right-of-Way in use?

☒ Yes

☐ No

Is the road constructed?

☒ Yes

☐ No

Is there a street sign along the Right-of-Way?

☐ Yes

☒ No

**Reason for Requested Change:** FedEx / other carriers consider existing address invalid creating significant issues. Carrier/online map providers recommend establishing new street and address to remedy continuing address validation and service issues.

List Three (3) Choices for a new Street Name, in order of preference.

1. Patriot Lane
2. Patriot Trail
3. Hillyer Lane

New Name Suggestions must not be on the Road Inventory List which can be found at:  
[https://www.kpb.us/images/KPB/PLN/911/Road\\_Inventory.pdf](https://www.kpb.us/images/KPB/PLN/911/Road_Inventory.pdf)

New Street Names must be checked, and approved by the E911 Addressing Officer by email [addressing@kpb.us](mailto:addressing@kpb.us); fax 714-2378; or phone 714-2200.

To be considered complete, the application must be accompanied by the following items:

1. Petition signed by property owners (see instructions).
2. A map showing the road to be named and surrounding property.
3. The filing and sign fees are established by KPB Planning Commission Resolutions 96-22 and 85-3, as follows:
  - (A) For name changes or naming of public street dedications other than those named during the subdivision process:

Check Applicable Boxes

- |     |  |       |                          |
|-----|--|-------|--------------------------|
| (1) | Street Naming Petition and Hearing Advertising Fee   | \$300 | <input type="checkbox"/> |
| (2) | Installation of each new Borough Service Area Sign, Post, etc. (per sign)                            | \$150 | <input type="checkbox"/> |
| (3) | Replacement of existing Borough Service Area Sign, due to change where no post is needed. (per sign) | \$ 80 | <input type="checkbox"/> |

*The minimum fee shall be either a combination of 1 and 2 OR 1 and 3 above; however, all signs that need to be changed and / or maintained by a Borough Service Area must be paid for upon completion of the project.*

- (B) For Private Road Naming:

- |     |  |        |                                     |
|-----|--|--------|-------------------------------------|
| (1) | Street Naming Petition and Hearing Advertising Fee   | \$300  | <input checked="" type="checkbox"/> |
| (2) | Installation of each new Borough Service Area sign, Post, etc. (per sign)                            | \$150  | <input checked="" type="checkbox"/> |
| (3) | Replacement of existing Borough Service Area Sign, due to change where no post is needed. (per sign) | \$ 80  | <input type="checkbox"/>            |
| (4) | If no signs are required   | No Fee | <input type="checkbox"/>            |

TOTAL FEE SUBMITTED      \$ \$450

Additionally, if the Right-of-Way was created by a document other than a recorded plat, a copy of that document must be submitted with this application.

**NOTE: INCOMPLETE APPLICATIONS WILL BE RETURNED.**

I, the undersigned, hereby affirm that all information made part of this application is true, correct and complete to the best of my knowledge.

 _____ Signature	<u>27 Feb 2023</u> _____ Date
---	-------------------------------------

PETITION FOR RENAMING A STREET

Existing Road Name: None  
Proposed Road Name: Patriot Lane  
Name of Primary Petitioner: John Hillyer

Identify the Owners of Land affected (include mortgage holders, contract holders and, if owned by a corporation or partnership, provide the needed authority to sign):

Name (print): John Hillyer Phone: 9075137123

Signature: 

Mailing Address: 37859 Messer St Soldotna, AK 99669

Legal Description: T 5N R 10W SEC 14 Seward Meridian KN2013013 East Mackey Lake

Name (print): Michael Dye Phone: 907 261-6228

Signature: 

Mailing Address: Northrim Bank 44384 Sterling Hwy Suite 101, Soldotna, AK 99669

Legal Description: T 5N R 10W SEC 14 Seward Meridian KN2013013 East Mackey Lake

Name (print): \_\_\_\_\_ Phone: \_\_\_\_\_

Signature: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

Name (print): \_\_\_\_\_ Phone: \_\_\_\_\_

Signature: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

Name (print): \_\_\_\_\_ Phone: \_\_\_\_\_

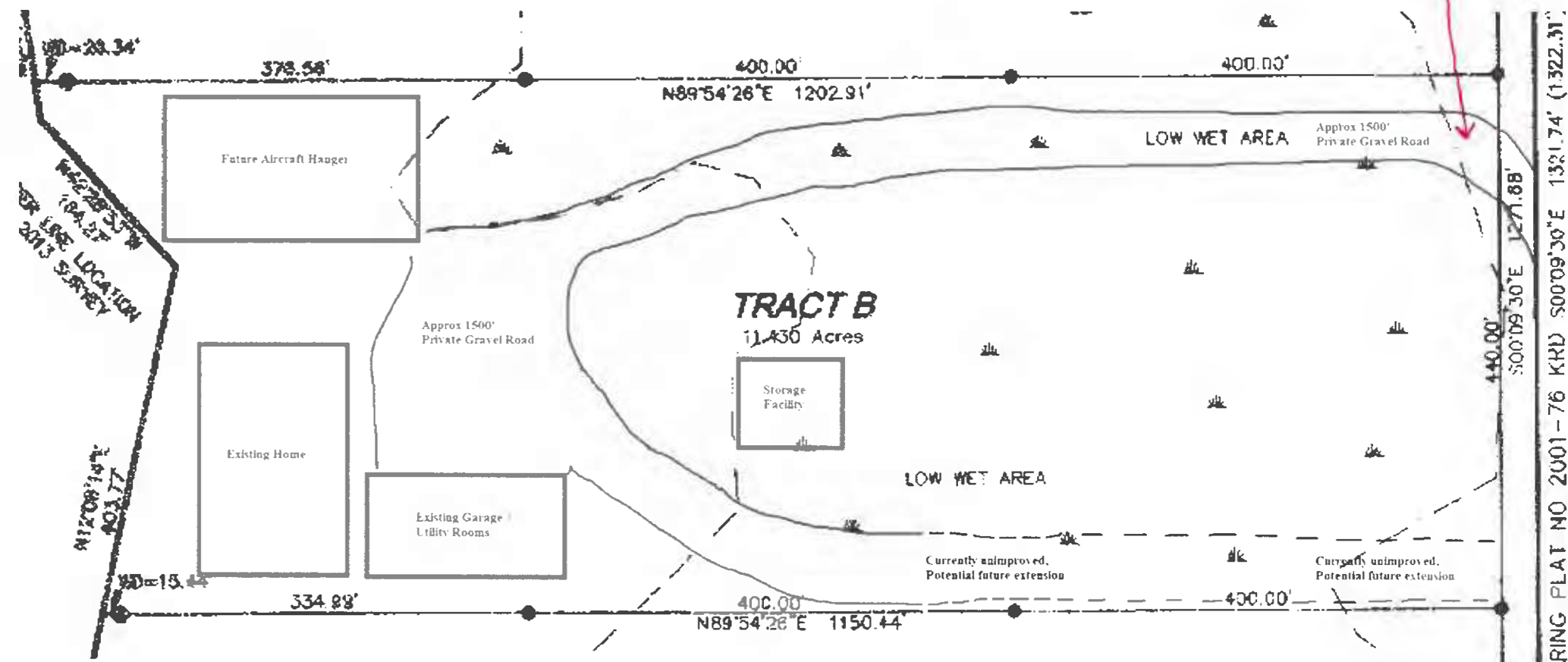
Signature: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_



SUBJECT ROAD





3D VIEWS ARE NOT TO SCALE AND MAY NOT REFLECT EXACTLY WHAT IS AVAILABLE FOR THE PROJECT. RENDER VIEWS ARE REPRESENTATIONS OF WHAT THE VIEW COULD LOOK LIKE, NOT WHAT IT WILL LOOK LIKE. 2D VIEWS ALWAYS INSIDE OF 3D VIEWS



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# Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

Peter Micciche  
Borough Mayor

## KENAI PENINSULA BOROUGH PLANNING COMMISSION NOTICE OF PUBLIC HEARING TO NAME A PRIVATE ROAD

Public notice is hereby given that a petition was received to name a private road in the Ridgeway area. Area under consideration is described as follows:

- A. **Location:** *Unnamed private road*, Section 14, T05N, R10W, Seward Meridian, Kenai Peninsula Borough, AK; in the Ridgeway Community, ESN 302.  
**Reason for Renaming:** Petition from property owner.  
**Proposed Names:** PATRIOT LN; PATRIOT TRAIL; HILLYER LANE
- B. Purpose as stated in petition: FedEx/other carriers consider existing address invalid creating significant issues. Carrier/online map providers recommend establishing new street and address to remedy continuing address validation and service issues.
- C. Petitioner(s): John Hillyer; Michael Dye

The location of the proposed private road naming is provided on the attached map. Public hearing will be held by the Kenai Peninsula Borough Planning Commission on **Monday, April 24, 2023**, commencing at **7:30 p.m.**, or as soon thereafter as business permits. The meeting is being held in person at the Betty J. Glick Assembly Chambers of the Kenai Peninsula Borough George A. Navarre Administration Building, 144 N. Binkley Street, Soldotna, Alaska and remotely through zoom.

To attend the meeting using Zoom from a computer, visit <https://us06web.zoom.us/j9077142200>. You may also connect to Zoom by telephone, by calling toll free **1-888-788-0099** or **1-877-853-5247**. If calling in you will need the Meeting ID of 907 714 2200. Additional information about connecting to the meeting may be found at <https://www.kpb.us/planning-dept/planning-commission>.

Anyone wishing to testify may attend the meeting in person or through Zoom. Written testimony may be submitted by email to [addressing@kpb.us](mailto:addressing@kpb.us), or mailed to the attention of Addressing, Kenai Peninsula Borough Planning Department, 144 N. Binkley Street, Soldotna, Alaska 99669. [Written comments may also be sent by Fax to 907-714-2378.] All written comments or documents must be submitted by **1:00 PM, Friday, April 21, 2023**. The deadline to submit written comments or documents does not impact the ability to provide verbal testimony at the public hearing.

PLEASE NOTE: Upon adoption of a street name change resolution, no reapplication or petition concerning the name of the same street may be filed within one calendar year of the final adoption, except in the case where new evidence or circumstances exist that were not available, present or reasonably ascertainable when the original resolution was adopted (KPB 14.10.050).

PARCEL_ID	LEGAL	OWNER	ADDRESS	CITY STATE ZIP
05830210	T 5N R 10W SEC 14 SEWARD MERIDIAN KN 2013013 EAST MACKEY LAKE SUB TRACT B	HILLYER JOHN M	37859 MESSER ST	SOLDOTNA, AK 99669

## **E. NEW BUSINESS**

- 4. Street Naming Resolution 2023-03: Renaming Deneki Trail and an unnamed section line easement in T06S, R14W, SEC 05, in the Anchor Point area to Virginia Avenue.**

AGENDA ITEM E      NEW BUSINESS

4.      Street Name Change: Deneki Trail, a public right of way, named by plat HM73-638, and an unnamed section line easement, Sections 5 and 6, T06S, R14W; Seward Meridian, Kenai Peninsula Borough, AK; in the Anchor Point Community; ESN 202

STAFF REPORT

PC MEETING: April 24, 2023

Applicant:      Initiated by the Kenai Peninsula Borough

Existing right-of-way names:      Deneki Trl

Name proposed by Borough:      Virginia Ave

Reason for Change:      Deneki Trl was recently constructed to the intersection with Marmot St, and connects to Virginia Ave via an unnamed section line easement. Virginia Ave connects to the Sterling Hwy, and signage for Virginia Ave exists at that intersection.

Background:

Name	<b>Deneki Trl; unnamed section line easement</b>
ESN	202
Community	Anchor Point
YR Named	1973
Constructed	Partially
Total Lots	11
Residential	1
Commercial	0
E911 Address	1
Mailing	0
Decision	

Review and Comments:

Notice was sent by regular mail to the ten property owners of the eleven parcels fronting Deneki Trl and the unnamed section line easement, as listed on the KPB tax roll.

Comments were received from one property owner by the writing of this staff report.

The road name request was emailed to the Kenai Peninsula Borough Road Service Area (RSA) and Kachemak Emergency Services Area (KESA) for review. RSA and KESA supplied statements of non-objection.

Staff Discussion:

A Virginia Ave landowner contacted the Borough to share concerns regarding different street names for two parallel rights of way (Virginia Ave/Deneki Trl) connected by a section line easement; the landowner stated that the right of way between the existing Virginia Ave and the platted Deneki Trail had recently been built to the intersection with Lynx Ln, and that a continuously constructed road with different street signs could cause confusion for emergency services.



Deneki Trl was created by The James Thomas Oliver Homestead plat in 1973, as a publicly dedicated right of way. The unnamed section line easement between Deneki Trl and Virginia Ave was patented in 1963.

The Borough initiated the street renaming process by mailing letters to property owners fronting Deneki Trl and the unnamed section line easement.

One of the notified property owners wrote a letter stating no objection to the street renaming, but clarifying that the construction is only to the intersection of Deneki Trl and Marmot St. The property owner also stated that the construction was a permitted, single-lane driveway and objects to the Borough stating that it's two lanes, and using the term "public road" due to implications of accessibility and maintenance. The property owner requests that the Borough place signage at the intersection of Denny Lane and Virginia Ave, stating "no outlet/no turnaround" beyond the signage.

Borough staff called Deneki Trl a public road based on the definition of a dedicated right-of-way within Borough code. Signage as requested by the above-referenced property owner would be coordinated by, and at the discretion of, the Borough's Road Service Area.

**STAFF RECOMMENDATION:** Rename Deneki Trl, and the unnamed section line easement, to **VIRGINIA AVE.** by adoption of Resolution SN 2023-03.

END OF STAFF REPORT



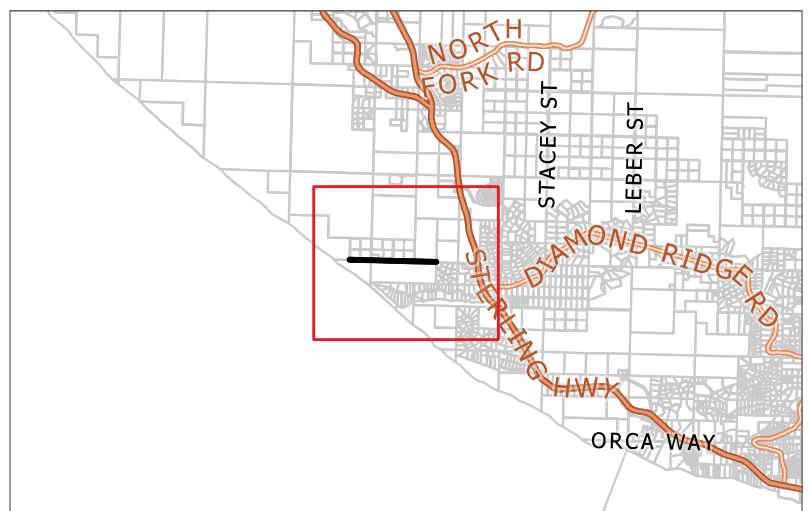
Vicinity Map



SLE & Public Road Naming  
Resolution SN 2023-03  
Anchor Point area

Map Date: 3/21/2023  
Imagery Year: 2022

0 500 1,000 Feet  
| | | | |



KENAI PENINSULA BOROUGH  
PLANNING COMMISSION RESOLUTION

**RESOLUTION SN 2023-03**

RENAMING A CERTAIN PUBLIC ROAD AND AN UNNAMED SECTION LINE EASEMENT WITHIN  
SECTIONS 05 AND 06, T06S, R14W; SEWARD MERIDIAN; WITHIN EMERGENCY SERVICE NUMBER  
(ESN) 202

WHEREAS, the planning commission, upon a finding that an existing street name conflicts with or duplicates another existing street name thereby causing confusion as to the exact location of either street, shall officially rename the street(s) in accordance with KPB 14.10.040; and

WHEREAS, due deference will be given to local or historic acceptance of existing street names to the extent possible; and

WHEREAS, all unnamed streets that have been recognized as public rights-of-way by reason of a previously filed subdivision plat or other recorded document shall be officially named by the planning commission; and

WHEREAS, on April 24, 2023 public hearings were held by the Kenai Peninsula Borough Planning Commission to address all concerns about the proposed public road renaming and the naming of an unnamed section line easement; and

WHEREAS, Chapter 14.10 of the Kenai Peninsula Borough Code of Ordinances authorizes the Planning Commission to accomplish naming and renaming by Resolution.

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

Section 1. That the road and section line easement listed below are named as follows:

DESCRIPTION	FROM	TO	BASE MAP
a. Deneki Trail originally named by plat HM 73-638, The James Thomas Oliver Homestead, Sections 05 and 06, T06S, R14W, Seward Meridian, Kenai Peninsula Borough, AK; in the Anchor Point Community; ESN 202	Deneki Trail	Virginia Ave	AR67
b. An unnamed 33' section line easement, US Patent 1232417, Section 05, T06S, R14W, Seward Meridian, Kenai Peninsula Borough, AK; in the Anchor Point Community; ESN 202	Unnamed SLE	Virginia Ave	AR67

Section 2. That according to Kenai Peninsula Borough Code of Ordinance 14.10.030, the official street name map, 1:500 scale series base map Anchor River 67, is hereby amended to reflect these changes.

Section 3. That the map showing the location of the renamed public road and named section line easement be attached to, and made a permanent part of this resolution.

Section 4. That this Resolution takes effect immediately upon adoption.

ADOPTED BY THE PLANNING COMMISSION OF THE KENAI PENINSULA BOROUGH THIS 24<sup>th</sup> DAY  
OF APRIL 2023.

\_\_\_\_\_  
Jeremy L Brantley, Chairperson  
Planning Commission  
State of Alaska  
Kenai Peninsula Borough

Signed and sworn to (or affirmed) in my presence this \_\_\_\_\_ day of \_\_\_\_\_ 2023 by  
\_\_\_\_\_.

\_\_\_\_\_  
Notary Public

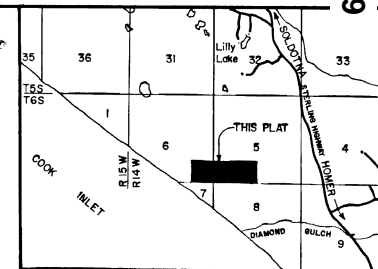
My Commission expires \_\_\_\_\_



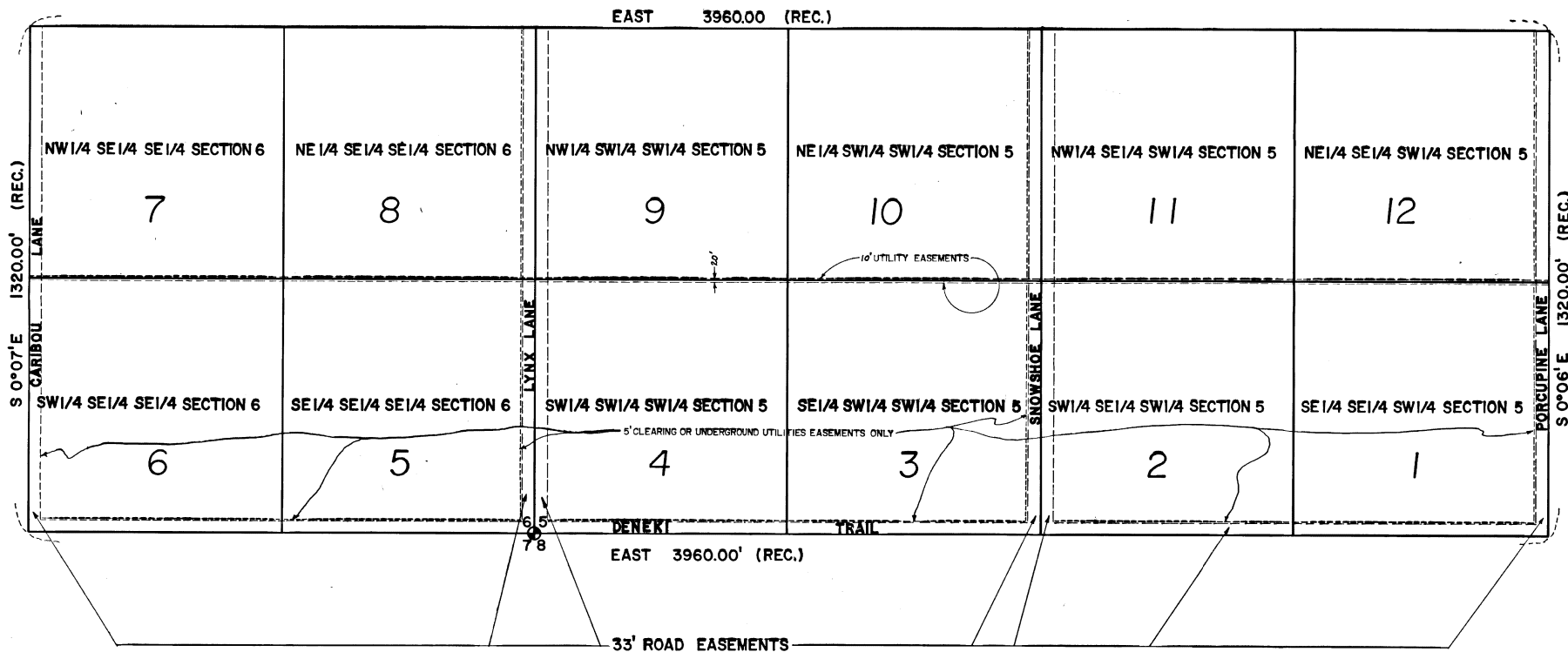


NOTE: NO FIELD SURVEY MADE THIS DATE.

40MER  
Serial No. 73-638 - INTEREST  
FILED 27  
Homer REC DIST  
DATE 5-29-73  
TIME 1:00 P.M.  
Knaik G. Bird  
Box 850  
Seldovia



VICINITY MAP  
1" = 1 MILE



PLAT APPROVAL  
PLAT APPROVED BY THE COMMISSION THIS  
5<sup>th</sup> DAY OF FEBRUARY 1973.  
MAYOR

CERTIFICATE OF OWNERSHIP & DEDICATION  
WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF  
THE PROPERTY SHOWN AND DESCRIBED HEREON AND  
THAT WE HEREBY ADOPT THIS PLAN OF SUBDIVISION,  
AND DEDICATE ALL STREETS, UTILITY EASEMENTS  
AND OTHER OPEN SPACES TO PUBLIC USE.  
DATE April 26 1973.

James T. Oliver Betty Coleen Oliver  
JAMES THOMAS OLIVER BETTY COLEEN OLIVER  
ST. RTE. A, BOX 441 ST. RTE. A, BOX 441  
ANCHORAGE, ALASKA ANCHORAGE, ALASKA  
99502 99502

STATE OF ALASKA  
THIRD JUDICIAL DISTRICT SS  
ON THIS 26<sup>th</sup> DAY OF APRIL 1973, BEFORE ME, THE  
UNDERSIGNED, A NOTARY PUBLIC FOR THE STATE OF ALASKA,  
PERSONALLY APPEARED JAMES T. OLIVER AND  
BETTY COLEEN OLIVER TO ME KNOWN TO BE THE PERSONS  
DESCRIBED IN AND WHO EXECUTED THE FOREGOING CERTIFI-  
CATE OF OWNERSHIP AND DEDICATION AND ACKNOWLEDGED  
TO ME THAT THEY EXECUTED THE SAME AS THEIR FREE AND  
VOLUNTARY ACT.  
WITNESS MY HAND AND OFFICIAL SEAL THE DAY, MONTH AND  
YEAR HEREINABOVE WRITTEN.

Notary Public for Alaska  
11/24/74  
MY COMMISSION EXPIRES

THE  
JAMES THOMAS OLIVER  
HOMESTEAD 120 ACRES<sup>±</sup>  
S1/2, SW1/4, SECTION 5 & SE1/4, SE1/4, SECTION 6,  
TOWNSHIP 6 SOUTH, RANGE 14 WEST, SEWARD MERID.  
SCALE: 1"=200' DECEMBER 1972 DRAWN BY: S.I.L.  
ALASKA PLANNERS, ENGINEERS & SURVEYORS  
7337 OLD SEWARD HIGHWAY 344-1310  
ANCHORAGE, ALASKA 99502



Anchorage 048689

**The United States of America**

To all to whom these presents shall come, Greeting:

**HOMER**Serial No. 63-710

WHEREAS, a certificate of the Land Office at Anchorage, Alaska, is now deposited in the Bureau of Land Management, whereby it appears that pursuant to the act of Congress of May 20, 1862 (12 Stat. 392),

and the acts supplemental thereto, the claim of Lloyd L. Sells

has been established and that the requirements of law pertaining to the claim have been met, for the following described land:

Seward Meridian, Alaska.

T. 6 S., R. 14 W.,

Sec. 5, NWSE $\frac{1}{4}$ .

The area described contains 80 acres, according to the official plat of the survey of the said land, on file in the Bureau of Land Management:

NOW KNOW YE, That the UNITED STATES OF AMERICA, in consideration of the premises, DOES HEREBY GRANT unto the said claimant and to the heirs of the said claimant the tract above described; TO HAVE AND TO HOLD the same, together with all the rights, privileges, immunities, and appurtenances, of whatsoever nature, thereunto belonging, unto the said claimant and to the heirs and assigns of the said claimant forever; subject to (1) any vested and accrued water rights for mining, agricultural, manufacturing, or other purposes, and rights to ditches and reservoirs used in connection with such water rights, as may be recognized and acknowledged by the local customs, laws, and decisions of courts; and (2) the reservation of a right-of-way for ditches or canals constructed by the authority of the United States, in accordance with the act of August 30, 1890 (26 Stat. 891, 43 U. S. C. sec. 945). There is also reserved to the United States a right-of-way for the construction of railroads, telegraph and telephone lines, in accordance with section 1 of the act of March 12, 1914 (38 Stat., 305, 48 U. S. C. sec. 905).

Excepting and reserving, also, to the United States all the coal, oil and gas in the lands so patented, and to it, or persons authorized by it, the right to prospect for, mine and remove such deposits from the same upon compliance with the conditions and subject to the provisions and limitations of the Act of March 8, 1922 (42 Stat. 415). As to the NWSE $\frac{1}{4}$  said Sec. 5, this entry is made under Section 29 of the Act of February 25, 1920 (41 Stat. 437), and the Act of March 4, 1933 (47 Stat. 1570), and the patent is issued subject to the rights of prior permittees or lessees to use so much of the surface of said lands as is required for mining operations, without compensation to the patentee for damages resulting from proper mining operations.

<b>RECORDED - FILED</b>	
<i>Homer</i> REC. DIST.	
DATE	<u>8-7</u> 19 <u>63</u>
TIME	<u>10:25</u> A.M.
Requested by	<u>Lloyd L. Sells</u>
Address	<u>Homer, Alaska</u>

IN TESTIMONY WHEREOF, the undersigned authorized officer of the Bureau of Land Management, in accordance with the provisions of the Act of June 17, 1948 (62 Stat., 476), has, in the name of the United States, caused these letters to be made Patent, and the Seal of the Bureau to be hereunto affixed.

GIVEN under my hand, in the District of Columbia, the TWENTY-SIXTH day of JUNE in the year of our Lord one thousand nine hundred and SIXTY-THREE and of the Independence of the United States the one Hundred and EIGHTY-SEVENTH.

For the Director, Bureau of Land Management.

By Elizabeth B. Hicks  
Chief, Patents Section.Patent Number 1232417

CP03200R Bureau of Land Management - Alaska LIS 14-May-09  
 Adm-State: AK Case Abstract for: AKA 048689 Page 1

Case Serial Num: AKA 048689 FRC Site Code: SEA  
 Case Type: 256700 He Alaska Accession Num: 06-1963  
 Case Status: Closed Box Num: of  
 Case Status Actn: Case Closed Disp Date:  
 Case Status Date: 26-JUN-1963 Location Code: 20409

Customer Data

Custid: 000024045 Int Rel: Applicant Pct Int: .00000  
 Cust Name: SELLE LLOYD L  
 Cust Address: STAR ROUTE  
 HOMER AK 99603

Administrative/Status Action Data

Date	Code/Description	Remarks	Doc Id	Ofc	Emp
28-APR-1959	001 Application Filed			AJA	LH
14-MAY-1959	906 Location Date			AJA	LH
22-SEP-1959	176 Authorization Issued	ENTRY ALLOWED		AJA	LH
13-NOV-1962	244 Final Proof Filed			AJA	LH
26-JUN-1963	879 Patent Issued		PA0001232417	PSA	MER
26-JUN-1963	970 Case Closed	TITLE TRSF		AJA	LH
27-AUG-1992	996 Converted To Prime			940	BKM

No Financial Actions Found

No General Remarks Found

No Geographic Names Found

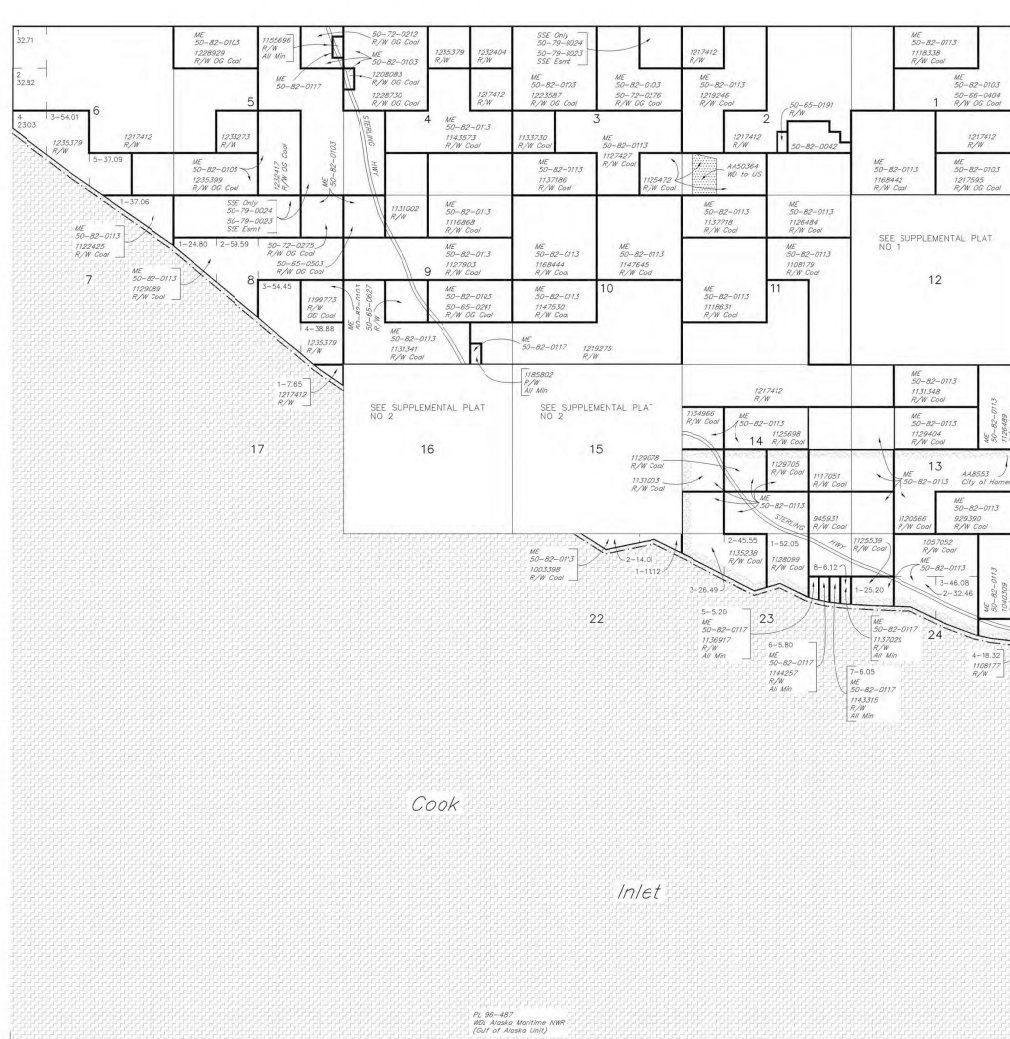
Land Description

Mr	Twp	Rng	Sec	Aliquot	Survey Id	Tr	Blk	Lot	Di	Bor	NR	LS	Acres
28	6S	14W	5	W2SE					04	122	07	PA	80.0000
Doc ID: PA0001232417					USR: 105 145 570 754							80.0000	
Patented:					80.0000	Conveyed Total:						80.0000	
Total Case Acres:												80.0000	

End of Case: AKA 048689



SURVEYED TOWNSHIP 6 SOUTH RANGE 14 WEST OF THE SEWARD MERIDIAN, ALASKA



Lat	59°41'26"N
Long	151°34'51"W

STATUS OF PUBLIC DOMAIN  
LAND AND MINERAL TITLES  
AND ACQUIRED LANDS

MTP

FOR ORDERS EFFECTING DISPOSAL OR USE OF UN-  
IDENTIFIED LANDS WITHDRAWN FOR CLASSIFICATION  
MINERALS, WATER AND/OR OTHER PUBLIC PURPOSES  
REFER TO INDEX OF MISCELLANEOUS DOCUMENTS.

*PL0 5184 Wal Cl affects Lds/Interest: not conveyed*

A058732 SS Reserved Min Estate Only

4478552 *Aco Conservation Esmt affects:*

Lots 1-44, Tracts A & B of the Julin Park

*Subdivision All within Protracted sections 8 & 9.*

4480495 Age-Dependent Effects of...

Sec 15: Lot 2. W1/2SE1/4SE1/4

Sec 22: W1/2 Lot 1, Lot2

Cook

*Inlet*

PL 96-487  
NO Alaska Maritime NWR  
(Gulf of Alaska Unit)

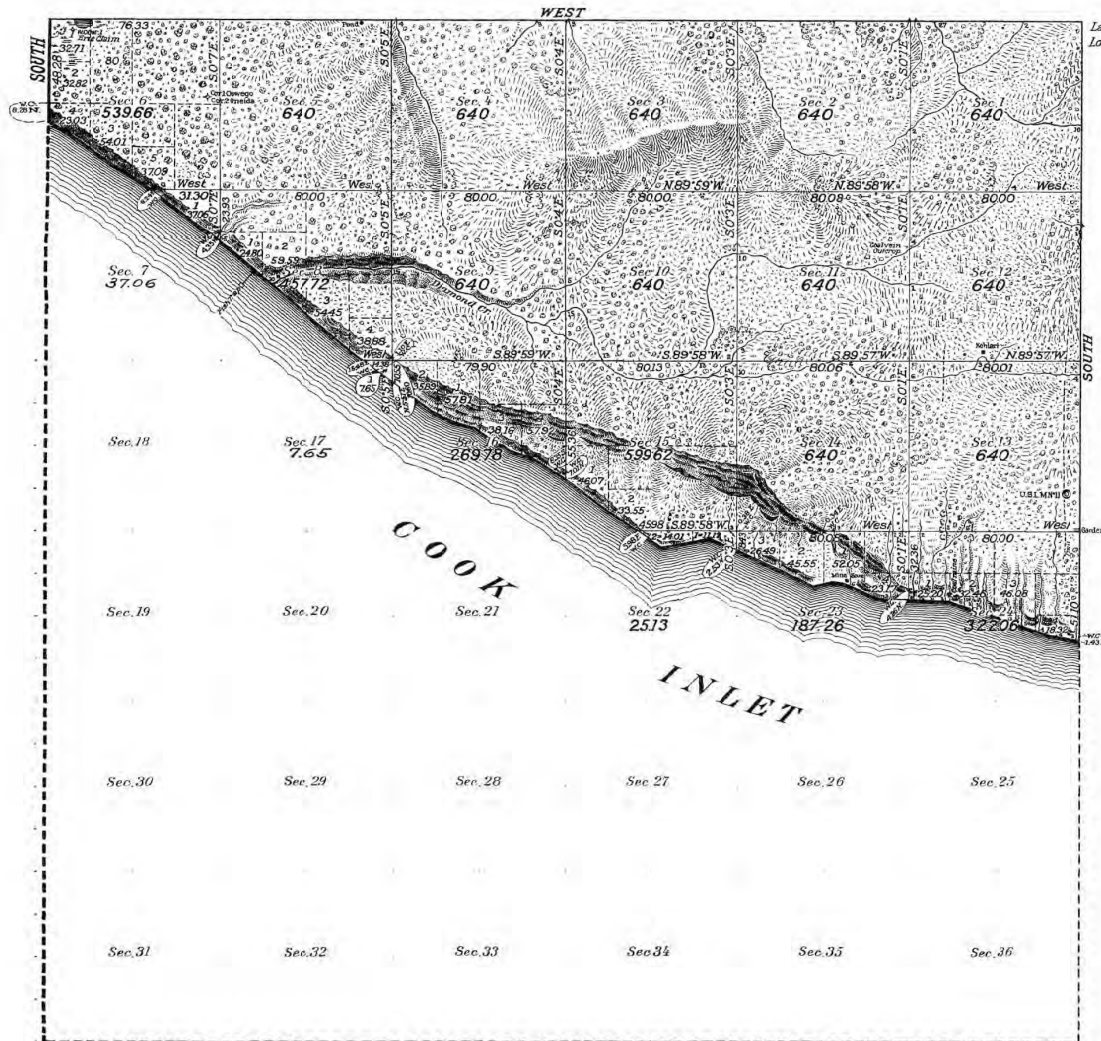
SCALE in chains

**WARNING:**  
This plat is the Bureau's Record of Title, and should be used only as a graphic display of the township survey data. Records hereon do not reflect title changes which may have been effected by lateral movements of rivers or other bodies of water. Refer to the cadastral surveys for official survey information.

CURRENT TO		Sew Mer	Acq
7-3-2007		T 6 S	
		R 14 W	

*Township No 6 South, Range No 14 West of the Seward Meridian, Alaska.*

Survey accepted G. L. O.  
June 6, 1919



Lat. 59°41'26" N.  
Long. 151°34'51" W.

Areas in Acres	
Public Land	9485.94
Indian Reservation	
Indian Allotments	
Mineral Claims	
Water Surface	
Total Area	9485.94

Scale 40 Chains to an inch

Magn. Magnetic Declination 24°10'E.

Surveys Designated	By Whom Surveyed	Group		Amount of Surveys			When Surveyed	
		No.	Date	Mls.	chs.	lbs.	Began	Completed
East Boundary		7	June 1, 1917	3	51	10	June 24, 1917	Aug 12, 1917
North "	FW Williamson, U.S. Gen. Exp.	9	May 21, 1918	5	76	33	" 12, 1918	July 30, 1918
West "	Fred Dahlgren, U.S.T.	"	" " "	0	48	28	" 30, "	June 30, "
Subdivisions		7, 9	" " "	24	62	55	Aug 6, 1917	Aug 6, "
Meanders		"	" " "	6	71	81	" " "	" " "

The above map of Township No. 6 South, Range No 14 West of the Seward Meridian, Alaska, is strictly conformable to the field notes of the survey thereof on file in this office, which have been examined and approved

U. S. Surveyor General's Office.  
Juneau, Alaska, May 17, 1919

*Charles E. Anderson*  
Surveyor General.

## SEC 5 TOWNSHIP 6S RANGE 14W OF THE SEWARD MERIDIAN, ALASKA

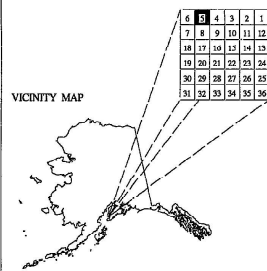
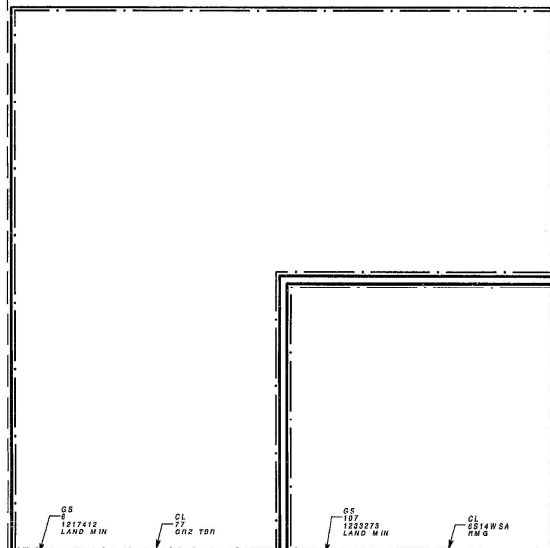
## LEGEND

## BASE INFORMATION

- HYDROGRAPHY  
 SURVEY LINE  
 SURVEY LOT LINE  
 TOWNSHIP/SECTION GRID  
 1/4 SECTION LINE  
 HIGHWAY  
 ROAD  
 TRAIL  
 RAILROAD  
 ELECTRICAL POWER LINE  
 TELEPHONE LINE  
 PIPELINE  
 AIRPORT/LANDING STRIP  
 HORIZONTAL CONTROL  
 CONTROL MONUMENT

## STATUS INFORMATION

- TITLE  
 BOUNDARY  
 CLASSIFICATION  
 DISPOSAL  
 MUNICIPAL  
 RESTRICTION  
 FEDERAL ACTION  
 MENTAL HEALTH TRUST  
 LIMITS OF ACTION  
 NAVIGATIONAL AIDE  
 CABIN PERMIT  
 TRAPPING CABIN PERMIT  
 TRESPASS LOCATION



AN INDEX OF STATUS PLAT ABBREVIATIONS  
IS INCLUDED WITH EACH APERTURE CARD  
SET OF STATE STATUS PLATS.



## LAND ESTATE

GRAPHIC ILLUSTRATION ONLY. SOURCE DOCUMENTS REMAIN THE OFFICIAL RECORD

THE STATE OWNS ALL LAND UNDER WATERS THAT ARE NAVIGABLE—  
IN-FACT, ARE SUBJECT TO THE SUB AND FLOW OF THE TIDES, OR  
ARE RIPARIAN OR LITTORAL TO UPLANDS OWNED BY THE STATE.

## BASED ON:

COORDINATES:  
ALASKA STATE PLANE ZONE 4  
SE CORNER OF TOWNSHIP:  
X 289218.00  
Y 2031033.70  
LAT 59 26 24.316 N  
LONG 151 34 11.882 W

HYDROGRAPHY:  
USGS SELDOVIA (C3) REVISED BY BLM FROM AERIAL HIGH  
ALTITUDE PHOTOGRAPHY 1978-1983

LAND NET:  
ADL PROTRACTION DIAGRAM S16-5; APPROVED 08/30/1963  
USRS 9,483.94 ACRES; APPROVED 05/17/1919  
USRS SUPPLEMENTAL PLAT OF SECTION 23; ACCEPTED 05/26/1952  
USRS DEFENDENT RESURVEY AND SUBDIVISION OF SECTION 12  
ACCEPTED 12/03/1953  
DTS 012, FILED 10/13/1977  
EV 2-3; APPROVED 07/07/1975  
EV 2-56; FILED 04/01/1980  
EV 2-96; FILED 08/28/1980  
EV 2-114; FILED 11/01/1980  
EV 2-417; FILED 06/24/1988  
EV 2-485; FILED 12/03/1991  
EV 2-347; WIN SECTION 9 ONLY; RECORDED 06/28/1994

OTHER ACTIONS AFFECTING DISPOSAL OR USE OF STATE LANDS;  
SEE THE LAS CASEFILE OR ORIGINAL SOURCE DOCUMENTS FOR  
ADDITIONAL INFORMATION.

ENTIRELY WITH HOMER RECORDING DISTRICT  
ENTIRELY WITH KENAI PENINSULA BOROUGH  
ADL 32359; CITY OF HOMER, CORPORATE BOUNDARY PER  
CERTIFICATE DATED 11/04/1986  
ADL 32746; SPT 860 EXCLUDING A 400 FEET WIDE CORRIDOR  
EMBRACING BRIDGE CREEK AND A TRIBUTARY OF ANCHOR RIVER  
AS 38.05.184; KACHEMAK BAY OIL AND GAS CLOSURE;  
STATE-OWNED LAND AND WATERS SEAWARD OF THE MEAN  
HIGHER HIGH WATER LINE  
AS 16.03.290; KACHEMAK BAY CRITICAL HABITAT AREA;  
ONLY TIDAL AND SUBMERGED LAND AND WATERS

## ATTENTION: WATER ESTATE USERS

WATER ESTATE SUPPLEMENTALS FOR SECTIONS 6, 8, 17 AND 22  
HAVE NO ACTIONS AND WERE NOT CREATED.

## ATTENTION: MENTAL HEALTH LAND INFORMATION

SHADED AREAS (SEE LEGEND) - DESIGNATED  
MENTAL HEALTH TRUST LAND PURSUANT TO  
SECTIONS 4 AND 5, CHAPTER 1, SSIA 1994.  
CONSULT LAS FOR FURTHER INFORMATION.

ORIGINAL MENTAL HEALTH GRANT LAND (MHL) NOT  
SHOWN AS MENTAL HEALTH TRUST LAND IS  
RETROGRADATED AS GENERAL GRANT LAND  
PURSUANT TO SECTIONS 6 AND 7, CHAPTER 1,  
SSIA 1994. CONSULT LAS FOR FURTHER  
INFORMATION.

ATTENTION STATUS PLAT USERS: ON THIS PLAT, ALL STATUS  
LINES CLOSE FOR ACTIONS THAT EXTEND INTO ADJACENT TOWNSHIPS;  
THIS INCLUDES STATUS LINES SUCH AS DISPOSAL, MUNICIPAL, TITLE,  
CLASSIFICATION, ETC. PLEASE REFER TO ADJACENT TOWNSHIPS OR LAS  
TO DETERMINE IF ACTIONS EXTEND BEYOND THE BOUNDARIES SHOWN ON  
THIS PLAT. REMEMBER TITLE, CLASSIFICATION, AND RESTRICTION LINES  
ALWAYS CLOSE ON ALL PLATS.



A PRODUCT OF THE  
STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
LAND RECORDS INFORMATION SECTION

SEC 5  
LE  
TWP 6S  
RNG 14W  
SM

BY: MP QUALITY CONTROL CHECKED  
DATE: 9/19/96

USERNAME: mla

DATE: 16 Sep 96 17:31:56 Monday

LOCATION: /net/mercury/mercury/plots/0006014w\_00002/plots

Ac/INFO 7.0.1, Pre-Release (Thu Jun 16 22:18:54 PDT 1994)



Tue 3/21/2023 10:59 AM

Cicciarella, Bob

Re: KESA - proposed SLE and street naming resolution

To: Robinson, Celina

Cc: Griebel, Scott

---

Sounds good to go!

Sent from my iPhone

On Mar 21, 2023, at 9:33 AM, Robinson, Celina <[CRobinson@kpb.us](mailto:CRobinson@kpb.us)> wrote:

Hello,

It was recently requested of the Planning Department to propose the renaming of a section line easement and street within the KESA response area; the street was constructed last year, and is contiguous with an already-established and Borough maintained street that connects to the Sterling Highway. We'd like to rename the SLE and newly-constructed street in order to avoid confusion during emergency response.

I've attached an aerial photo of the area with the SLE/street to be renamed marked. Please let me know if you have any comments, and these will be included in the Planning Commission's packet.

**Celina Robinson**  
GIS Specialist  
(907) 714-2221

Tue 3/21/2023 9:44 AM

Griebel, Scott

RE: KESA - proposed SLE and street naming resolution

To: Robinson, Celina; Ciciarella, Bob

No RSA comments.

Scott Griebel, KPB RSA Director

---

**From:** Robinson, Celina <[CRobinson@kpb.us](mailto:CRobinson@kpb.us)>

**Sent:** Tuesday, March 21, 2023 9:33 AM

**To:** Ciciarella, Bob <[bCiciarella@kpb.us](mailto:bCiciarella@kpb.us)>; Griebel, Scott <[SGriebel@kpb.us](mailto:SGriebel@kpb.us)>

**Subject:** KESA - proposed SLE and street naming resolution

Hello,

It was recently requested of the Planning Department to propose the renaming of a section line easement and street within the KESA response area; the street was constructed last year, and is contiguous with an already-established and Borough maintained street that connects to the Sterling Highway. We'd like to rename the SLE and newly-constructed street in order to avoid confusion during emergency response.

I've attached an aerial photo of the area with the SLE/street to be renamed marked. Please let me know if you have any comments, and these will be included in the Planning Commission's packet.

**Celina Robinson**

GIS Specialist

(907) 714-2221

KENAI PENINSULA BOROUGH  
144 North Binkley Street  
Soldotna, Alaska 99669

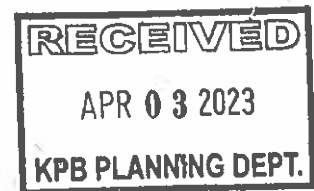


PUBLIC RECORDS LAW DISCLOSURE: This email and responses to this email may be subject to provisions of Alaska Statutes and may be made available to the public upon request.

March 30, 2023

Addressing

Kenai Peninsula Borough Planning Department  
144 N. Binkley Street  
Soldotna, AK 99669



**In re: Kenai Peninsula Borough Planning Commission Notice of Public Hearing to Rename a Street and Name an Unnamed Section Line Easement**

To Whom It May Concern:

The Knapp Family Trust owns six parcels in the James Thomas Oliver Subdivision; I am one of the two trustees of the Knapp Family Trust. As owners in the area, we have no objection to renaming Deneki Trail and the unnamed portion of the Section Line Easement to Virginia Avenue. This renaming is only logical.

We do take issue with an implicit assumption of sovereignty associated with the wording of the notice, and with several inaccuracies in the wording of the notice you presented.

- 1) The initial paragraph begins as follows: "Public notice is hereby given that the Planning Department proposes the renaming of a public road, and the renaming of an unnamed Section Line Easement, in the Anchor Point area for emergency services purposes.". There is no basis for calling this a "public road".
  - a) When we purchased these parcels, there was no access to them. As my wife and I and our daughter's family desire to build and live on these parcels, I initiated plans to provide access, sought and received permits to construct a driveway, and contracted for and paid for construction of said driveway access to our properties.
  - b) As permitted and constructed, this driveway access does not constitute a "public road": it is a driveway. It has only a single lane of travel and does not meet the definition of a Borough Standard Road in its design, construction, or intent. (See point 2.a. below for additional information.)
  - c) We feel that designating this driveway as a "public road" invites non-resident traffic use. Non-residents have no access to any public property beyond the end of the pre-existing gravel driveway that extends approximately 500 feet west from the intersection of Denny Lane and Virginia Avenue. Beyond that point, there are no turnarounds nor parking available to non-residents.
- 2) Two major items are inaccurately stated in the "Reason for Renaming" that was provided in your notice of public hearing, which reads as follows: "Deneki Trl was recently constructed (two-lane gravel road) to the intersection of Lynx Ln, and connects to Virginia Ave via an unnamed Section Line Easement. Virginia Ave connects to the Sterling Hwy, and signage for Virginia Ave exists at that intersection."

- a) As stated above, the improvements mentioned were not completed to Borough Standard and do not constitute a “two-lane road”. Instead, they were completed as permitted by both the KPB Road Service Area and the US Army Corps of Engineers as a single lane driveway that was not designed nor completed to KPB Standard:
  - i) On 2/11/2022, we received authorization to construct a proposed driveway crossing wetlands under the jurisdiction of the US Army Corps of Engineers, identified as File Number POA-2021-00536. This permit described the road as it was to cross both upland (non-wetland) and wetland areas. The design was prescribed by the USACE to comprise only a 12’ travel-way of a driveway of up to 24” depth, without disturbance of underlying materials in wetland areas. This permit was signed by Regulatory Specialist Andrew Gray.
  - ii) On 3/23/2022, we received R.O.W. Permit – Project Specific # 22-024P from the KPB Road Service Area, permitting us to construct a “road” that was to be completed “Not to KPB Standard”, with overall base width of 15’ and of approximately 5,500 linear feet. This permit was contingent upon obtaining the above mentioned permit from the USACE, and was signed by Inspector Tammaron Baxter.
  - iii) Construction of this single-lane driveway was completed on 3/14/2023 and certification of completion was sent to the USACE, as required.
- b) The driveway we built did not extend to the intersection of Deneki Trail and Lynx Lane, as stated. The driveway extends only to the intersection of Deneki Trail and Marmot Street. There was never any intent to extend the driveway to Lynx Lane, it was never proposed in any application, and no improvements were made on Deneki Trail beyond the intersection of Marmot Street.

Summary and Recommendation:

1. We do not object to renaming the improvements along the un-named Section Line Easement and Deneki Trail to Virginia Avenue.
2. We object to characterizing these improvements as a “public road” and the implication that it provides Borough-Standard Road capabilities and services.
3. We object to the stated termination of the improvements as being at Lynx Lane.
4. Due to the above-stated reasons, this driveway cannot be classified as a publicly accessible, Borough-standard road. Therefore, we request that the Borough place signage at the intersection of Denny Lane and Virginia Avenue, designating the termination of Borough maintenance and that there is no outlet nor turnaround available beyond the signs.

Respectfully,



Charles M. Knapp

Trustee

40705 Old Sterling Highway  
Anchor Point, AK 99556



# Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

Peter Micciche  
Borough Mayor

## KENAI PENINSULA BOROUGH PLANNING COMMISSION NOTICE OF PUBLIC HEARING TO RENAME A STREET AND NAME AN UNNAMED SECTION LINE EASEMENT

Public notice is hereby given that the Planning Department proposes the renaming of a public road, and the naming of an unnamed section line easement, in the Anchor Point area for emergency service purposes. Area under consideration is described as follows:

- A. **Location:** Deneki Trl, Sections 5 and 6, and unnamed section line easement, Section 5, T06S, R14W, Seward Meridian, Kenai Peninsula Borough, AK; in the Anchor Point Community, ESN 202.

**Reason for Renaming:** Deneki Trl was recently constructed (two-lane gravel road) to the intersection with Lynx Ln, and connects to Virginia Ave via an unnamed section line easement. Virginia Ave connects to the Sterling Hwy, and signage for Virginia Ave exists at that intersection.

**Proposed Name:** VIRGINIA AVE

The location of the proposed street renaming is provided on the attached map. Public hearing will be held by the Kenai Peninsula Borough Planning Commission on **Monday, April 24, 2023**, commencing at **7:30 p.m.**, or as soon thereafter as business permits. The meeting is being held in person at the Betty J. Glick Assembly Chambers of the Kenai Peninsula Borough George A. Navarre Administration Building, 144 N. Binkley Street, Soldotna, Alaska and remotely through zoom.

To attend the meeting using Zoom from a computer, visit <https://us06web.zoom.us/j9077142200>. You may also connect to Zoom by telephone, by calling toll free **1-888-788-0099** or **1-877-853-5247**. If calling in you will need the Meeting ID of 907 714 2200. Additional information about connecting to the meeting may be found at <https://www.kpb.us/planning-dept/planning-commission>.

Anyone wishing to testify may attend the meeting in person or through Zoom. Written testimony may be submitted by email to [addressing@kpb.us](mailto:addressing@kpb.us), or mailed to the attention of Addressing, Kenai Peninsula Borough Planning Department, 144 N. Binkley Street, Soldotna, Alaska 99669. [Written comments may also be sent by Fax to 907-714-2378.] All written comments or documents must be submitted by **1:00 PM, Friday, April 21, 2023**. The deadline to submit written comments or documents does not impact the ability to provide verbal testimony at the public hearing.

PLEASE NOTE: Upon adoption of a street name change resolution, no reapplication or petition concerning the name of the same street may be filed within one calendar year of the final adoption, except in the case where new evidence or circumstances exist that were not available, present or reasonably ascertainable when the original resolution was adopted (KPB 14.10.050).



PARCEL_ID	LEGAL	OWNER	ADDRESS	CITY STATE ZIP
17302103	T 6S R 14W SEC 5 SEWARD MERIDIAN HM S1/2 NW1/4 & N1/2 SW1/4	ALASKA STATE D N R	550 W 7TH AVE STE 650	ANCHORAGE, AK 99501
17302110	T 6S R 14W SEC 5 SEWARD MERIDIAN HM W1/2 SE1/4	THOMPSON LINDA K TRUST	PO BOX 1918	HOMER, AK 99603
17302112	T 6S R 14W SEC 4 SEWARD MERIDIAN HM W1/2 SW1/4 PORTION LYING W OF STERLING HWY	SELDOVIA NATIVE ASSN INC	800 E DIMOND BLVD STE 3-640	ANCHORAGE, AK 99515
17302311	T 6S R 14W SEC 8 SEWARD MERIDIAN HM 0950001 TULIN PARK LOT 17	ALASKA STATE D N R	550 W 7TH AVE STE 650	ANCHORAGE, AK 99501
17341002	T 6S R 14W SEC 5 SEWARD MERIDIAN HM 0730638 JAMES THOMAS OLIVER HOMESTEAD SUB LOT 1	KELLY BRIAN J	446 ELDERBERRY CT	HOMER, AK 99603
17341010	T 6S R 14W SEC 6 SEWARD MERIDIAN HM 0730638 JAMES THOMAS OLIVER HOMESTEAD SUB LOT 5	KNAPP FAMILY TRUST	PO BOX 222	ANCHOR POINT, AK 99556
17341012	T 6S R 14W SEC 6 SEWARD MERIDIAN HM 0730638 JAMES THOMAS OLIVER HOMESTEAD SUB LOT 7	KNAPP FAMILY TRUST	PO BOX 222	ANCHOR POINT, AK 99556
17346003	T 6S R 14W SEC 4 SEWARD MERIDIAN HM 0742239 BELNAP SUB UNIT 1 BLK 3 TRACT 6	LEES MATTHEW ROBERT	40487 BELNAP DR	HOMER, AK 99603
17347007	T 6S R 14W SEC 4 SEWARD MERIDIAN HM 0742239 BELNAP SUB UNIT 1 BLK 1 TRACT 1	CUNNINGHAM SAMANTHA ASHTON LIVING TRUST	PO BOX 1907	HOMER, AK 99603
17347010	T 6S R 14W SEC 4 SEWARD MERIDIAN HM 0742502 OVERSON SUB TRACT 2	OLSEN RONALD G	PO BOX 3273	HOMER, AK 99603
17347015	T 6S R 14W SEC 4 SEWARD MERIDIAN HM 0760042 BELNAP SUB UNIT 3 BLK 1 TRACT 11	JANSMA MICHAEL	1462 EXCALIBER DR	CLEARWATER, FL 33764

SN2023-03\_ParcelsNotified

# **G. OTHER**

## **1.Funny River Comprehensive Community Plan**





# Draft 2023 Funny River Comprehensive Plan





# *Draft 2023 Comprehensive Plan*

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# Draft 2023 Comprehensive Plan

## I. Introduction

The residents of Funny River are interested in guiding development in our community that will complement the rural character of the place we call home; will safeguard the watershed and natural areas that allow wildlife and human inhabitants to co-exist peacefully; and will promote and develop economic sustainability. To help achieve the goal, this Comprehensive Plan has been developed.

## II. Background

### A. Plan Area

The Funny River community was designated as a Census Designated Community in the 2000 US Census.

Funny River is located on the northwestern side of the Kenai Peninsula in Alaska. It is bordered to the west by Soldotna and to the north and east by the Kenai River. The southern boundary is the Kenai National Wildlife Refuge. Across the Kenai River to the north is the city of Sterling. The community is approximately 29 square miles; 26.7 square miles of land and 2.2 square miles of water. The three main bodies of water in the community are the Kenai River, Funny River, and Browns Lake.

There are no bridges across the Kenai River between Funny River and Sterling. The only road access is via Funny River Road from Soldotna.

The boundaries are shown in yellow below.

Figure 1 – Funny River Community Boundaries

*Map obtained from the Kenai Peninsula Borough GIS mapping site.*





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### B. History

Folks started homesteading the Funny River area as early as the 1940s. In the late 1950s, a barge was used to cross the Kenai River and transport homesteaders back and forth to Sterling in the summer months. In the winter, residents waited for the Kenai River to freeze and drove across. For a short time in the early 1960s, a three hundred foot cable was stretched across the Kenai so that year-round access was possible. The cable car was used until Funny River Road was constructed. A photo provided by the Funny River Community Association is of Bertha Moore using the original cable car.



The original road alignment was not designed or surveyed. Local residents worked with the state to find areas of gravel and used heavy equipment to construct a single lane road with occasional pull-outs for passing from the

Soldotna Airport to the Funny River. The bridge over Funny River was constructed in 1961 by a handful of local residents, including Shorty Harris, Harry Moore, Bill Eylar, Jim Whitcomb, Dick Hills, Elmer Bird, and Jim Chapman. A photo of the construction was provided by the Funny River Community Association.



Sporadic improvements to the road were constructed and it was paved for the first 17 miles in 2000. A project to resurface the road will be constructed in summer 2023.

As access improved and homesteads were subdivided, the population increased from the few homesteaders in the mid 1900s to the 636 counted in 2000 to the 1,005 in 2020.

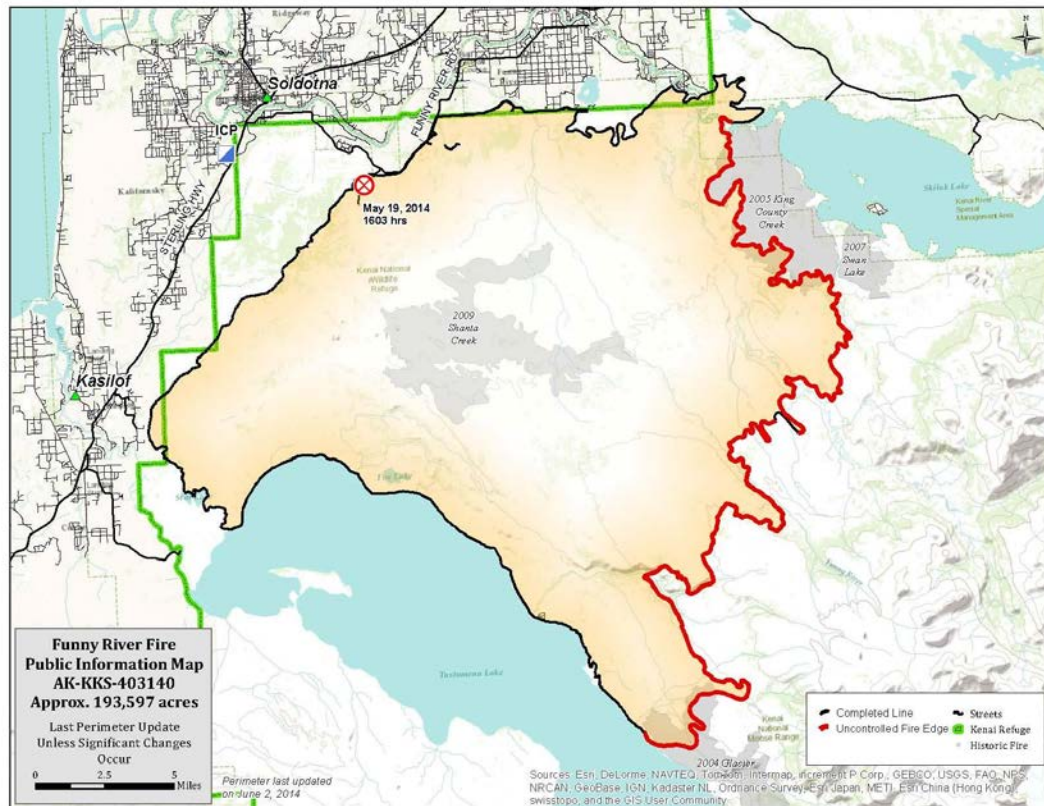


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The Funny River fire in May 2014 gained national attention. During May and June, the fire consumed almost 200,000 acres. Evacuations included all of Funny River and parts of Sterling, Kasilof, and Lower Skilak Lake.

Figure 2 – Funny River Fire Boundaries

Map obtained from the Alaska Inter-Agency Management Team Facebook site.



### C. Climate

Funny River gets an average of 22 inches of rain each year. The average temperature in July is 64° F and in January is 16° F. Seven months of the year have significant snowfall with an average accumulation through the winter of 86 inches.

In the middle of a relatively flat area of the Kenai Peninsula, wind is common, but strong winds are rare.

On the Summer Equinox, the sun never quite sets in Funny River. The Winter Equinox provides approximately 8.5 hours of daylight. Between the Equinoxes, the daylight time changes by approximately 5 minutes per day.





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### D. Vegetation and Wildlife

The non-populated areas of Funny River are composed primarily of naturally growing black and white spruce. There are pockets of cottonwood, aspen, and birch trees. There are also wetland areas. Most of the vegetation is typical Alaskan vegetation including wildflowers. Sporadically, there are issues with spruce bark beetle infestations that impact swaths of mature spruce trees. In the early 2020s, a significant number of mature trees were impacted.

The Kenai River is renowned for many kinds of fish, including Chinook (king), Coho (silver), Sockeye (red), Pink, and Chum salmon; Rainbow Trout; and Dolly Varden. Coho and Chinook salmon run in the Funny River. Aurora Lake (near Browns Lake) is stocked by the Alaska Department of Fish and Game. Browns Lake does not support fish because the lake is shallow and freezes solid some winters.

In addition to the fish, the Funny River area has a variety of wildlife. The wildlife species known to inhabit the area include moose, black bear, brown bear, wolves, caribou, coyote, otters, fox, marten, beaver, ermine, lynx, hare, squirrels, porcupine, ptarmigan, and spruce grouse. Additionally falcons, crows, ravens, bald eagles, golden eagles, and owls and a host of smaller birds make the Funny River area their home or a migratory stop on their way to warmer climates.



### E. Demographics

According to the 2020 Census, the population of Funny River is 1,005. The density is approximately 38 people per square mile. Ratio of males to females is 50/50. The median age is 61.7 years old: 39% of the residents are over age 65, 10% are under 18 years old and 51% are between ages 18 and 65. Racial makeup is 86 % White (86%), 7% Black, 3% Hispanic, 2% Asian, and 1% Native.

The per capita income is approximately \$32,500 with a median household income of \$55,000. Approximately 12% of the residents live below the poverty line and of that 12%, the majority are over 65. No children are below the poverty threshold. The majority of the employed residents work in Soldotna or Kenai.

There are approximately 515 households in Funny River with an average of two persons per household. Seventy-two percent are occupied by married couples. There are 1,155 housing units, 56% of which are vacant. Of the occupied housing units, 78% are owner occupied and the bulk of the units (81%) are single-family residential homes.



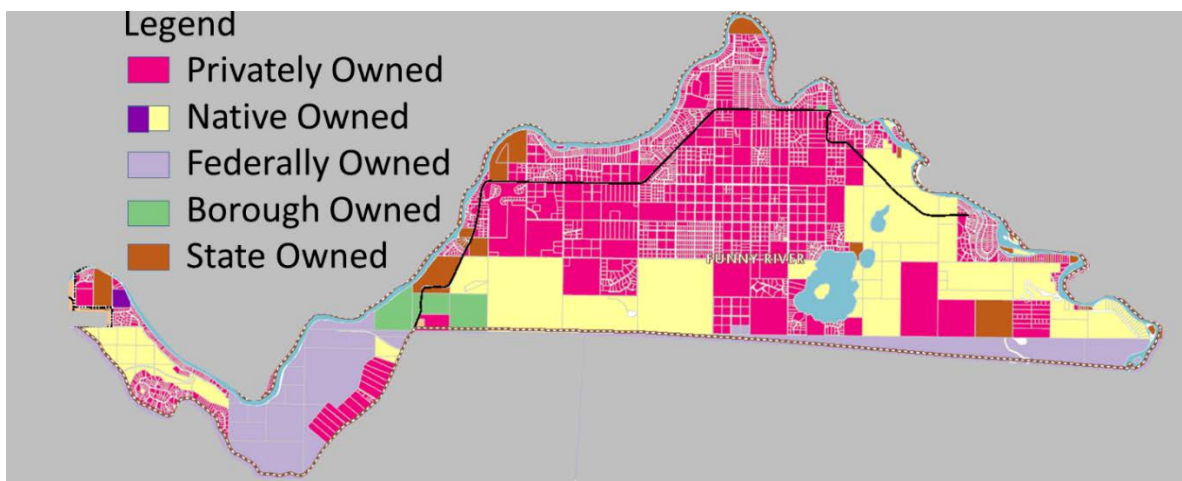
# Draft 2023 Comprehensive Plan

## F. Land Status and Ownership

The majority of land, approximately 60%, in the Funny River community is privately owned. The remaining property is divided between Native Corporations, the Kenai Peninsula Borough, the Federal Government, and the State of Alaska. The distribution is shown in the figure below.

Figure 3 – Funny River Land Ownership Information

*Map obtained from the Kenai Peninsula Borough GIS mapping site.*



## G. Economy

The larger businesses in the area consist of a golf course, several gravel excavation/construction businesses, and several farming-type businesses (hay, peonies, vegetables, cannabis). Several attempts have been made at keeping a small general store afloat; the latest went out of business in January 2023 and the building/property is currently for sale.

There are many small campgrounds, cabins, lodges, and other affiliated business such as guide services in the area that profit from the abundant sport fishing opportunities on the Kenai River.

## H. Local Governing Bodies

Early residents wanted to help develop a thriving community, even before the US Census Bureau classified the area as an official community, and in 1987 the Funny River Chamber of Commerce & Community Association (FRCCCA) was established. In 2017, the FRCCCA Board of Directors made the decision to split the Chamber of Commerce away from the Community Association to facilitate fundraising and to reflect the actual structure of the organization more accurately. The two organizations continue to work closely together for the benefit of the residents and the businesses of Funny River and both operate out of the Community Center at 35850 Pioneer Access Drive in the Funny River Community. The





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Chamber of Commerce maintains a gambling license which allows them to host bingo, raffles and such.

## I. Other Planning Documents

Because Funny River is located within the Kenai Peninsula Borough (KPB), the KPB Comprehensive Plan (KPBCP) applies to our area. The purpose behind the KPBCP is to diversify and grow the KPB economy; proactively manage growth to provide economic development opportunities on the KPB while preserving what residents and visitors value about the area's natural resources; preserve and improve quality of life in the KPB through increased access to local and regional facilities, activities, programs and services; improve access to, from and connectivity within the KPB; and create more active and engaged KPB residents, local communities, and a more effective and efficient Borough government. The KPBCP is a more global perspective of planning and land use within the Borough. The intent behind this Comprehensive Plan is to help guide the Borough by providing area-specific information.

The Alaska Department of Natural Resources developed the Kenai River Comprehensive Management Plan (KRCMP). Implementation of the Goals and Objectives of this Comprehensive Plan must be consistent with any applicable parts of the KRCMP.

## III. Community Goals and Recommendations

### A. Survey

To better understand the wants and needs of the Funny River residents, the Funny River Advisory Planning Commission conducted a survey in 2022. The survey was made available to all residents within the Funny River Census Designated Place boundaries. Approximately 1,500 surveys were distributed and approximately 19% of recipients responded. A copy of the survey and a summary of the survey results are included in Appendix A. The survey results were used to prioritize goals and recommendations of this Comprehensive Plan.

Table 1 – Funny River Survey Demographics

Ages of Respondents:	Residency
38% - Over 65 years old	26% - More than 20 years
44% - Between 51-65 years old	22% - Between 11 & 20 years
12% - Between 41-50 years old	18% - Between 6 & 10 years
7% - Between 18-40 years old	18% - One and 5 years

Sixty-eight percent of respondents indicated that they did not believe that building codes were needed in Funny River and 96.5% indicated that they believed that property owners should have full control of their property.



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## B. Land Uses

There is currently only one location within the Funny River area that is zoned using the KPB Local Zoning option. It is a small subdivision off Funny River Road in the vicinity of Rabbit Run that is zoned exclusively single-family residential (R-1).

The survey provided respondents were provided with four zoning types and asked to rank whether or not they thought that requirements should be implemented. Overall, the survey responses indicated that the majority of respondents are not concerned about additional regulation or zoning for future developments. Table 2 provides a brief summary of the responses to the four regulation/zoning questions.

Table 2 – Funny River Survey Regulation/Zoning Responses

	Residential Zoning	Private Airstrips	Commercial Zoning	Sand/Gravel Pits
Not Concerned	168	157	145	136
Very Concerned	11	20	31	41
Average	2.7	3.2	3.6	3.9

No Community Land Use Goals or Objectives are identified at this time. The Advisory Planning Commission requests to be involved in any proposed regulation of sand/gravel pits; private airstrips; or commercial development in rural areas and specifically the Funny River area.

## C. Watersheds and Water Resources

The Funny River area lies within the Kenai River watershed. The two primary tributaries in the area are the Funny River and the Killey River. There are numerous small lakes in the area, the two most notable are Browns Lake due to its size and Aurora Lake because it is stocked with trout annually.

Of the survey respondents, protection of area lakes, streams and wetlands was identified as the highest priority.

There are significant existing regulations regarding development adjacent to lakes and streams. The Donald E. Gilman River Center (the River Center), located at approximately mile two of Funny River Road, is a one-stop facility with the designated mission of implementation and enforcement of those regulations.

Watershed and Water Resources Goals and Objectives:

- Continue to work with the River Center to ensure that the existing regulations are followed and enforced.



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- The Advisory Planning Commission will work with the appropriate agencies to ensure that future regulations meet the needs of the community.

### *D. Safety*

Community safety was ranked as the next highest concern in the community.

Currently there is a Central Emergency Services Fire Station located at approximately mile 16.5 of Funny River Road. The station is manned 24/7 and provides efficient and effective medical response to our community. Continued staffing of this facility is imperative to maintaining a healthy community.

There is currently no active police presence in the Funny River area. There is an Alaska State Trooper station located essentially at the beginning of Funny River Road.

Residents are concerned about crime and safety. Many residents have started using the Funny River Facebook page as an informal neighborhood watch program. Concerns, possible crimes, and other discussions occur on a daily basis. A more formal program could be examined.

In addition to crime, another safety concern is Funny River Road, the only road access to the entire community. During the 2014 wildfire, this road was closed on several occasions because of the proximity to the fire. The Kenai Peninsula Borough has an Office of Emergency Management (OEM), but they have no specific plan in place in the event that the road is closed and ingress/egress is necessary.

Safety Goals and Objectives:

- Work with the KPB OEM and Central Emergency Services to develop a Funny River Emergency Evacuation Plan that identifies possible alternatives in the event that the road is inaccessible for emergency evacuation. Some suggestions include: identifying gathering locations where boats can be used to transport people to safety or evaluating the feasibility of installing some sort of ferry or cable system to be used in the event of an emergency.
- Work with the Borough, State and Federal law enforcement agencies to create a more formal neighborhood watch-type program and develop more of a law enforcement presence in the Funny River area.

### *E. Open Spaces, Forests, and Agricultural Lands*

Survey respondents indicated that maintaining existing open spaces, forests, and agricultural lands was a high priority. However, the community specified a desire to minimize regulation and zoning, which hampers the ability to maintain the nature of those spaces. Because there are no regulation or zoning constraints, the most reasonable way to maintain the desired spaces is to ensure that the properties in which the desired places



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exist are owned by entities that are willing to keep them as open spaces, native forest, and agricultural lands.

The Funny River Community Association currently owns the land around the Community Center. As opportunities arise, they could choose to purchase additional properties and control any development on those properties. The Community Association could also choose to provide some sort of incentive to owners of properties that are open or forested or agricultural in nature to maintain those properties as they currently exist.

The community could also explore environmentally conscious grant programs to purchase property or get property designated as park land. The Borough, State, and Federal government all own properties in the Funny River area. The community could work with those governmental entities to expand their ownership and/or open space designations.

One final opportunity may be the many parcels owned by Native Corporations. The community could work with those Native Corporations to have portions of their property designated as preserves or open spaces.

No Open Space, Forests, and Agricultural Land Goals or Objectives are identified at this time. As opportunities arise, the Community Association should explore the opportunity to either purchase additional properties or work with governmental or native organizations to maintain open spaces in the community.

### **F. Transportation**

#### **Funny River Road**

Funny River Road is a vital and integral component of this community. As the only road access in and out of the community, maintenance and improvements to the road are of huge concern to all residents. Funny River Road and other streets and roads in the community are owned and maintained by the State of Alaska while the remaining ones are Borough or privately maintained.

There is an Alaska Department of Transportation (ADOT) project scheduled to resurface Funny River Road in summer 2023. This resurfacing project should eliminate the majority of resident complaints about the rutting and heaving on the road surface. The project will not include any safety improvements, upgrades, or bridge repair.





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Interest has been expressed by residents in several road upgrades for Funny River Road. Those upgrades include passing lanes, additional pull-outs, larger shoulders, possible bike lanes, a new bridge over Funny River, and a separated multi-use path. Passing lanes and additional pull-outs would improve driver safety by eliminating the miles of being stuck behind a tourist going 20 miles per hour under the posted speed during fishing season. Larger shoulders would increase safety by providing a safe parking area when a disabled vehicle has to pull off the side of the road. Bike lanes would improve bicyclist safety on the road and a separated multi-use path would significantly increase safety for pedestrians, bicyclists, horse riders, and other non-vehicular users.

### [Local Roads](#)

There does not appear to be concern about construction or maintenance of other roads within the area.

### [New Bridge Across Kenai River to Sterling](#)

A bridge connecting Funny River to Sterling has been discussed since the day after they tore down the old cable connection. Some residents want the connection as they believe that it will improve access to the rest of Alaska, cut down on travel time to the store and employment opportunities in Sterling, and resolve the safety concern of only having one road access point in and out of the community. Others fear that it will generate even more tourist traffic and that the influx of outsiders will be detrimental to the community in general. There are pros and cons to the discussion that are far more detailed than can be conveyed in this document. Another study should be conducted to see if it is finally time to build the bridge or if the community access should stay as-is.

### Transportation Goals and Objectives:

- Work with ADOT to have a new bridge constructed over Funny River.
- Work with KPB and ADOT to find funding to construct improvements to Funny River Road.
- Work with KPB to conduct a study of the feasibility of constructing a bridge across the Kenai River to connect Funny River to Sterling. The study should include locations; possible funding sources; and a projection of economic, safety, and development impacts of the construction at a minimum.
- Obtain more information from community to see if a ride-share program or some sort of carpool communication program would be beneficial.

### [G. Public Boat Launch](#)

Currently there is no public boat launch in the Funny River community. There are several private boat launches. Since the mid-1980s the community has been lobbying for the construction of a public boat launch.





## Draft 2023 Comprehensive Plan



Attached as Appendix B is a copy of KPB Resolution 2019-42 that shows Kenai Peninsula Borough support of the boat launch. The most current activity in the development of a public boat launch was a 2020 committee to study the feasibility of a public boat launch and evaluate possible locations, formed by the Kenai River Special Management Area Advisory Board (KRSMAAB). Their recommendations were

provided to the KRSMAAB in November 2020 and are attached to this document as Appendix C.

To our knowledge, the project has not progressed since the 2020 recommendations. The community would like to resurrect the project.

### Public Boat Launch Goals and Objectives:

- Work with the Kenai River Special Management Area Advisory Board and the Alaska Department of Natural resources to have a public boat launch constructed at an appropriate location in the Funny River area.

### H. Transfer Station

In the summer of 2020, the Solid Waste Department of the Kenai Peninsula Borough opened the new Funny River Transfer Site. The improvements were consistent with other KPB Transfer Sites including: entrance gates, site fencing, bulk head installation, lighting, and surveillance connectivity improvements. While the new Transfer Station is safer (because of access and lighting) and has better capacity than the previous location, the residents still have some concerns about the Transfer Station.

Issues such as improper disposal of garbage, vandalism, people climbing into and on the dumpsters have been identified as concerns by both the Solid Waste Department and the community. Capacity and use of the facilities by commercial businesses in an attempt to circumvent the dump fees, are issues raised routinely by residents on the Funny River Facebook page. The Transfer Station also occasionally exceeds capacity during peak fishing times in the summer due to the influx of tourists.

### Transfer Station Goals and Objectives:

- work with KPB personnel and more specifically the Solid Waste Department to address resident concerns about safety at and misuse of the Transfer Station.



# Draft 2023 Comprehensive Plan

## I. Post Office

Currently mail is delivered to individual and group mailboxes posted on major routes within the Funny River community by a Contractor. The United States Postal Service (USPS) manages the contract with no community input. Complaints are logged weekly about lost mail and packages delivered to the wrong address.

Several members of the community have been attempting to get Funny River designated as a separate community from Soldotna by the US Postal Service. The majority of communities on the Kenai Peninsula have their own post offices, such as Nikiski, Kasilof, Clam Gulch, and Ninilchik. Many of those communities have fewer residents than Funny River.

Benefits to having a separate designation include a separate zip code, elimination of the contract carrier, and dedicated postal service staff to our community. The designation also comes with costs, primarily associated with construction of a Post Office. There is sufficient space at the current Community Center to accommodate a designated Post Office, but specific information about the requirements is unknown.

### Post Office Goals and Objectives:

- Obtain a grant to fund a study to evaluate the pros, cons, and costs of designating Funny River as a separate community by the US Postal Service. The study would be presented to the community and if a positive vote is recorded, a committee would be formed to process the application and work with the US Postal Service to implement the new designation.

## J. Livability

Because of the diverse nature of the residents, there are multi-million properties in close proximity to properties that are covered in abandoned vehicles and other debris that might be considered trash. The community is trying to find balance between maintaining autonomy on personal property and keeping the community clean and safe. However, there is concern about between half a dozen and a dozen properties that are covered in materials that could be detrimental to the environment and are just downright ugly.

### Livability Goals and Objectives:

- Work with the Kenai Peninsula Borough personnel to determine what laws are applicable to the situation and what enforcement opportunities are available to clean up the couple of properties that are creating hazard concerns in the community.



## *Draft 2023 Comprehensive Plan*

### K. Recreational Opportunities

There are many recreational opportunities available to residents and visitors alike in the Funny River area, a majority of which are affiliated with the Kenai River. There is a public access at the junction of Funny River and the Kenai River. There is a public boat launch access to Browns Lake with a small grass area off to the side. The Bird Homestead Golf Course is a nine-hole course that is open from mid-May through the end of August.

In addition to the opportunities available to the general public, there are also privately owned and operated activities in the area such as camping areas, lodges, and private airstrips.

#### Funny River Community Center

The Center is used for community events such as parties, quilting/sewing clubs, food bank, card games, bingo, bi-monthly breakfast and soup, book exchange, free exercise classes offered a couple of days a week, and holiday celebrations. The building has a commercial kitchen, a meeting/dining area, office spaces and restrooms. Located on the grounds is a communal garden, play area for kids, pavilion for outdoor events, horseshoe pits, and large open field area. The Center is available to residents to rent for a nominal fee that includes full use of the facilities.

#### Funny River Festival

Each year the Funny River Community Association hosts the Funny River Festival as their primary fundraising activity. The Festival includes a hosted dinner, area vendor booths, children's games, card and golf tournaments, a quilt and other raffles, and an silent/live auction.

#### Directory of Services

While the Community Association publishes a newsletter monthly that includes a lot of the activities scheduled that month, there is no comprehensive list of services available in the area. Residents indicated an interest in developing a more comprehensive list of recreational opportunities and services available in the area.

#### Purchase additional Land for Community Use

There has been discussion by the Community Association about the possibility of purchasing additional property for use of the Community. While the concept appears to be beneficial to the community, the decision to purchase the property will be made by the Community Association and based on the current needs of the community.

#### Other

The survey included items such as a public library, exercise facilities, and public transportation as possible wants of the community. These items ranked very low on the scale and as such will not be pursued as part of this Comprehensive Plan.



# Draft 2023 Comprehensive Plan

## L. Utilities

### Electric

Currently most properties in the Funny River area have access to electricity. The Homer Electric Association (HEA) provides power to the entire area.

### Phone/Internet

The only company that provides land-line service to the Funny River area is Alaska Communications (ACS). Pretty much all cellular carriers provide service to the Funny River area. There are several dedicated internet providers including ACS, Spit Spots, and Starlink. Other than a slowdown in service during peak fishing season due to the volume of users registered with the system, there appears to be sufficient service in the area.

### Heat

There are a multitude of heating options available in the Funny River area. Many homes rely almost exclusively on wood stoves to heat their homes. Some supplement their heat with electricity. Both oil and propane tanks are also common sources of heat. In 2016 ENSTAR constructed a line across the Kenai River to provide service to some of the northern subdivisions at approximately milepost 16.2 of Funny River Road. Gas service is limited to those adjacent to a gas line unless the property owner is willing to pay the cost to extend the gas main to their property.

### Water/Sewer

Wells and septic systems are regulated by the State of Alaska Department of Environmental Conservation (ADEC). Well and septic are one of the only components of development in the Funny River area that is regulated. New development must meet their standards, which preserves the integrity of the water supply in the area and allows additional development to occur.

### Utilities Goals and Objectives:

- Reliable, affordable heat is extremely important to future development in the Funny River community. It might be beneficial to the community to work with ENSTAR to see if additional main lines can be constructed allowing more of the residents to have affordable, accessible heating options available.
- Some residents have expressed an interest in promoting a local renewable energy source. If grant funding is available, a study of local opportunities for renewable energy could be beneficial to the community.

## IV. Comprehensive Plan Revisions

Revisions to the Comprehensive Plan will be necessary as new development takes place in the Funny River area and the needs of the community change. The Comprehensive Plan should be



## *Draft 2023 Comprehensive Plan*

reviewed at least once every five years or more frequently upon Advisory Planning Commission or Borough Assembly initiative.

### V. Implementation

Once the Public Review process is completed and the Final Comprehensive Plan is adopted by the Kenai Peninsula Borough Assembly, Funny River Advisory Commission members will work with the Funny River Community Association, Borough staff, and appropriate state and federal agencies to obtain funding for studies and implementation of the Comprehensive Plan.



## Preliminary Synopsis of Survey Results

This summer, the Funny River Advisory Planning Commission distributed a survey so that we could get a feel for what issues were important to the community. We received responses from 18.8% of the 1500 post cards that were distributed. A summary of the responses are provided below:

### Ages of Respondents:

38% - Over 65 years old  
44% - Between 51-65 years old  
12% - Between 41-50 years old  
7% - Between 18-40 years old

### Residency

26% - More than 20 years  
22% - Between 11 & 20 years  
18% - Between 6 & 10 years  
18% - One and 5 years

100% of the responses were from homeowners.

63% of the responses were from zip code 99669.

67% of the respondents did not want building codes in Funny River.

96% of the respondents supported full control of their property.

### Zoning Changes:

Respondents indicated that Sand and Gravel pits were the most in need of an increase in zoning restrictions and Residential Zoning was the least in need of an increase in zoning restrictions. Commercial Zoning and Private Airstrips fell in the middle.

The listed concerns are ranked, based on responses in order from highest to lowest below:

- 1 Protect lakes, streams, and wetlands
- 2 Concern with crime in the community
- 3 Preserve open space, forests and agricultural lands
- 4 Improve traffic flow on FRR
- 5 Development of a bridge between Sterling and Funny River
- 6 Development of boat launch
- 7 Communal cleanup of property-assist neighbors if requested
- 8 Increase security at transfer station
- 9 Post Office
- 10 Increase recreational opportunities -hiking areas, ski tracks, etc.
- 11 Develop community directory of services
- 12 Promote local renewable energy
- 13 Separate pedestrian walkway parallel to FRR
- 14 Provide bike lanes and "share the road" signs
- 15 Purchase open land for community use
- 16 Recreation & exercise facilities
- 17 Promote regional public transportation, public bus or shuttle
- 18 Public library with regular hours

The FRAPC will be discussing the survey data and putting together a draft community plan to help us move forward as our community grows.

Introduced by:	Mayor
Date:	07/02/19
Action:	Adopted
Vote:	9 Yes, 0 No, 0 Absent

**KENAI PENINSULA BOROUGH  
RESOLUTION 2019-042**

**A RESOLUTION SUPPORTING PUBLIC ACCESS TO THE KENAI RIVER  
FOR RECREATIONAL PURPOSES FROM THE FUNNY RIVER ROAD AND  
COLLECTOR ROAD NETWORK SYSTEM**

- WHEREAS,** the Funny River Community is continuing to prosper with the number of improved parcels steadily increasing over the last few years; and,
- WHEREAS,** the ongoing development of this satellite community is expected to continue to be enhanced with the availability of natural gas to many of the residents and business interest; and,
- WHEREAS,** according to the Geographical Information System division there are over 2100 platted residential lots and a variety of businesses defining this element of the borough; and,
- WHEREAS,** in 2003 the State of Alaska funded the Kenai Peninsula Economic Development District Inc. to provide a Long Range Development Plan ("Plan") to outline the long term goals and development needs of the Funny River Community; and,
- WHEREAS,** in April 2004 public scoping meetings were held to identify the essential needs impacting on the long term economic related issues of the Funny River Community; and,
- WHEREAS,** in September 2004 the Funny River Chamber of Commerce and Community Center accepted and endorsed the findings provided in the Funny River Community Plan dated June 2004; and
- WHEREAS,** the goals and objectives in the Plan addressed essential public facilities and infrastructure elements needed to advance the community's development needs for the community to expand and attract new residential property owners, provide support to new business interest and development of the Funny River community; and,
- WHEREAS,** one of the identified community goals, objectives and action items this report specifically addressed for promoting recreational and tourism related to economic development was to develop river access areas for day use activities such as fishing and a boat launch; and,

**WHEREAS,** the report also acknowledged that the community and visitors to the area have very limited to almost no public access to recreational activities and facilities traditionally associated with the Kenai River, including river access areas, public bathrooms, picnicking areas, overnight campgrounds, travel trailer sewage dump stations and other amenities; and,

**WHEREAS,** although the economic development plan addressed these needs some fifteen years ago, little to no improvements to accommodate public access to the Kenai River from this traffic corridor have occurred; and,

**WHEREAS,** during this 15-year period the State of Alaska, Department of Natural Resources (DNR), Division of Parks acquired the Hanson Ranch Property using Exxon Valdez Oil Spill (EVOS) funding and immediately closed the property to all bank fishing; although, some Funny River residents state that prior to, and during the acquisition process, DNR representatives assured them orally the continued public access for bank fishing to the Kenai River along this 4480 river running feet of river frontage; and,

**WHEREAS,** as of the date of this resolution the Hanson Ranch Property consisting of 146 acres of public property has remained closed to all traditional recreational use; and,

**WHEREAS,** collectively the DNR's, Division of Parks and Recreation has managed and has had oversight of over 15, 068 river running feet of public property (329.27 acres) along the Funny River Road collector road system, however DNR does not allow any public bank access for sockeye fishing accessible from the Funny River Road and collector road infrastructure to any of these areas except for the five to seven fishing positions at the Funny River Recreational Area; and,

**WHEREAS,** as DNR is statutorily responsible for the oversight of Kenai River Special Management Area, the Commissioner of the DNR has developed, supports and has permitted over 16 public boat launch ramps along the west side, or downstream right side of the Kenai River, while the community of Funny River has no public access to fishing activities of this recreational element of the Kenai River except for a very small element (bank locations for approximately 5 to 7 anglers) at the Funny River State Recreational area; and,

**WHEREAS,** over the past 15 years the public access to the Kenai River sports fishery continues to be improved throughout its estuary with the construction of numerous elevated fishing platforms and improvements for day use and recreational needs, the 36 Kenai River road miles paralleling this fishery have not been improved and in some instances have regressed in access to residents along the Funny River Road corridor; and,

**WHEREAS,** this lack of public facilities has caused significant problems with people using a section line easement at the terminus of Mykiss Street to launch and recover their boats, resulting overcrowded parking, trespassing on private property, and public

safety issues along an unmaintained section line easement running from the Kenai River to the intersection of King Salmon Avenue and Mykiss Street, and continuing for about 1,500 feet parallel to the river along King Salmon Avenue and perpendicular to the river for about 1,000 feet along Mykiss Street; and

**WHEREAS,** the draft revised Kenai Peninsula Borough Comprehension Plan 2018 update contains an objective of supporting opportunities for sportfishing, including personal use fishing, while protecting the resource, and specifically identifies the need for a public boat launch at Funny River Road; and,

**WHEREAS,** members of the Funny River Community have tried unsuccessfully for 15 years to gain public access to the Kenai River to advance safety and recreational needs of this community with absolutely no success; and,

**WHEREAS,** the Kenai River Sportfishing Association has advocated for public access to the Kenai River along this 36 road mile element; and,

**WHEREAS,** the Kenai Peninsula Association of Realtors has formally stated that access to the river is on most of their potential buyers' wish list and has a major influence on the property's value and desirability;

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

**SECTION 1.** The assembly supports the recommendations contained in the draft Kenai Peninsula Borough Comprehension Plan, 2018 update, addressing the needs of the Funny River Community; the above recommendations of the Kenai River Sportfishing Association; the understanding that property values will be impacted by denying public access to the Kenai River along the 36 road miles constituting the Funny River road corridor and the basic public economic infrastructure needs of the Funny River Community.

**SECTION 2.** The assembly supports the Funny River community's efforts to design and construct public access to the Kenai River including a public boat launch, adequate parking spaces and related amenities with the understanding that any enhancements to the current infrastructure to improve the recreational activities identified herein cannot negatively detract from the existing traffic flow patterns, cause an increase to these traffic flow patterns, cause an increase in suspended road dust, or increase noise levels to established residential subdivisions.

**SECTION 3.** The assembly strongly encourages collaboration between the State of Alaska's Departments of Natural Resources, Fish and Game, and Transportation and Public Facilities, and the Kenai River Sportfishing Association, to address the issues of property value impacts and the recommendations addressed and outlined in the draft Kenai Peninsula Boroughs' Comprehension Plan 2018 update in identifying a public process for the design, location and build-out to construct a public boat



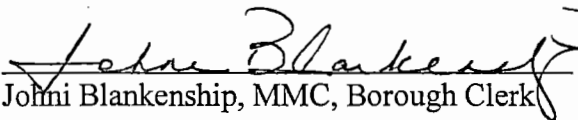
launch ramp and other yet to be identified supporting infrastructure that meets the needs of the Funny River Community and visitors to that element of the Kenai Peninsula.

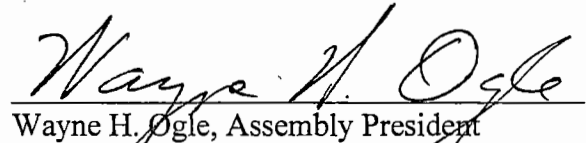
**SECTION 4.** That a copy of this resolution shall be provided to Governor Mike Dunleavy, Lieutenant Governor Kevin Meyer, Corri A. Feige, Alaska Department of Natural Resources Commissioner, Doug Vincent-Lang, Commissioner Alaska Department of Fish and Game, John MacKinnon, Commissioner, Alaska Department of Transportation & Public Facilities, Fred Braun, President of the Kenai Peninsula Association of Realtors, and Ben Mohr, Executive Director, Kenai River Sportfishing Association.

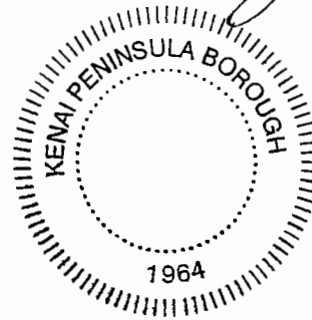
**SECTION 5.** That this resolution shall become effective immediately upon its adoption.

**ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 2ND DAY OF JULY, 2019.**

ATTEST:

  
John Blankenship, MMC, Borough Clerk

  
Wayne H. Ogle, Assembly President



Yes: Bagley, Blakeley, Carpenter, Cooper, Dunne, Fischer, Hibbert, Smalley, Ogle  
No: None  
Absent: None



**Funny River Boat Launch  
Selection Committee Recommendations  
Kenai River Special Management Area Advisory Board  
November 30, 2020**

**EXECUTIVE SUMMARY**

This Funny River Boat Launch Selection Committee was established by the Kenai River Special Management Area Advisory Board to identify two sites for developing a boat launch off of Funny River Road, one downstream and one upstream from the Naptowne Rapids. The committee requests the Advisory Board endorse the following recommendations.

1. Property managed by the Department of Natural Resources at the end of Fisherman's Road, is suitable for developing a boat launch that would provide access to the middle section of the Kenai River above the Naptowne Rapids.
2. The Kenai Peninsula Borough should improve the MyKiss Street right-of-way which is currently used as a boat launch. The site would also provide emergency egress and access via the Kenai River for residents off Funny River Road downstream of the Naptowne Rapids. The right-of-way should be fenced to reduce conflict with neighbors.
3. After these two items are complete, continue to evaluate user needs for boat launch access off Funny River Road below the Naptowne Rapids. This would be an opportunity to revisit the Kenai River Ranch property at a later date.

Although outside the scope of what the committee was tasked with, committee members did hear concerns about three additional items and decided to share these concerns with the Kenai River Special Management Area Advisory Board for consideration.

4. There are concerns about the Funny River Road bridge being susceptible to damage during a natural disaster and how important this infrastructure is to the transportation corridor.
5. Evaluate whether to rechannel the lower Funny River near the highway bridge and confluence of the Kenai River to decrease erosion and improve fish and wildlife habitat.
6. Borough, state, and federal land management should continue to pursue fuels reduction and spruce bark beetle mitigation efforts at all public lands on Funny River Road.

**BACKGROUND**

The Kenai River Special Management Area (KRSMA) was established in 1984 as a unit of the state park system. The purpose of this designation was to protect and perpetuate the fishery and wildlife resources and habitat in the unit and adjacent areas; and to manage recreational use and development activities in the unit and adjacent areas.

The Kenai Peninsula Borough (KPB) Assembly passed resolution 2019-042 Supporting Public Access to the Kenai River for Recreational Purposes from the Funny River Road and Collector Road Network System. The resolution requested that the State Departments of Natural Resources (DNR), Fish and Game (DFG), and Transportation and Public Facilities (DOTPF) and Kenai River Sportfishing Association collaborate on this issue. Since the KRSMA Advisory Board is established to provide DNR with recommendations on the management of KRSMA, including public access to the Kenai River, it was practical for this board to address this access issue.

The KRSMA Advisory Board began working on this issue in the fall of 2019 and held committee and board meetings which were open to the public. Stakeholders offered the committee many recommendations, both in support and not in support of a public boat launch, off Funny River Road.

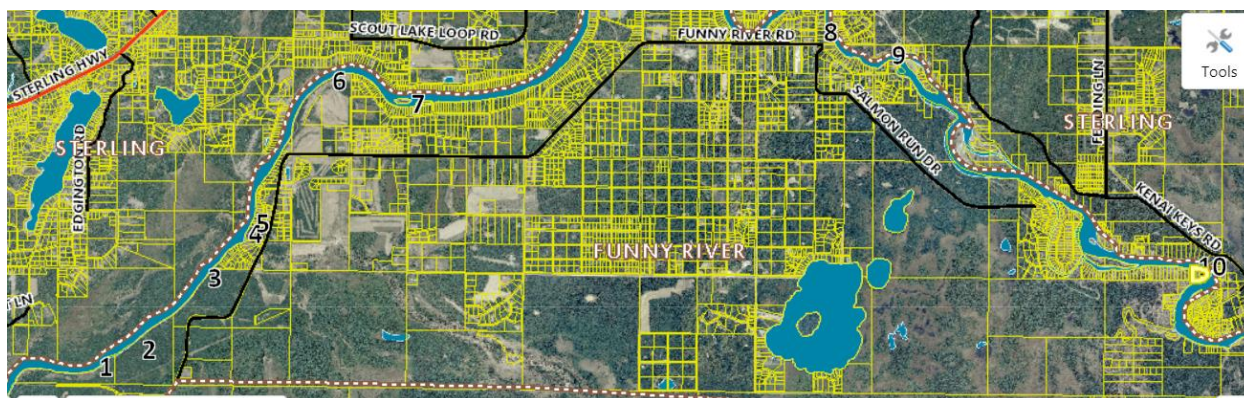
In the fall of 2020, the KRSMA Advisory Board established a selection committee to evaluate locations for two potential boat launches to provide access to the Kenai River from Funny River Road, one downstream from the Naptowne Rapids and one upstream. The Funny River Boat Launch Selection Committee includes representatives from the KRSMA advisory board and staff from DNR and DFG.

On October 16, 2020, the selection committee scheduled a field trip and visited most of the ten sites that were previously identified in KRSMA committee meetings. The committee included the following people: Bill Tappan (KRSMA Advisory Board), Monte Roberts (KRSMA Advisory Board and Fishing Guide), Ben Mohr (KRSMA Advisory Board and Kenai River Sportfishing Association), Jenny Gates (DFG), Ricky Gease (DNR), Jack Blackwell (DNR), Jacques Kosto (DNR), and Pam Russell (DNR). Jeff Perschbacher (DFG Access) was unable to participate in the field trip but was also a member of the selection committee.

### SITES CONSIDERED

Boat launch selection criteria was developed with the board and the committee evaluated ten sites off of Funny River Road. Note that the numbers listed below are referenced throughout this document.

1. US Fish & Wildlife Service, approximately mile 9 Funny River Road
2. KPB, approximately mile 10 Funny River Road
3. DNR, approximately mile 10.5 Funny River Road
4. DFG, Funny River, approximately mile 11.25 Funny River Road
5. DNR, Funny River State Recreation Site, approximately mile 11.25 Funny River Road
6. DNR, Kenai River Ranch, approximately mile 12 Funny River Road
7. MyKiss Street right-of-way, approximately mile 13 Funny River Road
8. Funny River Road right-of-way, approximately mile 17 Funny River Road
9. Zachary Street right-of-way, near Naptowne Rapids
10. DNR, end of Fisherman's Road



### COMMITTEE RECOMMENDATIONS

This committee recommends the KRSMA Advisory Board pass a resolution endorsing the following actions:

1. DNR parcel (Number 10) is suitable for developing a boat launch that would provide access to the middle section of the Kenai River above the Naptowne Rapids.
2. The Kenai Peninsula Borough should improve the MyKiss Street right-of-way which is currently used as a boat launch. The site would also provide emergency egress and access via the Kenai River for residents off Funny River Road downstream of the Naptowne Rapids. The right-of-way should be fenced to reduce conflict with neighbors.
3. After these two items are complete, continue to evaluate user needs for boat launch access off Funny River Road below the Naptowne Rapids. This would be an opportunity to revisit the Kenai River Ranch property (Number 6), at a later date.

## CONSIDERATIONS AND FINDINGS

The selection committee considered the following reasons when making these recommendations:

1. Participation in fisheries off of Funny River Road **above the Naptowne Rapids** is greater than participation below the rapids. It is assumed that the state will charge for the use of any boat launch that is developed and thus will generate more revenue from a boat launch above the rapids. Capital funding should be directed to projects that will generate additional revenue for the state.
2. There are only two public sites upstream from the Naptowne Rapids.
  - a. Numbers 9 (Zachary Road ROW) Not suitable due to topography.
  - b. Number 10 (DNR end of Fisherman's Road) Suitable
3. Of the eight potential boat launch sites identified **below the Naptowne Rapids** only four are suitable
  - a. Number 1 (USFWS) Not suitable due to management plan.
  - b. Number 2 (KPB) Could potentially be developed but is adjacent to DNR land (Number 3) which is more suitable.
  - c. Number 3 (DNR) Could potentially be developed. Not ideal due to location on the lower section of the middle Kenai River which is not a popular fishery. In addition, there are rocks in the river which create a navigational hazard.
  - d. Number 4 (DFG) Not suitable due to location at the confluence of the Funny River and Kenai River. River waters are shallow and there are concerns with fish habitat and cultural resources.
  - e. Number 5 (DNR – Funny River State Recreation Site) Could potentially be developed at the upstream end of the parcel.
  - f. Number 6 (DNR – Kenai River Ranch) Could potentially be developed in the future. Currently not suitable due to the management plan.
  - g. Number 7 (MyKiss Street ROW) Suitable, however parking is limited.
  - h. Number 8 (Funny River Road ROW) Not suitable due to topography.
4. The MyKiss Street ROW currently provides public access to the Kenai River. While the ROW is undeveloped it offers safe access to the river. With minimal work, this ROW could be enhanced to provide better access to the river which would also provide river access and egress to the community in the event of a natural disaster.
5. The MyKiss Street ROW offers free access to the Kenai River. If a public boat launch were developed within a few miles of this location, such as Funny River State Recreation Site (Number 5) or the DNR property (Number 3) a fee would be charged and it is unlikely either of these locations would generate much revenue if MyKiss Street ROW is a free option.



## FUNDING

Funding has not been allocated for any of these items and will likely be an issue with current state budgets. This committee was tasked with identifying locations for developing boat access to the Kenai River, from Funny River Road. It will be up to the community and stakeholders to support funds be allocated to address this access issue.

## ADDITIONAL SITE INFORMATION

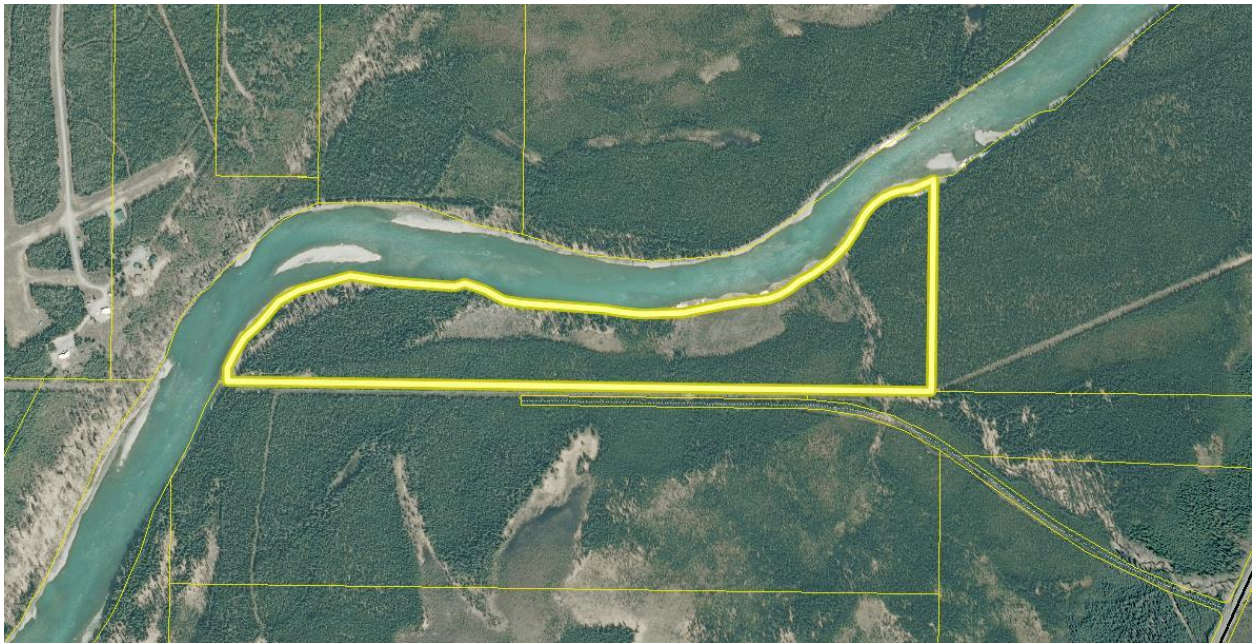
### Number 1.

Parcel ID 06601001      71.84 Acres      Riverbank: Approximately 5,000 feet      Downstream Rapids

Landowner: US Fish and Wildlife

Location: Approximately Mile 9 Funny River Road

Comments: Not a viable option due to current land management plans. The boat launch selection committee did not tour the property.



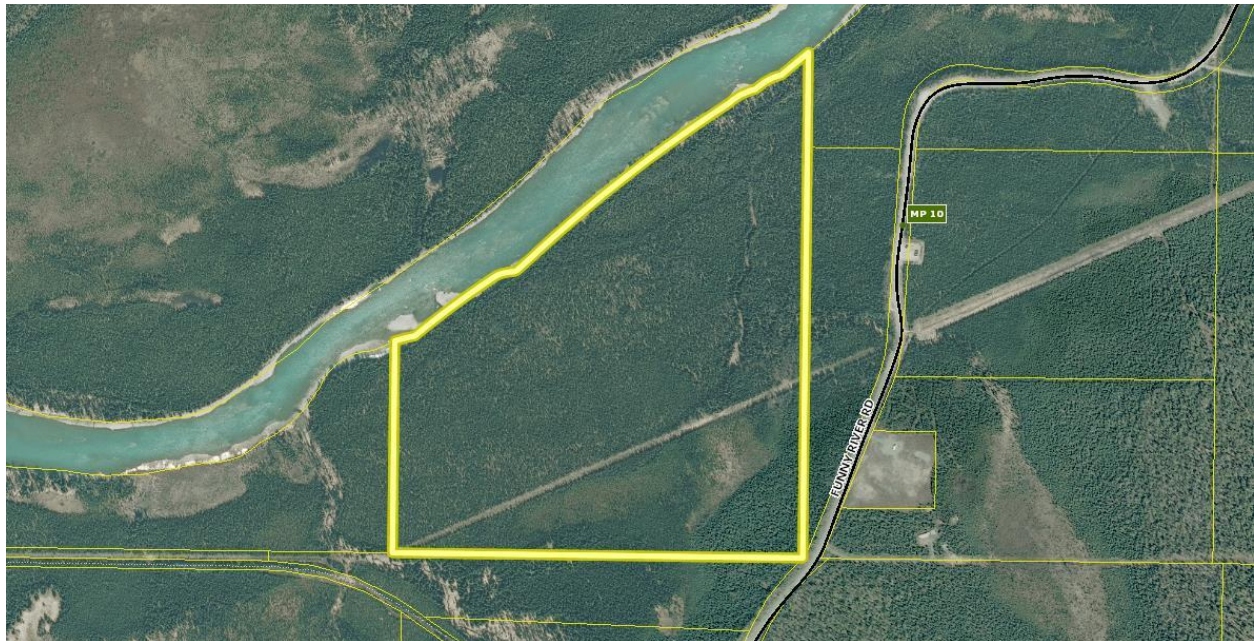
**Number 2.**

Parcel ID 06601024      141.33 Acres      Riverbank: Approximately 3,300 feet      Downstream Rapids

Landowner: Kenai Peninsula Borough

Location: Approximately Mile 10 Funny River Road

Comments: The boat launch committee did not tour the property. This is adjacent to an undeveloped DNR parcel which could potentially be developed for a boat launch. Rocks in the river could present a navigational challenge to access. Development costs would likely be high to build a road to the river.





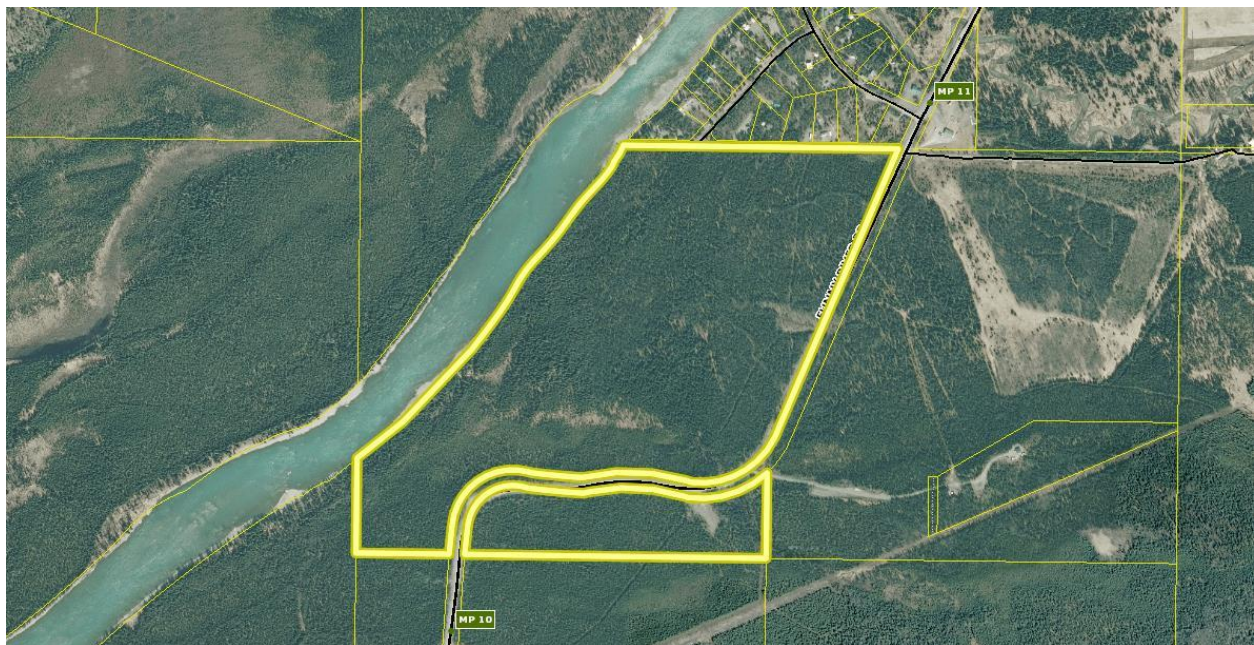
### Number 3

Parcel ID 06601023      158.67 Acres      Riverbank: Approximately 2,700 feet      Downstream Rapids

Landowner: Alaska Department of Natural Resources

Location: Approximately Mile 10.5 Funny River Road

Comments: This is a completely undeveloped DNR parcel. This site has good topography for development and located in a straight section of the river. The riverbed angle at this site could be conducive for a boat ramp. There are some navigation issues located just upstream and downstream from this site. The property can be accessed directly off from Funny River Road or through the subdivision along the northern property line. Access would not conflict with adjacent subdivision if a new road were developed off-of Funny River Road. However, development costs would likely be high for a new access road to the river. This site is also within the Funny River seasonal boat fishing/king closure area.



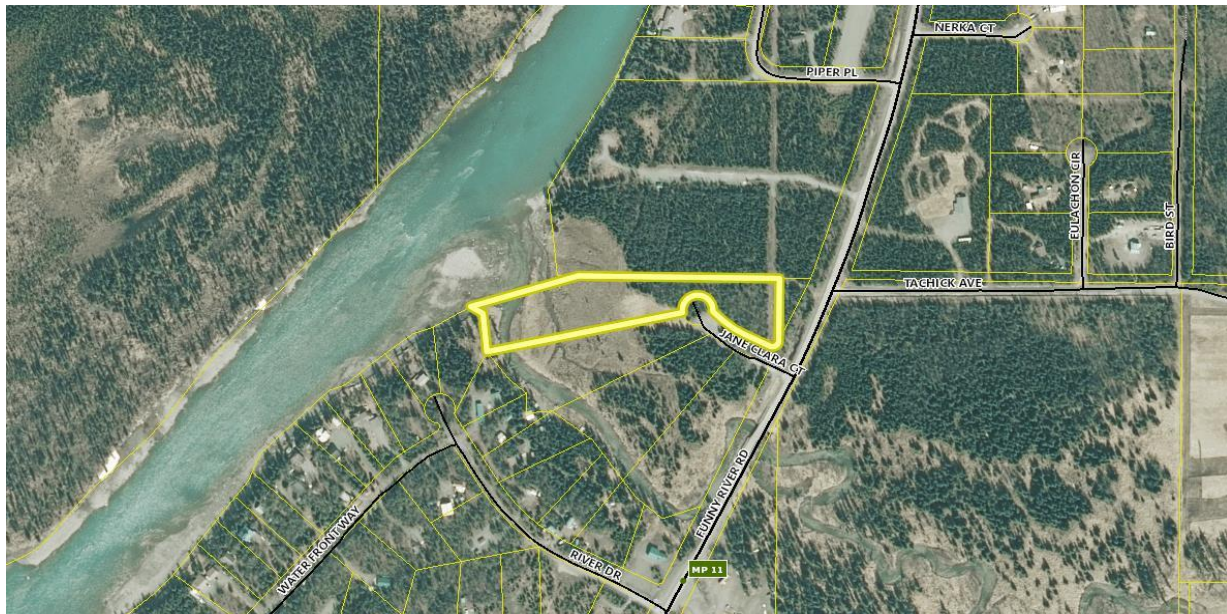
#### Number 4

Parcel ID 06635001      3.63 Acres      Riverbank: Approximately 0 feet      Downstream Rapids

Landowner: Alaska Department of Fish and Game

Location: Approximately Mile 11.25 Funny River Road

Comments: Not a viable location due to the wetlands, a critical holding area for Funny River king salmon, cultural sites, and the boat launch would have to be located on Funny River and not the Kenai River. A boat launch at this location could potentially negatively impact salmon and habitat. The riverbed is very shallow at this site with numerous rocks that create navigation issues and could limit use of the boat launch during the year.





## Number 5

Parcel ID 06602014      13.9 Acres      Riverbank: Approximately 430 Feet      Downstream Rapids

Landowner: Alaska Department of Natural Resources

Location: Approximately Mile 11.25 Funny River Road

Comments: This location is at Funny River State Recreation Site. This developed recreation site has primitive camping and limited day use parking so there would not be conflict with the adjacent subdivision. There is a floating dock and stairs to access the river for bank anglers. Almost all the riverbank is a high cut bank (12 to 15 feet tall) with erosion issues. There are cultural sites along the top of the cut bank and likely cultural resources that could affect development. The riverbed angle is decent at this site. There are numerous navigation issues just downstream from this site. This site is also within the Funny River seasonal boat fishing/king closure area.





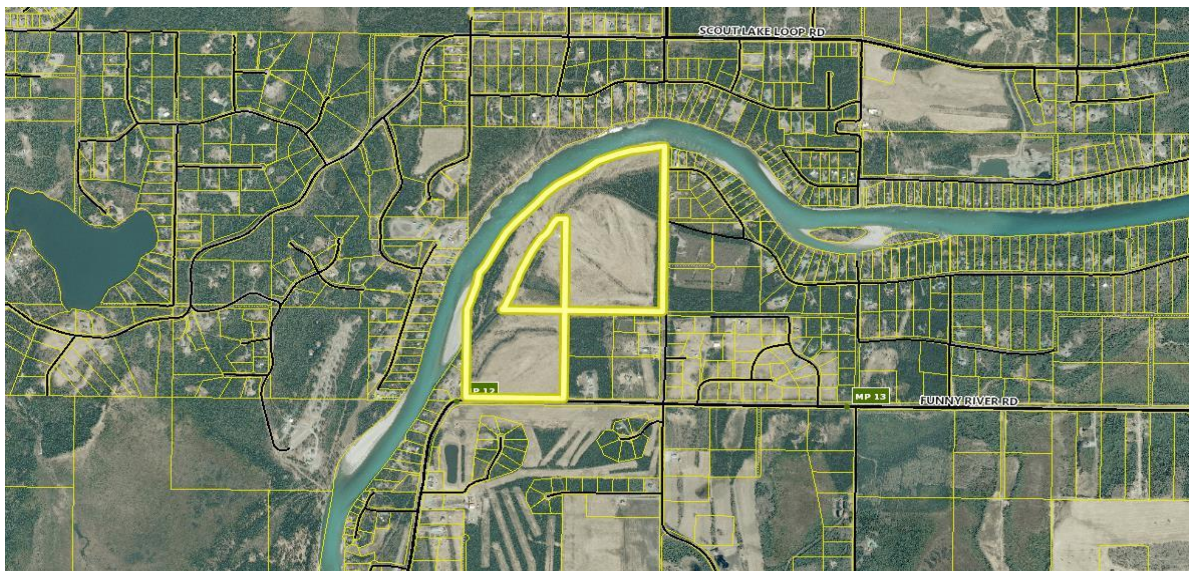
## Number 6

Parcel ID: 06639039    120 Acres    Riverbank: Approximately 4,300 Feet    Downstream Rapids

Landowner: Alaska Department of Natural Resources

Location: Approximately Mile 12 Funny River Road

Comments: This location is at the Kenai River Ranch parcel which is co-managed by DNR and DFG. This site is not considered for development due to the site plan that was adopted in 2016 that does not recommend developing any new facilities on the parcel.







### **Number 7**

MyKiss Street Right-of-Way      Riverbank: Approximately 100 Feet

Landowner: Kenai Peninsula Borough      Downstream Rapids

Location: Approximately Mile 13 Funny River Road

Comments: This site has been used for many years by the Funny River community as a boat launch. It is a 100' road ROW and therefore has limited parking at this location. The riverbed slope is conducive for launching and retrieving a boat. This site is located behind an island that protects it from the faster moving current of the mainstream. The water is too shallow to operate a boat upstream from the launch. However, there are no navigation issues heading downstream. There is no public land ownership within the vicinity of this site and consideration to purchase property nearby would need further discussion. This ROW is between two private properties in a subdivision.





## Number 8

End of Funny River Road Right-of-Way

Downstream Rapids

Landowner: Kenai Peninsula Borough

Location: Approximately Mile 17.5 Funny River Road

Comments: This is a 30' road ROW. Not a viable option due to the steep topography.





## Number 9

Zachary Street Right-of-Way

Upstream Rapids

Landowner: Kenai Peninsula Borough

Location: Approximately one-mile past Funny River Road on Moonshine Drive.

Comments: This is a 116' road ROW. Not a viable option due to the steep topography and proximity to Naptowne Rapids.



## Number 10

Parcel ID 06622025      6.95 Acres      Riverbank: Approximately 1,330 Feet      Upstream Rapids

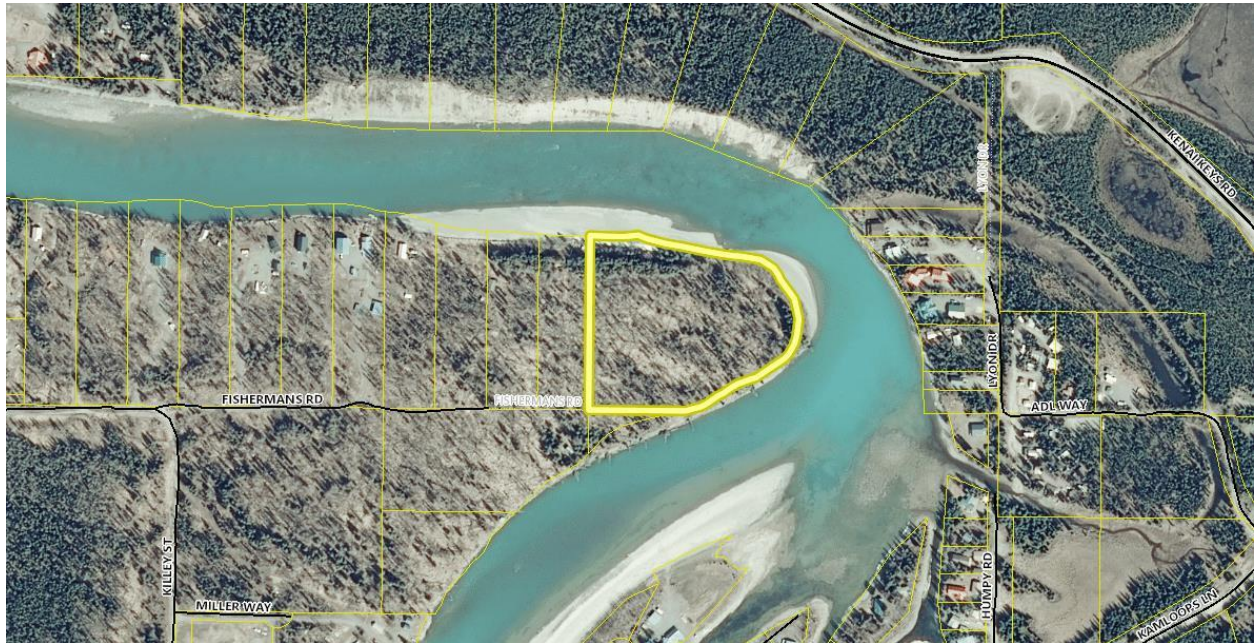
Landownership: Alaska Department of Natural Resources

Location: At the very end of Fisherman's Road

Comments: This site is located on the inside of the hairpin bend at number three hole, just downstream and the opposite side of the river from the Kenai Keys. Upstream from the apex of the bend, below the downstream boundary of the Killey River king salmon sanctuary area, the riverbed drops off enough so that it might be conducive to installing a boat ramp. However, in this reach, it is a cut bank that has been prone to erosion. Downstream from the apex of the bend the riverbed is very shallow and has numerous rocks creating navigation issues. Other navigation issues include visibility around the hairpin



bend to avoid someone launching or retrieving a boat. The topography at this site is conducive for development. The site is near a subdivision and could conflict with neighbors.







#### **ADDITIONAL CONCERNS OUTSIDE OF THE SCOPE OF THIS COMMITTEE**

During discussions with the community and stakeholders there were additional issues that were brought to the attention of the committee, beyond the scope of finding suitable locations for boat launches. While these items are beyond the purpose of this committee, they can potentially impact the lands and habitat managed in KRSMA and affect public safety. The following issues are shared with the KRSMA Advisory Board for future consideration and require additional evaluation.

Residents voiced concerns of the long-term viability of the Funny River bridge which provides the only road access to the community. There were concerns raised about this bridge providing a critical link to the highway transportation corridor and being susceptible to damage during a natural disaster. Replacing the bridge with a modern design may help address these concerns.

A section of the Funny River was modified during previous road and bridge construction. Evaluate whether to rechannel the lower Funny River near the highway bridge and confluence of the Kenai River to decrease erosion and improve fish and wildlife habitat.

Borough, state, and federal land management should continue to pursue fuels reduction and spruce bark beetle mitigation efforts at all public lands on Funny River Road.

## END ##

# **G. OTHER**

## **2. Kenai Peninsula Borough Affordable Housing Report**



2023

# Kenai Peninsula Borough Affordable Housing Report





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# Executive Summary

The purpose of this report is to document affordable housing practices within the Kenai Peninsula Borough (KPB) and comparable municipalities, while summarizing barriers to affordable housing. Barriers are identified through summarization of background information about the borough and public engagement. Concerns in Cooper Landing about a lack of affordable housing, as well as the fact that KPB recently acquired land near Cooper Landing with potential for development, have in part, prompted this report. Information Insights, a Fairbanks-based research firm, drafted this report as a deliverable for RESPEC, the prime contractor on the Kenai Peninsula Borough Land Planning Unit 395 project.

## **Affordable Housing Challenges in the Kenai Peninsula Borough & Cooper Landing:**

- The price of land is high in the region and is in limited supply due to geographic features that also make this region a beautiful and highly sought after place to live and visit.
- Building materials and costs have risen much faster than wages in recent decades.
- Prices in the housing and rental markets have increased substantially as outside investors have purchased land and homes.
- Short-term rentals have increased exponentially, particularly in communities with large seasonal trends in tourism, reducing rental availability for residents.
- The senior population is growing, and housing with specific considerations for seniors needs to be considered.
- Costs of development are high, leading the Alaska Housing Finance Corporation (AHFC) to place emphasis on renovation projects rather than development of new projects to increase affordable housing statewide.
- Affordable housing challenges are not spread equally across Kenai Peninsula Borough (KPB), with smaller communities, including Cooper Landing, having far fewer affordable housing resources and options.

## **Existing Affordable Housing Models:**

Affordable housing options around Alaska and the U.S. are developed through partnerships and engagement within communities. Federal funding is one of many components of financing many projects, while local and state organizations also often engage with planning and financing parts of affordable housing projects.

## **Local Government & Community Actions:**

In addition to new housing construction, other steps that can be taken center around the review of land use and development regulations to increase the feasibility of more housing options developing that are in-line with community norms. Bringing together community resources and voices can facilitate the development of solutions specific to community needs.

### Community Input:

Residents desire housing costs that are in line with their incomes and that contribute to stability and vitality of communities. Priorities that residents identified are:

- Limiting short-term rentals, creating deed restrictions, and releasing more land for the development of affordable housing.
- Single family homes, followed closely by affordable-accessible and middle housing solutions are desired and should be prioritized for year-round and lower income-earning people and families. Affordable-accessible housing is lower priced housing with convenient access to essential services and activities, and middle housing is housing that is in between single-family homes and multi-story apartment buildings, such as duplexes, backyard cottages, and townhouses.
- Kenai Peninsula Housing Initiatives (KPHI) has outlined the importance of developing relationships within communities to explore solutions. When land for development is identified, assessing feasibility and local infrastructure are important first steps.

### Recommendations:

Challenges identified from the literature review and community engagement inform the recommendations that are made. Deliberate action by smaller communities in developing relationships with housing entities such as AHFC and or KPHI, and the Borough are needed to generate specific solutions that are crafted with the community's goals in mind. Local partnerships with community organizations invested in the economic stability have been fundamental to success stories in other communities with severe housing challenges. The feasibility of any project needs to be verified early in planning with regard to connections to current infrastructure and utilities, and consideration of long-term funding mechanisms.



# Methodology

## *Literature Review*

The literature review includes sources such as the United States Department of Agriculture (USDA), Housing and Urban Development (HUD), AHFC and other regional housing authorities in Alaska. These sources are primarily "grey literature," or information produced outside of traditional academic or commercial publishing channels. The focus was placed on this form of literature because academic articles are rarely intended to offer specific or actionable policy advice, particularly for unique regions such as the KPB. Background information regarding the factors contributing to affordable housing challenges in the KPB and Cooper Landing is summarized, followed by a section highlighting affordable housing practices in comparable communities.

## *Public Engagement*

A community survey about affordable housing was created using Google Forms and distributed via public engagement events in September through November, 2022. Sixty-eight community members completed the survey; the results of the survey are included in the Public Engagement section of this report. Residents were asked about the barriers they experience, as well as what solutions they view as the best path forward.

To gather insight from a housing organization, an interview with KPHI was conducted. KPHI has been involved with new construction projects, rehabilitating existing homes, and has collaborated with other community organizations as well. Current properties are in Homer, Ninilchik, Seward, Soldotna, Kenai; KPHI have also worked with Ninilchik Traditional Council and the Sterling Area Senior Citizens, Inc. group. Questions from the interview were focused on identifying steps communities should make initially when considering the development of affordable housing, as well as funding options.





# Literature Review

## Kenai Peninsula Borough Demographics

The population in the Kenai Peninsula Borough was 58,957 in 2021.<sup>1</sup> The Kenai Peninsula Economic Development District reports that the Borough has been growing at about 0.6 percent per year between 2011 and 2020, however variation existed in communities. The Alaska Housing and Finance Corporation has reported that in the state, migration from rural to urban areas is a growing trend.<sup>2</sup> Nearly 60 percent of the Borough population falls into the “economically active age, between 20 and 65; this is slightly lower than the statewide percentage of 61.3 percent. The number of KPB residents over the age of 65 is expected to continue to increase over the next decades, which is in line with state trends as well. The KPB region is less ethnically diverse than the state, as 83 percent of residents identify as white (65 percent of Alaska residents identify as white, by contrast). About 8 percent of KPB residents identify as Alaska Native.<sup>3</sup>

The mean and median incomes were \$89,245 and \$69,245, respectively, in the KPB for 2020, according to the 2020 American Community Survey (ACS) 5-year estimates.<sup>4</sup> This was lower than the statewide mean (\$98,811) and median (\$77,790) income levels. The 2020 ACS reports that 12.7 percent of all people are below the poverty level in the KPB, compared to 10.3 percent for the state of Alaska.

According to the Denali Commission, 23 of the 37 communities in KPB are considered distressed, including Cooper Landing.<sup>3</sup> The criteria for designating communities as distressed is:

- Community-wide average incomes compared to full-time minimum wage earnings.
- Percent of populations earning more than full-time minimum wage.
- Percent of populations with year-round wage and salary employment.





# Kenai Peninsula Borough Housing Data & Background

There are a variety of different indicators about housing challenges and changes being implemented in the KPB. The indicators used for this report are: availability of affordable housing, quality of current housing stock, statistics on cost-burdened households and communities around KPB, as well as statistics that indicate the growing proportion of senior citizens in the KPB and how that relates to housing.

## Availability:

- Housing costs may be lower in KPB than statewide, on average, but housing availability—specifically seasonal housing—is a challenge.
- Communities with large seasonal fluctuations in workforce experience more dramatic housing gaps.<sup>3</sup>
- The availability of housing in Seward, Soldotna, Kenai, Homer, and Seldovia increased in 2020 with the construction of 95 new, primarily single-family housing units across these communities.<sup>3</sup>
- Most available affordable rentals in the KPB appear to be located in larger communities of the borough, such as Homer, Kenai, Seward, and Soldotna, however Ninilchik and Nikolaevsk also have some affordable rental options and both communities have less than 1000 people.<sup>5 6 7</sup>

## Quality:<sup>2</sup>

- The current housing stock in the KPB is less drafty than those statewide (29 percent versus 36 percent).
- The risk for indoor air quality issues is higher (59 percent versus 56 percent).
- More houses in KPB lack indoor plumbing (5 percent versus 1 percent).



### Cost-burdened Households:

In 2018, AHFC estimated that 27 percent of all households on the KPB are cost burdened, meaning they spend more than 30 percent of their total household income on housing costs. This is less than the statewide percentage of cost-burdened households (31 percent).<sup>3</sup> However, of households that rent in the KPB, other sources have identified that 37 percent of renters are cost burdened.<sup>5</sup> According to Affordable Housing Online, which uses a variety of sources in compiling their database on affordable housing, communities in the KPB where renters are the most cost burdened are:

- Sterling (51 percent)
- Cooper Landing (55 percent)
- Kasilof (74 percent)
- Nikolaevsk (77 percent)
- Clam Gulch and Beluga (both having 100 percent of renters cost burdened)

Because most of these communities are small, the margins of error for these statistics are large, but the data does add evidence to where in the KPB the lack of affordable housing may be affecting the most people. Despite that Nikolaevsk has some affordable housing listed as we have noted above, they are still also listed as having a high proportion of cost-burdened renters, which highlights how each community likely has its own unique challenges and thus needs unique solutions.

### Senior Housing:

With an increasing senior population in KPB, senior friendly housing is a growing concern.<sup>8</sup> More specifically, there are about 22 seniors for every licensed senior facility bed in the KPB, which is higher than the statewide average of 15 seniors for every licensed senior facility bed. This is projected to increase to 39 seniors for each senior facility bed in the next decade.<sup>3</sup>



# Overview of Affordable Housing Models in Comparable Communities

## Alaskan Communities

### *Kachemak City*

**Affordable housing projects:** 1

**Features:** East End Cottages is an affordable housing project that is a mix of regular and Low-Income Housing Tax Credits (LIHTC) units.<sup>9</sup>

- The LIHTC program funds development costs of building an affordable housing complex.
- Some of the 24 units are subject to the LIHTC program, so must be rented at certain reduced rates.
- Anyone can apply, but LIHTC units will only be rented to those who make no more than 60 percent of the Area Median Income (AMI).
- Utilities were considered in planning; city water was extended to include the East End Cottages address (outside of city limits) by City council.

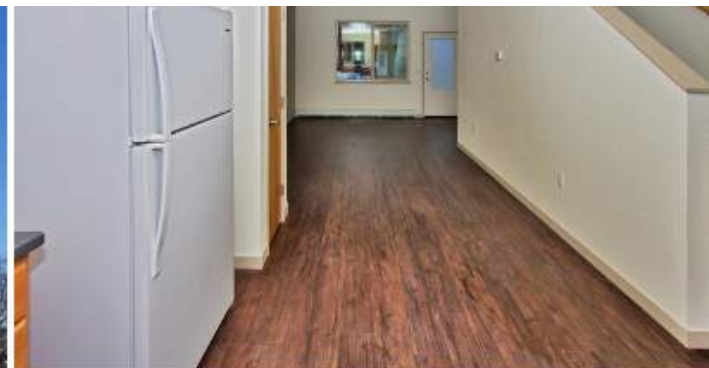
**Housing type:** Rentals that are triplex-style buildings. Some units have accessibility options, the complex is pet friendly, and rental vouchers are accepted.

**# of units:** 24 apartments in the complex, but not all of them are rented as affordable housing

**Cost:** As a mix of LIHTC units and regular units, rent varies from \$917 for a two-bedroom apartment to \$1,290 for a three-bedroom apartment.

**Funding Source:** Funded in part by the Low Income Tax Credit (LIHTC) program.

**Government Actions & Support:** To support the project, the city council approved extending public water to this project, which is outside of city limits.



**East End Cottages**<sup>10</sup>



## Sitka

### **Affordable housing projects: 1**

**Features:** The S'us' Héeni Sháak Community cottages in Sitka is an example of one of three Community Land Trust models in Alaska.<sup>11</sup> The general model is:

- The Sitka Community Land Trust (SCLT) retains the land and only sells the homes, with a 99-year renewable lease and small fees for the land.
- Potential homeowners pick from models for the house, which are simple and small structures
- If homeowners leave, the SCLT manages the sale to keep the house affordable.
- The S'us' Héeni Sháak Community cottages will eventually be about 14 homes in a small neighborhood.

**Housing type:** Ownership of house, but not the land

**# of units:** Eventually 14 homes

**Cost:** Affordable to those making about 80 percent of the AMI

**Funding Source:** The Sitka Community Land Trust (SCLT) bought the land from the city with help from the Rasmuson Foundation, the Southeast Alaska Regional Health Consortium, and other donors.

**Government Actions & Support:** Land in Sitka was set aside in 2006 for affordable housing, with a referendum.



**S'us' Héeni Sháak Community**<sup>12</sup>



## Delta Junction

### Affordable housing projects: 1

**Features:** Ptarmigan Heights is a project that was developed in partnership with AHFC.<sup>13</sup>

- Six-unit rental housing for mixed income seniors, including those with disabilities.
- A group of locals created a new nonprofit, Deltana Community Services Partnership (Deltana), to make this happen.

**Housing type:** Rentals in an apartment building

**# of units:** 6

**Cost:** Rent ranges from \$695 for a studio apartment at a 50 percent low income limit to \$1169 for a two bedroom at a 60 percent low income limit.

**Funding Source:** Funded by AHFC HOME Investment, other public funds, and private funds.

Deltana reached out to a local developer and submitted a winning proposal for these state and federal grants from AHFC.

**Government Actions & Support:** Land was donated by the city and the city also invested in funding the construction too.



Ptarmigan Heights<sup>14</sup>

## Comparable U.S. Communities

Communities outside of Alaska were selected based on the availability of information about affordable housing projects and the community being comparable to KPB, with regard to rurality.

### *Moab, UT*

**Affordable housing projects:** 1

**Features:** Cinema Court is a multifamily development (predevelopment to completion, 2009-2012)<sup>15</sup>

- Lessons learned:
  - Initiative-taking planning is important! Moab had an up-to-date affordable housing plan, so received priority consideration for a low-interest loan from Utah's Olene Walker Housing Loan Fund, which was critical to the project's success.
  - Bring in outside technical assistance. Rural communities often lack resident experts who can take on significant projects.

**Housing type:** Apartments for renting are in nine buildings and face a central courtyard with a playground.

**# of units:** Unknown

**Cost:** Serves tenants with incomes up to 50 percent AMI. Rental rates depend on household size, income, unit size.

**Funding Source:** \$8.79 million project financed through local funds, community development block grant (CDBG) loan via Housing Authority of Southern Utah, LIHTCs, and the Olene Walker Housing Loan Fund, a state financing program for affordable housing. Utah non-profit Housing Corporation (UNPHC) and Lotus Community Development Institute (LCDI) helped local and county officials with a financial package for the multifamily development when the original development plan went into foreclosure.

**Government Actions & Support:** Unknown



Cinema Court<sup>16</sup>

# Other Actions Taken to Address Housing Issues in Comparable Communities

## Alaskan Communities

### Seward

#### Municipality Actions to Address Housing Issues<sup>17</sup>

- City Council approved Resolution 2022-21 to commission a study on the road, power, and sewer infrastructure of the Hemlock subdivision to determine the feasibility of rezoning and re-platting the area for 40 single-family (3 bed, 2 bath, 1500 sq. ft on 6000 ft lot) homes as part of a plan to address the housing crisis.
- Other city projects addressing housing issues:
  - Infill vacant lots for residential development. The city has completed an inventory and will provide that to council for further action.
  - Working with the City's contracted engineers to develop Utility Expansion and Master Plan to expand sewer, electric, roads to private parcels.
  - Effectively use the developer reimbursement program.<sup>4</sup> DRP projects in the works with a total of about 130 lots intended for single family homes and multi-family housing. The large 88-unit project will be starting summer of 2023.
  - The city has also invested in a feasibility study of the Mt. Alice Bench area which would require substantial investment to gaining access as well as utilities to this sight. No further action at this time is planned by the city council, however, costs for future development are now known.
  - The city is investigating land use regulation changes such as considerations to building heights, lot coverage, and Accessory Dwelling Units (ADUs).
  - The City Council recently adopted short-term rental regulations that are in place for 2023. The major change is that short-term rentals must be owner occupied (traditional bed and breakfast) in residential zones. Whole house rentals are prohibited. Additionally, adding fees for short-term rental permits to help the city cover the costs of processing and compliance tracking as well as specific short-term rental insurance being required.
  - The public works site for the city is being relocated and the previous site may afford the city 20 lots for housing.
  - Examine areas where city can sell property for reasonable and timely development.
  - Embarking on discussion with different groups in regards to opening up lands outside of City Limits for possible residential development (DNR, USFS, KPB, Alaska Mental Health Trust)
  - Community Conversations are being planned for Spring 2023. Some community members who own homes and have lived in the area a while may not be aware of the problems facing newer residents. The hope is that conversations can increase the base level of understanding of what the community is facing in terms of shortages.



# Sitka

## **Sustainable Land-Use Code Audit & Workshop (partnership with Smart Growth America)<sup>18</sup>**

- Funded by an EPA Office of Community Revitalization Building Blocks grant.
- Held an in-person workshop with local stakeholders to discuss improving barriers to zoning codes, create incentives for affordable housing, and fill regulatory gaps.
- Discussed targeted sustainable code issues and made recommendations:
  - Housing Choices (Sitka has most expensive housing market in the state)
  - ADUs were not allowed under Sitka's zoning on large lot single family districts and were by conditional use elsewhere – recommend regulatory, code, and variance reform.
  - Short-term rentals are a growing issue. Homeowners make more money offering short-term rentals to tourists than longer-term rentals to locals. This reduces the supply of affordable units, which drives up the cost of existing housing for locals.
    - Options: have comprehensive licensing requirements to better track short-term rentals, ensure taxes being paid, require owner occupancy, and cap the number of short-term rentals.
  - Change the minimum residential lot size. Reduce lot size requirements in residential areas, if relevant, to allow for affordable developments.
- **Final Progress Report**
  - New ADU standards to open more zones for ADUs and remove numerous regulatory barriers went before the Assembly and Planning Commission.
  - Planning Commission and Assembly reviewed recommendations for new development standards that reduce lot size.
  - Adopted a Comprehensive Plan in 2019.





## Juneau

- The City and Borough of Juneau (CBJ) created the Juneau Affordable Housing Fund (JAHF) to promote the creation of affordable housing.<sup>19</sup>
- In 2022, the CBJ Assembly made \$2,000,000 available for use by for-profit and non-profit organizations, public and regional housing authorities, and tribal governments interested in the creation of affordable and middle-income housing in CBJ.
- The primary purpose for establishing the JAHF is to direct resources toward creating affordable (0 percent to 80 percent AMI) and middle-income housing units (80 percent to 120 percent AMI) in the CBJ through:
  - Funding capital costs of rental and ownership housing.
  - Funding for capacity-building activities of non-profit housing developers.
  - Funding supportive services for occupants of affordable housing.
  - Funding operating expenses of housing developments.
  - Funds are typically made available as grants for non-profit organizations and public housing authorities targeting households in the affordable housing range (0 percent to 80 percent AMI) and zero-interest loans for private developers that meet middle-income housing (80 percent to 120 percent AMI) affordability requirements.
    - Qualifying projects are eligible for grants and loans up to \$50,000 per affordable or middle-income housing unit created, or for other eligible uses on a similar per unit basis.
    - For profit-developer projects using JAHF funds for middle-income housing must reserve at least 20 percent of the units for tenants with gross incomes less than or equal to 80 percent AMI for at least ten years or the life of the loan.
- Projects awarded were:<sup>20</sup>
  - AWARE (non-profit that supports victims of sexual and domestic violence) Cordova Street Project (\$200,000). Funding 7 affordable studios in Douglas to provide survivors with more privacy and independence than shelters or transitional housing.
  - Tlingit Haida Regional Housing Authority Kowee Phase 1 Project (\$500,000)
  - Rooftop Properties Ridgeview Project (\$1.2 million) Market Rate housing project (Ridgeview subdivision will have 444 units eventually; this goes to the first 96 units).
  - St. Vincent de Paul for maintenance of Teal Street Shelter in Mendenhall Valley Project (\$100,000).<sup>21</sup>



## ***Anchorage and Southcentral Communities***

### **Neighbor Works Alaska (NWAK)**<sup>22</sup>

- NWAK is a 501(c)3 non-profit that focuses on Fairview, Russian Jack, Spenard, and Midtown neighborhoods in Anchorage, as well as a project in Bethel
- Has rentals and homes to sell (income limits to serve specific populations).
- Creates programs based on community-identified needs.
- Encourages investments, building relationships, and organizing resources for the benefit of the community.
- Advocates for more connected and safer neighborhoods, promoting health and food security, supporting equitable access to affordable housing, justice reform, and encouraging placemaking and connection.
- Expanding to support safe and affordable housing initiatives across Alaska and currently collaborating with partners in Bethel to bring piped water and sewer to a new subdivision.

### **Cook Inlet Housing Authority**<sup>23</sup>

- Focus on Southcentral communities – Spenard, Mountain View, South Anchorage, Muldoon, Midtown, Eagle River, Kenai Peninsula, and Fairview areas.
- Rental properties, mortgage programs, home improvement programs.



# Comparable U.S. Communities

## *Moab, UT*

### **Moab Affordable Housing Plan updated in 2016<sup>24</sup>**

- The Problem:
  - The housing imbalance was caused by low household income, high housing costs, external market demand, condition of existing housing supply, restrictive land use regulations that favor low-density, single family detached dwellings.
  - Housing is economic development. The shortage of affordable housing hinders business development and employee retention.
  - More than half of households earning 80 percent or less of AMI are cost-burdened and a quarter are severely cost-burdened.
  - Barriers and impediments to affordable housing include existing land use regulations, site planning and architectural design, and funding.
- Local Housing Efforts and Successes:
  - The Interlocal Housing Task Force used broad community representations to lead affordable housing efforts by targeting policies and programs addressing housing affordability and availability.
  - The city and county allocated funds toward affordable housing.
  - USDA 502-direct and 523-guaranteed loans were used, and the USDA helped to create and implement deed restrictions to preserve long-term housing affordability (e.g., 15-99 years or in perpetuity).
  - Arroyo Crossing Subdivision (2016) was the first private development to include a voluntary 20 percent set-aside for affordable housing that was negotiated with the developer and property owner.
    - Successful rezone request
    - Affordable units deed-restricted for at least 40 years.
    - Tenant eligibility: cannot earn more than 80 percent AMI and must have at least one adult working full time, be 62 or older, or have qualifying mental or physical disability.





## *Moab, UT*

### **Solutions and Recommendations to Expand Affordable Housing**

- More middle housing is needed, such as multi-unit or clustered housing, e.g., duplexes, triplexes, courtyard apartments, bungalow courts (single family units around shared courtyard), ADUs, and co-housing communities (single family homes built around shared spaces).
- Interlocal Housing Task Force recommendations to municipalities:
  - Increase funding for affordable housing within municipal budgets.
  - Use deed restrictions to protect affordable housing units.
  - Adopt an assured housing ordinance requiring new residential and commercial development above a given size to include some affordable housing.
  - Support employer-provided housing while providing best practices that protect employees.
  - Increase flexibility in land use codes to support residential and mixed-use developments, including “tiny home” communities.

## *Jefferson County (Port Townsend), WA*

### **Jefferson County Housing Solutions Network (HSN)<sup>25</sup>**

- HSN works to grow networks of housing champions using a community network building approach, the core of which are community-driven housing action teams (HATs), composed of volunteers working together to identify obstacles to affordable housing and create and implement strategies toward new solutions.
  - The area needs more units that are protected as permanently affordable.
  - Interest in the community grew since the start of the pandemic, with remote workers, retirees, second or third homebuyers, and “affluent climate migrants.” Just building more houses will not decrease prices to a rate that is affordable for people who work in local industries or have lived here their entire lives.
  - HSN worked with Habitat for Humanity, Olympic Housing Trust, Peninsula Housing Authority, Olympic Neighbors, and other affordable housing groups and projects.
  - Volunteer HATs work to address issues of safe and affordable housing, with teams such as Permit HAT, Housing Connections HAT, Tiny Home Communities HAT, Outreach HAT, and Sanitation HAT.



# Public Engagement

Initial public engagement in Cooper Landing was conducted between September and November 2022 with several community events and meetings. A community survey with an online link was distributed at these events and was open between November 16, 2022 and December 6, 2022. Information about the survey was distributed at the library, the post office, and within the Moose Pass Messenger, the Cooper Landing Community Crier, as well as public and private area Facebook groups. In addition, paper copies and QR codes were available at community events during the month of November.

The survey asked the following questions:

- What does affordable housing mean to you? (free long text answer format)
- What kind of housing is needed in KPB/Cooper Landing? (select all that apply format)
- Should KPB consider specific populations when thinking about affordable housing options? (select all that apply format)
- What do you think are the biggest barriers to affordable housing in Cooper Landing? (select all that apply format)
- What are solutions to affordable housing in Cooper Landing that rise to the top for you? (free long text answer format)
- How could the borough ensure residents are prioritized when purchasing, renting, or leasing new housing? (select all that apply format)

Themes were identified from the “free long text formatted” answers, with responses categorized by theme. Themes are listed in ascending order, based on how many responses aligned with a particular theme. Some quotes are used to highlight the nature of responses that were received.

Figures 1-4, show results of the “select all that apply questions” with the percentage of respondents that selected each of the provided answers. A list of the “other, please fill in the blank” responses to these questions are provided below each figure.



# Community Survey Results

## What does affordable housing mean to you?

1) Housing costs align with local incomes or are income-based, meaning lower wage, full time employees in Cooper Landing can afford to live there, as can seniors on fixed incomes, without having to pay more than 1/3 of their monthly income on housing costs. **(50 percent of respondents)**

***"It means everything. My ability to live and work consistently and reliably in the town I cherish and call home. My ability to start my own business. My ability to have a family. It is crucial to having a future here."***

2) Affordable housing promotes community stability and growth by allowing those who work in the community to be able to live there, raise families, have businesses, provide services and a stable workforce, and invest in the community. **(22 percent of respondents)**

***"Affordable housing provides a mix of opportunities for individuals and families. It should allow for affordable lots or houses for local individuals to buy to be a permanent part of the community. It also should provide housing options for people to rent based on income and help build the community as well as its workforce."***

3) Safe, reliable, efficient long-term housing (single family, multi-family, transitional) with basic amenities like plumbing, heat, and insulation. **(10 percent of respondents)**

4) Housing that prioritizes year-round residents and business owners over short-term vacation rentals or wealthy out of town buyers seeking second homes. **(10 percent of respondents)**

5) Housing that is fair market priced without subsidies or restrictions (or with limited public incentives). **(4 percent of respondents)**

6) Affordable housing is not needed year-round, is a myth, or will become an eye sore in the community and the property would have better uses. **(4 percent of respondents)**

### Additional Comment:

- Developing "inexpensive" housing in Cooper Landing will be challenging because of high land values due to very high demand, high building costs due to transport distances for building supplies and specialty contractors, geotechnical issues, etc.

## What are solutions to affordable housing in Cooper Landing that rise to the top for you?

- 1) Limit the number of short-term rentals (e.g., Airbnb, VRBOs, nightly rentals) to make more units available for long-term rentals. **(16 percent of respondents)**
  - Suggested mechanisms include additional taxes on vacation rentals, tax incentives for long term rentals, limit percent of residential land available for nightly rentals
- 2) Make more affordable land available for sale/development of affordable, insulated, efficient homes. **(13 percent of respondents)**
  - Suggestions: sell smaller size parcels, open more borough and federal land where roads already exist, transfer KPB land to private ownership, sell land for reasonable price with housing development stipulation
- 3) A variety of housing types and price ranges are needed. **(10 percent of respondents)**
  - Examples: mobile homes, mixed income or income based multi-family and small unit housing (apartments/duplexes/townhomes/small homes or lots), housing communities (yurts, tiny homes), or refurbish and maintain existing buildings.

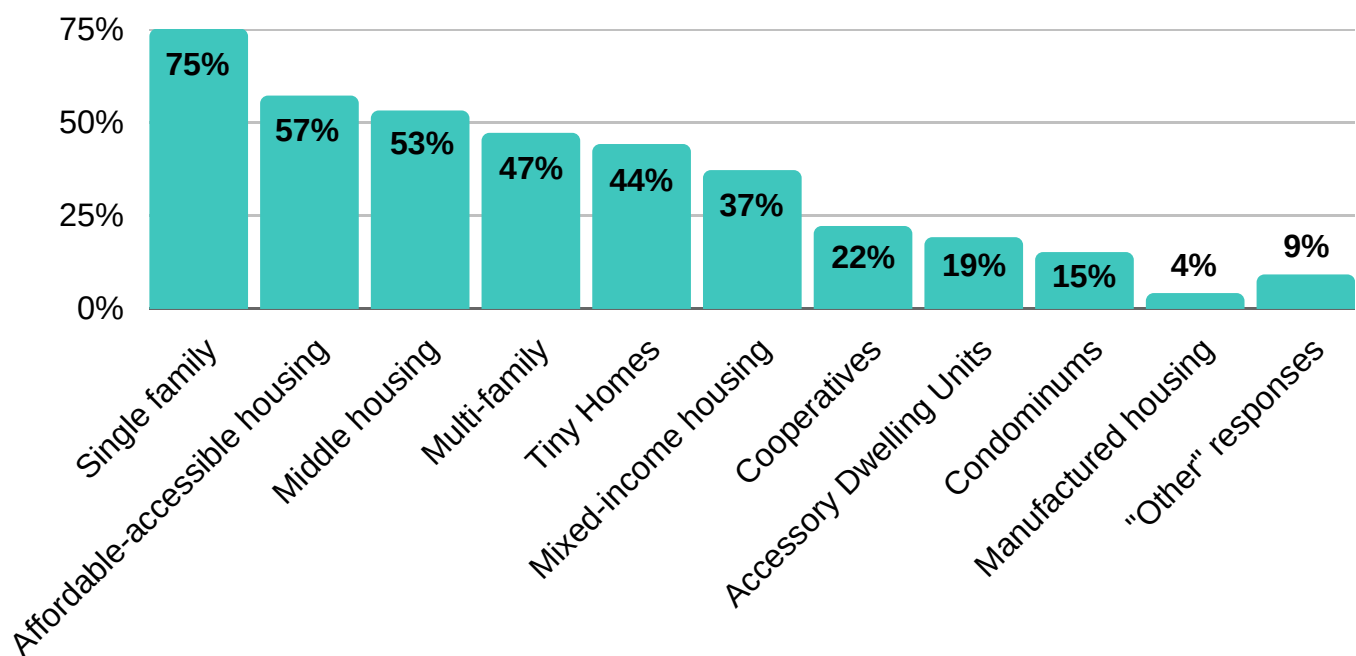
***“Ending the affordable housing crisis in Cooper Landing requires a major investment in developing homes affordable to the middle and the lowest income people. The underlying cause of the affordable housing crisis in Cooper Landing is the severe lack of affordable rental homes for mid to lowest-income households – the lowest income people are the only segment of the population for which there is an absolute shortage of affordable and available homes.”***

- 4) Change zoning and property regulations/taxes. **(9 percent of respondents)**
  - Examples: deed restrictions (e.g., prohibit short-term rentals), inclusive zoning, incentives (tax breaks) for building affordable homes and middle housing, building covenants on low-priced lots, permit apartment or employee housing complex developments, realistic borough land/property assessments.
- 5) Prioritize year-round residents through incentives, housing developments specifically for residents, and priority on purchasing priced lands and homes. **(7 percent of respondents)**
- 6) Finance options/assistance **(7 percent of respondents)**
  - Suggestions include create option for year-round residents to pay more during summer to ensure affordability during winter, down payment assistance for long term residents, long-term land leases through KPB that allow occupants to gain equity by building, grants to landowners to develop RV parking with hookups for summer housing
- 7) Only build affordable housing where there is access to potable water and away from the main tourist corridor, the Kenai River. **(3 percent of respondents)**

**Additional Comments:**

- Employers need to provide a living wage or safe and secure housing for employees.
- Build community infrastructure (e.g., a community well and community sawmill from beetle killed logs) to help with affordability.
- Consider a “housing authority” to take on building and managing housing options.

**Figure 1. What kind of housing is needed in KPB / Cooper Landing? (Select all that apply)**

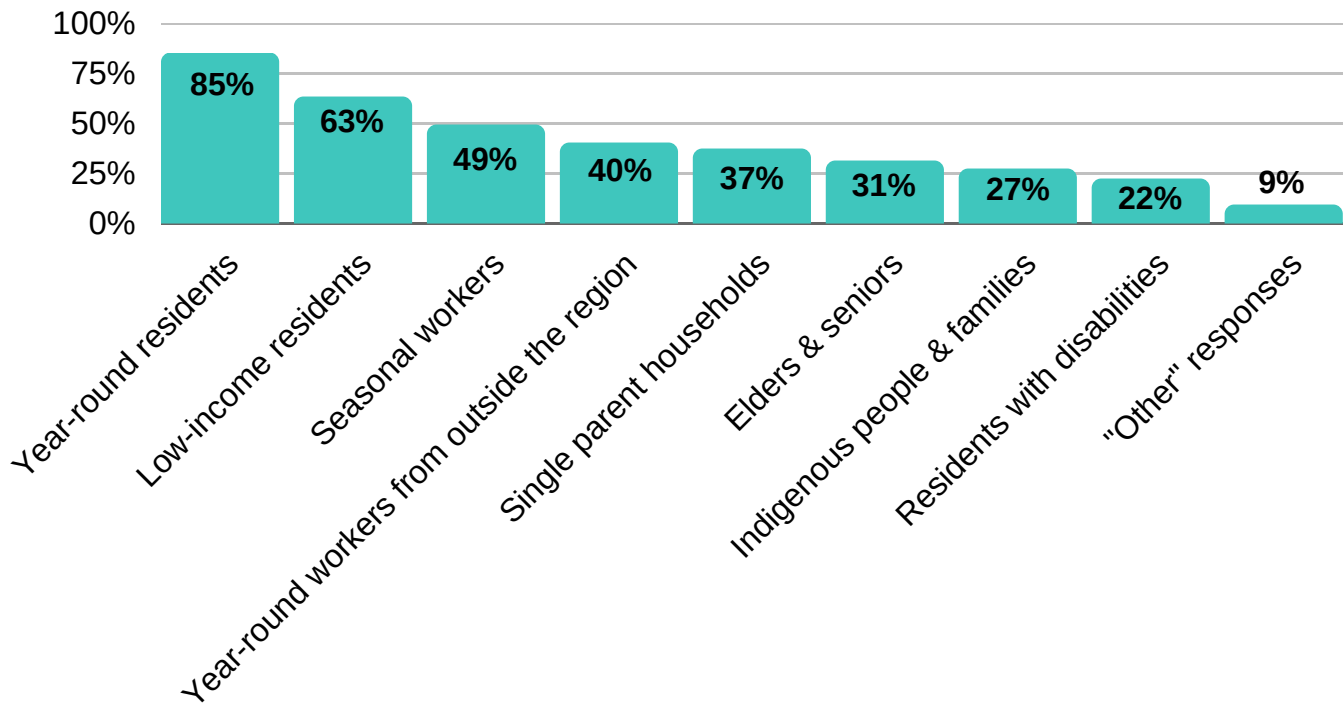


**Other, please fill in the blank responses:**

- RV parks and parking / trailer homes for “snowbird” lifestyles.
- Tiny homes with bathrooms would be great
- Demand way exceeds supply currently.
- NONE! Just make it easier for landowners to host an RV or two on their property over the summer
- Yurt villages
- It is great the way it is



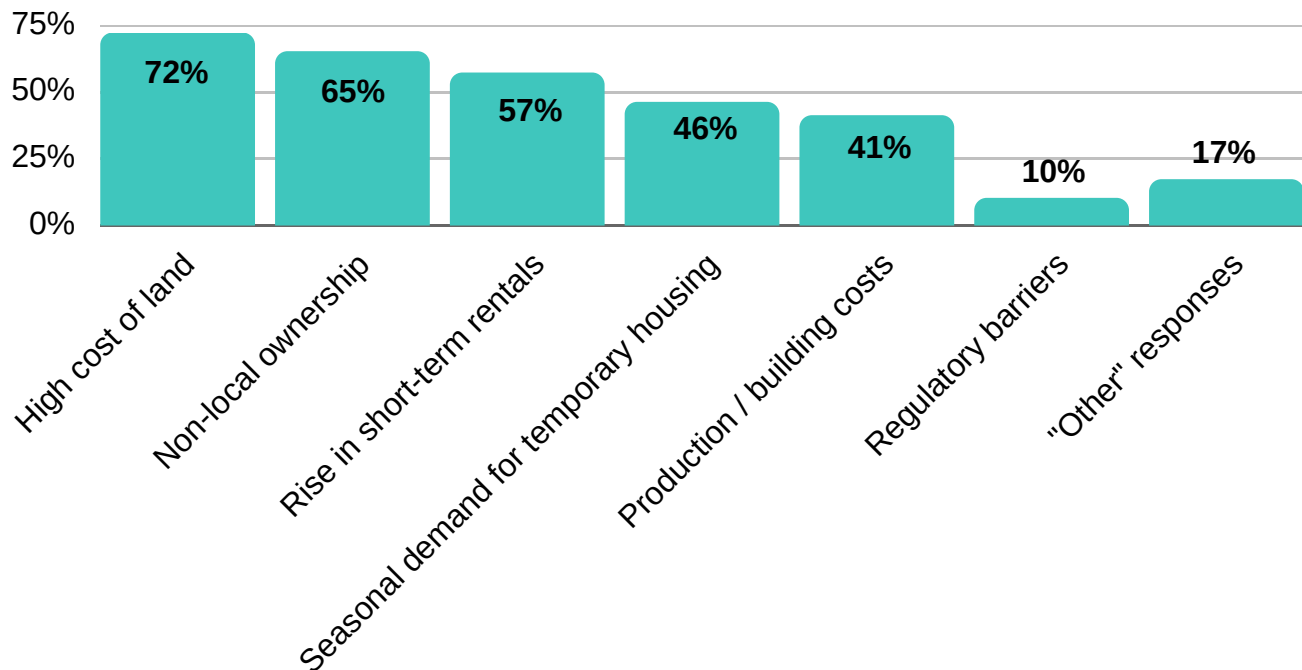
**Figure 2. Should KPB consider specific populations when thinking about affordable housing? (Select all that apply)**



**Other, please fill in the blank responses:**

- Local business owners who cannot afford to buy land and / or homes in the area where we own businesses
- Include all in the housing needs.
- Is this a trick question? Why wouldn't you consider all these groups?
- People that can afford to live here.
- Seasonal workers should be given housing by those that employ them!
- Would be useful if we could rank choices above in order of priority

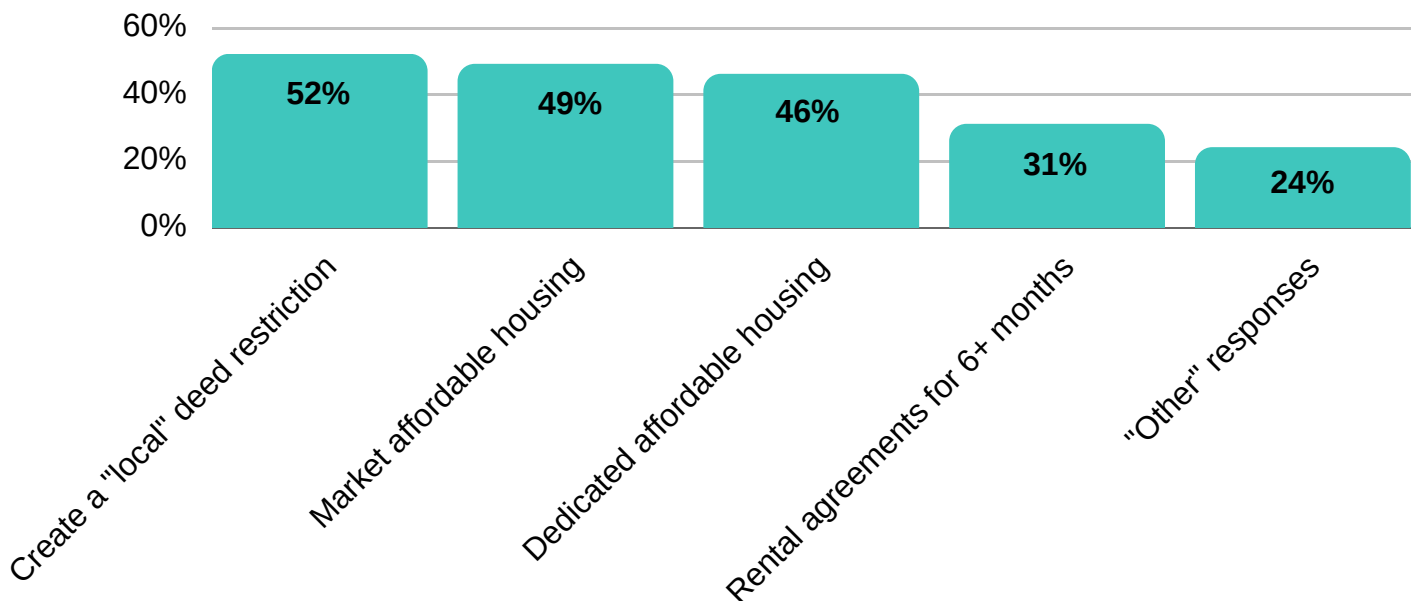
**Figure 3. What do you think are the biggest barriers to affordable housing in Cooper Landing? (Select all that apply)**



**Other, please fill in the blank responses:**

- You hit the nail on the head with these. Out of town owners who only reside in their dwelling for a small fraction of the year, cost and availability of land, and the competitive pricing of AIRBNBs and the like compared to monthly rental cost.
- Being outbid by an outsider so they can sue precious property and land to lease out for a nightly air BnB. Cost of land being exorbitant: not being able to afford to live in the town that I help run.
- Demand for land exceeds supply. Building cost are at a premium due to travel and land development cost.
- Lack of local jobs!!!!
- With the high cost of land, most year-around workers in CL can't afford to buy land and also build a decent house.
- Lack of available land for sale
- All the above though I don't know much about the regulatory barriers.
- Accessible services
- High value of living in this beautiful place
- High costs of land and development; limited year-round demand
- It's an in holding in a National Park, and a recreational destination for camping and fishing, I don't believe tourists and folks who come to enjoy this area are looking for low-income housing

**Figure 4. How could the borough ensure residents are prioritized when purchasing, renting, or leasing new housing? (Select all that apply)**



**Notes:** A "local" deed restriction could specify, for example, for a person to rent or buy a "local workforce" unit, their household must make more than 75 percent of their income in KPB, and they cannot own residential real estate within 100 miles of Cooper Landing.

"Market affordable housing" units rent or sell at an affordable price but have no binding restrictions.

"Dedicated affordable housing" comes with binding rent and/or income restrictions to ensure it is occupied by middle and low-income households).

"Rental agreements for 6+ months" often specify that the renter cannot vacate the unit for 2 or more months.

**Other, please fill in the blank responses:**

- The more restrictions, the fewer developers who will be interested (3 responses)
- Land restrictions on being able to VRBO / Airbnb the purchased land (2 responses)
- Some sort of deed restriction so local business owners (like myself) and others can afford to buy in CL where we own already operating businesses.
- Continue to offer Borough land for sale at market-based pricing.
- Pass legislation that aids in the development of good paying year-round employment. I.e., oil, gas, mining, logging within the KPB
- Provide rental assistance to low-income residents. Endorse federal legislation to ban housing discrimination based on source of income, gender identity, and sexual orientation, and pledge to increase enforcement of existing fair housing laws, including state and local obligations to affirmatively further fair housing.
- None of the above. Let private enterprise solve this problem. All KPB needs to do is give some encouragement through grants to make this possible. We don't need year-round "affordable" housing – just during the summer!

- The danger with affordable housing is, of course, cheap building - not "inexpensive" but "cheap" - new housing needs to be sturdy for Alaskan conditions - i.e.: water seepage into basements and crawl spaces cause a lot of problems that are difficult to deal with. These problems need to be taken into consideration when designing and building smaller housing.
- Sell state and Borough land that you can get utilities a well and a septic on. You can't get a mortgage without these things.
- I feel low affordable housing is not a great answer for this community. This is a tourist destination for camping and fishing. The jobs are seasonal, so a three-month job is not going to even qualify most people for low income. It's fishing guides and one hotel the Princess lodge that are creating the most jobs here in the summer. These jobs disappear, along with most of the people. Most of the homes here are weekend homes and are used for recreation. Most of the population that does stay on is made up of retired people with the median age of about 80 who have moved here to live in their recreational homes. I would say that about 80 percent of the population disappears in the fall over the winter. Low-income housing doesn't make any sense, certainly not enough jobs to sustain a multitude of people.

## Kenai Peninsula Housing Initiatives Interview Results

An interview with Brandy McGee, executive director of KPHI was conducted to provide more depth to the recommendations of this report. In addition, KPHI has been involved with numerous successful affordable housing projects in the KPB. The importance of seeking and utilizing an existing housing entity and its expertise during project development also cannot be over emphasized.

### Themes from the interview with KPHI:

- 1) There are limited funds for developing affordable housing, and demand for those funds far exceeds the supply, so diligence in applying for funds matters.
- 2) Each community with a need for affordable housing is unique and its individual challenges and needs should be considered in planning.
  - The Anchorage Land Trust operates very differently than the Kachemak Heritage Land Trust.
  - Cooper Landing's need seems dire; affordable housing there would likely "rent-up" very quickly.<sup>26</sup>
  - There are a variety of different tenant types in Cooper Landing to consider.
  - Smaller communities like Ninilchik have also worked with KPHI.
  - Geologic features need to be considered carefully when planning, given the wide variety of challenges KPB communities face (limited land that is compatible with housing construction, many bodies of water, steep mountains with unstable soils, etc.).



- 3) There are multiple barriers and challenges surrounding affordable housing in KPB
- Outside investors and short-term rentals are further squeezing the market, but it is important to remember the problem is deeper and broader than just this issue.
  - When essential workers cannot afford to live in a community, the reality of providing integral services becomes difficult.
- 4) The way in which KPHI collaborates with communities is multifaceted:
- Land donation to KPHI is a key step to make projects financially feasible.
  - Typically, KPHI works with AHFC for these projects.
  - Community size does not matter (small communities can be served).
  - KPHI values developing a relationship and partnership with communities, which is important to the successful development of affordable housing.
  - Letters of community support are required for development grants from whomever is partnering with KPHI on housing.
  - Communities need to invest in the process, usually through a feasibility or market study initially.
  - KPHI typically does new development and is less often involved with renovation projects.
  - KPHI would welcome developing a relationship with either the KPB regarding Cooper Landing's Unit 395 parcel or with Cooper Landing itself.
- 5) Important items to consider about initiating an affordable housing project
- Projects with long-term goals are usually prioritized by granting organizations (30-year periods of affordability goal for a project). Sitka's Land Trust recently implemented a program with a 99-year lease on affordable homes.<sup>11</sup>
  - Vet the developer and the structure of the housing to make sure it is appropriate for the environment it is being built for.
  - Be cognizant of the cost of getting utilities to a new development; this can be a huge hidden cost if it is not considered early in a project.
  - AHFC requires a market study; upfront investment in an affordable housing project is necessary to get it off the ground.
  - KPHI also must vet a project financially (market and feasibility studies).
  - There is no concrete set of steps for a community to take; it is about making connections with organizations and developing goals and partnerships.
  - The jurisdiction of the land needs to be understood; is it a city project or a borough project?
  - Middle housing structures are often the most realistic in terms of reducing costs and prioritizing the kind of housing that is acceptable to a community.
  - If looking at dry cabins or tiny homes or alternative types of housing developments, consider that housing without plumbing may not qualify for many types of grant funding and can also present problems to the longevity of a project.

# Challenges

Based on feedback from Cooper Landing survey respondents, public engagement, review of affordable housing practices and availability in the KPB, and an interview with a prominent housing organization in KPB, the barriers to affordable housing in the KPB are multifaceted. Challenges are listed in no particular order.

- Housing costs have risen much faster than wages in the region in recent years, further pinching already constrained housing markets.<sup>27 28</sup>
- Challenges related to housing stability often coincide with employment insecurity.<sup>31</sup>
- Land that is feasible to build on is limited in the region due to soils, mountains, and proximity to bodies of water. This further increases the cost of land.<sup>17</sup>
- Bringing in utilities and infrastructure to new developments can pose major financial hurdles to the development of AH, as emphasized in our interview with KPHI Executive Director Brandy McGee.<sup>17</sup>
- Although housing costs are lower in KPB than the state, wages are also lower and overall poverty is higher. Communities in KPB that experience dramatic seasonal shifts based on tourism experience more dramatic housing shortages.<sup>3</sup>
- Professionals making decent wages are being squeezed out because of extreme prices surrounding housing; this will make it economically unfeasible for recruitment and retention of professionals desiring to live in KPB.<sup>28 29</sup>
- An influx of buyers seeking, and able to pay for, higher-end second or seasonal homes squeeze the housing market and make finding affordable housing more difficult for others (public engagement event).
- Vacation rentals often generate more income/month than does a full-year or part-year lease to a rental tenant, resulting is an economic disincentive for landlords to maintain long-term rental housing, especially when summer demand for housing and lodging are highest.<sup>17 26 29</sup>
- Housing emerged as a major concern to those who cannot afford safe and quality housing during the public engagement process.
- The increasing senior population and expected trends suggest there will be a need for more senior-friendly homes and communities in the near future.<sup>3 8</sup>
- Housing materials and construction of new facilities is expensive right now, so AHFC has put prioritization on weatherization and rehabilitation of existing buildings. This is a challenge for small communities such as Cooper Landing that don't have affordable housing in place, so would need to invest in new construction.<sup>2</sup> Additionally, migration from rural to urban areas of the state as reported by AHFC suggests that the organization is focused on larger population centers in its efforts.

# Recommended Action Steps

Based on the literature review, input from community members, and an interview with KPHI, initial steps communities may consider are listed below. The research informing these steps consisted of exploring the typical challenges surrounding the lack of affordable housing in communities, and should be further contextualized for any specific community utilizing them in their own planning.

**1) The literature review as well as the interview with KPHI both suggest that communities desiring affordable housing developments need to engage with community partners and local government. Community planning committees can open conversations with KPHI, AHFC, and KPB regarding key issues surrounding their particular challenges or goals, in this case, the Unit 395 land parcel:**

- The feasibility of developing on this land needs to be assessed. This can and will eventually need to involve a feasibility study. Because connecting a new development to existing infrastructure and utilities is a key component of feasibility, this is a priority step.
- In addition to feasibility, a market study can help determine what kind of funds are needed to develop affordable housing on Unit 395 land.
- Communities affected should engage with the KPB about land ownership and borough intentions. Organizations such as KPHI typically rely on land donations to develop housing on. Other communities such as Sitka, Homer, and Anchorage have developed Land Trusts that purchase land with support from organizations invested in building community capacity and social capital.

**2) Community feedback as well as the literature review informs the recommendation to protect the current housing stock that is available within the community. Community planning organizations can engage with the KPB or other appropriate local government bodies about current housing stock and exploring regulatory actions related to:**

- Increasing the regulation of or placing caps on the number of short-term rentals. Further research could inform what communities that have taken action on short-term rentals have experienced as a result.
- Reviewing current land use codes and regulations and seeking more flexible zoning that supports development of affordable housing, such as adjusting regulations to include smaller lot sizes, identification of and planning for development of any land that is publicly owned and already connected to utilities and infrastructure.
- Engaging with large employers in the region as well as KPB regarding appropriate housing and regulations for seasonal employees that may help ease seasonal fluctuations.

**3) Literature available about KPB communities suggest that accounting for smaller communities and their specific challenges is important:**

- Most of KPB affordable housing exists in communities larger than 1000 people. Planning organizations in smaller communities may want to engage with Ninilchik or Nikolaevsk about how the size of the community led to specific steps in the development of their affordable housing.

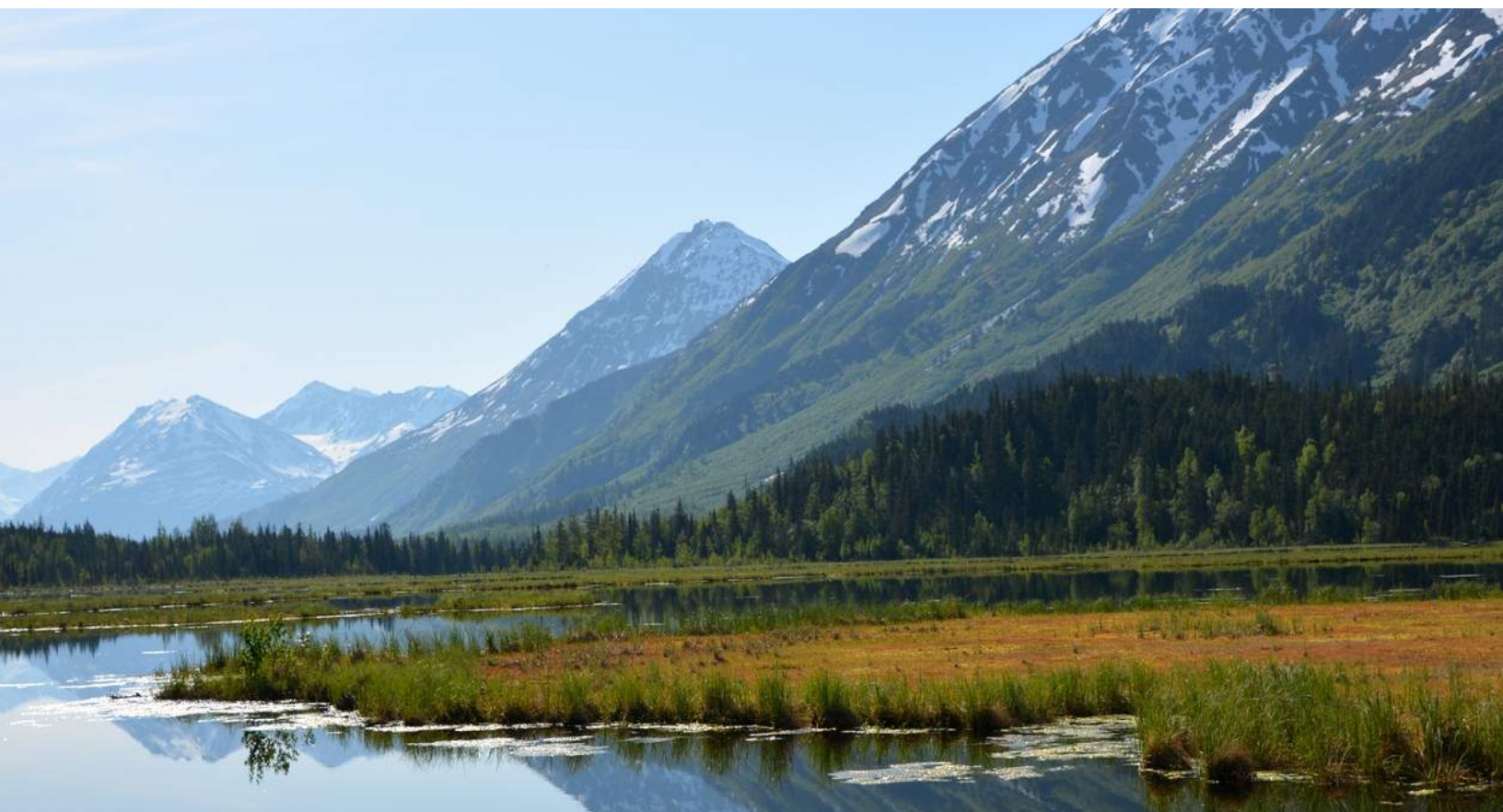
**4) Literature about the shifting demographics in the KPB and community feedback inform the recommendation about housing types to consider for an affordable housing development project.**

- Consider development strategies and designs that include seniors in planning in terms of accessibility.
- Also consider that community survey respondents identified single family housing, affordable-accessible, and middle housing as the most preferred options for affordable housing.

**5) Identify funding options that focus on issues pertinent to the specific community:**

Funding sources that are commonly used for development of affordable housing are:

- |  |                                      |
|--|--------------------------------------|
| • LIHTC program  | • Community Development Block Grants |
| • Proportion of sales taxes going to support affordable housing projects | • Rural Housing Service Programs     |
| • Tenant and / or project-based rental assistance programs               | • Choice Neighborhoods               |
| • HOME Investment Program  | • Public Housing                     |
|  | • National Housing Trust Fund        |





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# MISC. INFORMATION

- **04-06-23 Moose Pass APC Minutes**
- **04-20-23 Nikiski APC Minutes**



**MOOSE PASS ADVISORY PLANNING COMMISSION**  
**REGULAR MEETING**

Monica Adams, Jennifer Boyle, Kevin Dunham, Jeff Estes, Jeff Hetrick, Bruce Jaffa, David Pearson  
Thursday, April 6, 2023 – 6:00 PM

**DRAFT MINUTES**

1. CALL TO ORDER 6:01
2. ROLL CALL
  - Monika Adam, Jennifer Boyle, Kevin Dunham, Jeff Estes, Dave Pearson, Bruce Jaffa. Nancy Carver, KPB, Julie Hindman – new KPB liaison, Samantha Lopez (KPB Manager). Members from Homer Electric Association (HEA)
3. APPROVAL OF MINUTES OF PREVIOUS MEETING
  - January 5th meeting
  - February meeting postponed - unanimous consent
4. APPROVAL OF AGENDA
  - B. Jaffa made a motion to add HEA to item 7, D. Person 2<sup>nd</sup> with unanimous consent
5. CORRESPONDENCE/REPORT FROM THE CHAIR
  - Discussion with HEA re: SES sale and KHL progress.
  - Update DOT Seward Hwy. MP 25-36, Sterling Hwy. MP 45-60, Girdwood/Alyeska intersection: Letters for the record re: MP 25-36. DOT is very close to presenting to the borough.
    - Julie Hindman mentioned the Borough Platting Department received an email from DOT with new design that will be brought to the KPB Planning Commission at the May 8<sup>th</sup> meeting. APC should receive design documents prior to their May 4<sup>th</sup> meeting to provide comments.
  - Alaska Long Trail - still being pursued by state, KMTA, and others. Many active supporters.
  - Letter from APC Chair to DOT.
  - Draft Housing plan from KPB “Affordable Housing” initiatives: APC Chair encourages all to go through Borough website to find and review the letter regarding new housing along the Sterling Highway.
  - MPVFC need of volunteers.
  - Letters from APC Chair to Planning Commission Directors will be uploaded on to the website.
6. PUBLIC COMMENT/PRESENTATION WITHOUT PREVIOUS NOTICE:
  - Borough training attended by some members of the APC. If we want to interact best method is to go through the comment portal on the KPB Planning website. There is a specific link from the MP APC website.
  - No comments from public

7. PRESENTATION: From Homer Electric Association (HEA): Carey Ann Baker, Chris Edgar, Brad Zubeck (Grant Lake).
- Grant Lake Hydro (through Kenai Hydro Limited), and acquisition of Seward Electric by HEA. Seward residents will vote on May 2<sup>nd</sup>.
  - Brad Zubeck, HEA Director of Engineering provided update on Kenai Hydro History:
    - Preliminary application in 2008, applied for FERC license in 2016, received license in 2019. Since then working through land acquisition and project plans.
    - Most productive habitat in Grant Creek will continue to see full water flow, fish don't go above the falls.
    - Design has not changed from what was presented last year, project is attractive because of its proximity to infrastructure, intake will mimic natural lake level fluctuation and 5MW project, 4% of HEA annual energy sales.
  - Current work:
    - Easements finalized, approval of 15 of the 16 required plans. Diagnostic team study is ongoing regarding access to Seward Highway.
    - Phase 1 - geotechnical work is occurring. (Regards access road).
    - Phase 2 - geotechnical work will be for the tunnel, road design is at 30%, hoping to start construction on the road this year.
  - Next Steps:
    - Phase 1 - financial plan capitalizing on incentive plans, finalize access road plan
    - Phase 2 - balance of the project, equipment procurement, finalization of construction, with hopes of completion by 2024/2025.
  - Project Concerns:
    - Safety of outdoor recreation if the water levels on Grant Lake fluctuate greatly in the winter and concerns over the aesthetics of the bridge spanning the Trail Lake narrows.
  - Brad Jarnowski, HEA, General Manager answered questions about specifics regarding:
    - Power distribution, discussion over other alternative power source, small modular reactors and tidal generated, these are still not very technologically viable.
    - Purchase of Seward Electric, bid over 36,000,000 dollars, contract is available for the public to review, there will be a three-year rate freeze for consumers, existing employees will be kept.
    - If the utility is sold, a bylaw change would create a 4<sup>th</sup> voting district for Seward residents. There would likely change their name from HEA to something more representative. Crown Point, Lawing and Primrose would have a vote. (They do not right now under Seward Electric).
    - If the vote passes it will take approximately 12-18 months for the regulatory commission to approve the sale. The sale could fall though if the commission does not approve or has requirements that are unacceptable to HEA or the City of Seward.
    - Current rates for Seward Electric would be going up in the next few years no matter what due to a huge backlog in deferred maintenance on the Seward lines.
8. REPORT FROM THE BOROUGH
- APC Training (Jeff Estes):
    - Training is available online.
    - Biggest take away: if you think there is a legal problem you can contact the borough lawyers and they are happy to answer them.

- Borough planners dropped off the call. No further updates.

**9. OLD BUSINESS**

- Discussion on Comprehensive Plan Comp Plan:
  - Form will be available as a google doc through the borough website.
  - Chair converted to a word document that can be distributed to those without internet. (Paper form needs update with changes that were sent to borough planners) Survey is ready for distribution.
  - Chair with Borough Planner for distribution.
  - D. Pearson made a motion to distribute survey as written with a 90-day live period from publishing, and K. Dunham 2<sup>nd</sup> unanimous consent.

**10. NEW BUSINESS**

- Other methods of Comp plan survey distribution:
  - Chair will build a secure box to place outside of Sportsmen's Club entrance for paper copies.
  - Borough will be responsible for providing hard copies and envelopes to be placed in the box, as well as notifying residents within the APC boundary of where the hard copies are and directions on how to access the online electronic version.

**11. ANNOUNCEMENTS :** Steve would like to see expansion of 35-mile speed zone.

**12. NEXT MEETING:** Thursday, May 4, 2023 - 6:00 pm

- Bruce would like to schedule a special meeting around April 20<sup>th</sup> for DOT to present their updated design.

**13. COMMISSIONER'S COMMENTS:**

- Jen Boyle appreciated HEA for their presentation.
- Jeff Estes, so many unanswered questions from HEA (especially regarding "islanding" of the power).
- Kevin Dunham, confident that HEA can sync with other power sources.
- Monika Adam, no comment.
- Dave Pearson, no comment.
- Bruce Jaffa: was told he could not accept a call from someone without permission from the borough. He does not agree with this and will continue to do what he can to serve the community.

**14. ADJOURNMENT:** D. Pearson made motion for adjournment, M. Adam 2<sup>nd</sup> unanimous consent 7:55pm

[pt/planning-commissions/moose-pass-apc](https://us06web.zoom.us/j/5787372110)

Participants may join By ZOOM or phone:

<https://us06web.zoom.us/j/5787372110>

To Attend the Zoom meeting by telephone, call toll-free: **888-788-0099 or 877-853-5247**

**Meeting ID: 578 737 2110**

# **Nikiski Advisory Planning Commission**

Special Meeting-Nikiski APC Boundary-Location: Nikiski Recreation Center

Thursday, April 20, 2023 7:00 PM

1. Call to Order: 7:04 PM
2. Roll Call: Len Niesen, Patti Williams, Tom Coursen, Jason Ross, Kelly Brewer, Mike Peek, Karen McGahan, Ryan Raidmae (via phone); Mr. Williams, Nina Ross, Peter Ribbons.
3. Approval of Agenda: All Approved
4. Business: Review and Approve one of two maps for Nikiski APC Boundary
  - a. Two maps handed out by Len Niesen to review and approve for Nikiski APC boundary
    1. Maps identified:  
Map A: Complicated Map  
Map B: Streamlined Map
  - b. Three supplemental maps submitted by Len Niesen showing some land ownership detail and Cook Inlet oil infrastructure.
    1. Discussion followed
  - c. Questions by Nikiski APC members regarding the buffer areas around Native Lands in the Map B- Peter Ribbons answered. Discussion followed
5. Kelly Brewer made a motion to pass Map B, Len Niesen second motion; 5 Yea - 2 nay. Motion passed, approving Map B (attached to minutes).
6. Next Regular Meeting May 4, 2023 6:00 PM (time change request)
7. Meeting Adjourned 7:41 PM



