



City of Kenai Comprehensive Plan

Kevin Waring Associates



"Village with a Past, City with a Future"

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SUPPLEMENT NO. 3

INSERTION GUIDE

CITY OF KENAI COMPREHENSIVE PLAN

Effective November 5, 2011

(Covering changes through 2010-2011)

This supplement consists of reprinted pages replacing existing pages in the Comprehensive Plan.

Remove pages listed in the column headed "Remove Pages" and in their place insert the pages listed in the column headed "Insert Pages."

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Supplement No. 2	Supplement No. 3
17	17
27	27
28	28
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SUPPLEMENT NO. 2

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CITY OF KENAI COMPREHENSIVE PLAN

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City of Kenai Comprehensive Plan

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Adopted by the Kenai City Council
November 5, 2003

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The contribution of many Kenai citizens
during preparation and review of the
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is gratefully acknowledged.

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I. Introduction

The City of Kenai has a solid foundation for planning its future development.

- The city lies within a rich natural setting on the Kenai River overlooking Cook Inlet, with views of Redoubt and Iliamna volcanoes and the distant Chigmit Mountains.
- Physical development patterns are logical, given local physical constraints.
- Ample land is available for future growth.
- The local economy is diversified and stable.
- Residents enjoy a choice of residential neighborhoods and life-styles.
- Basic public facilities and services are in good condition, and provided at levels acceptable to most residents.
- There is good access to nearby national forest lands and a national wildlife refuge.
- City government is in excellent financial condition.

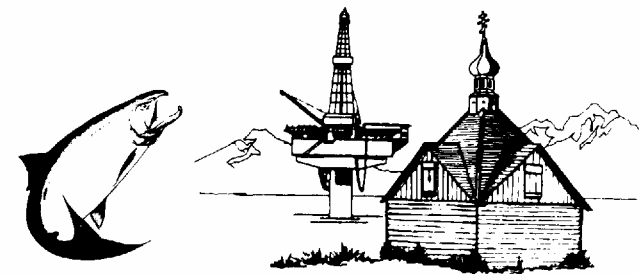
In the 1960s, 1970s, and early 1980s, Kenai strained to keep pace with headlong growth as it became the Kenai Peninsula's most populous city. The development priority then was to develop new subdivisions and basic infrastructure for new residents.

Today, Kenai has matured and stabilized as a community. The forecast is for moderate economic and population growth. This outlook is reflected in comprehensive planning goals that blend the need to serve growth with commitments to maintain and elevate the quality of life in the established community and conserve Kenai's natural assets.

Kenai's Community Identity

The City of Kenai's name and city logo signify a unique and distinctive community with Dena'ina and Russian roots, world-class recreational fishing, offshore energy resources, and spectacular mountain vistas. No other American community features all these elements.

*Kenai's motto – “**Village with a past – City with a future**” – affirms the community's appreciation for its colorful history and its ambitions for tomorrow.*



II. Goals for the Plan

The goals for the Comprehensive Plan were developed at two community workshops and several Planning and Zoning Commission work sessions. These goals provide the rationale for the proposed development policies and for specific planning recommendations.

1. Create an attractive, vital, city center, with a mix of private and public facilities and activities to benefit residents and visitors.
2. Protect and rejuvenate the livability of residential neighborhoods.
3. Meet the needs of Kenai's growing senior population.
4. Promote residential and commercial development.
5. Provide appropriate city facilities and levels of service.
6. Protect the city's natural areas and scenic views.
7. Develop a local system of trails and appropriate access to public lands, and regional trails along arterials that traverse the city.
8. Maintain public safety resources at a level commensurate with growth.
9. Expand existing or provide new public facilities that increase the quality of life for Kenai's citizens and visitors.

Previous Comprehensive Plans

Kenai has had four comprehensive plans. Each plan reflects the circumstances and development priorities of its era.

1962 Comprehensive Plan. *Kenai's first plan was prepared shortly after the city incorporated in 1960 with 778 residents. At that time, most development was clustered around Old Kenai. The oil and gas industry was in its infancy. Optimism abounded. The city was growing rapidly, with its population forecast to reach 13,350 persons by 1980. The plan stressed land development and basic infrastructure, and proposed Kenai's first planning ordinances.*

1965 Comprehensive Development Plan. *New opportunities opened by transfer of the airport to city ownership in 1963 prompted this update of the 1962 plan. The plan proposed development of a major new public office and commercial district on surplus airport property in central Kenai and creation of an historic district for Old Kenai. The plan also proposed a Kenai River bridge, a new regional jetport south of the river, and a Northwest Coastal Highway to a Turnagain Arm Crossing. This plan assumed a scaled-down forecast of 5,275 residents by 1980.*

1980 Kenai Comprehensive Plan. *Kenai saw several boom-bust cycles during the 1960s and 1970s. This plan was prepared after the TAPS construction boom and after several offshore oil and gas lease sales in Cook Inlet. It forecast 6,140 residents by 1990, plus another 4,530 persons if there were significant new oil and gas discoveries. In response to Kenai's sprawling growth, the plan emphasized central business district development and the emergence of distinctive residential neighborhoods. Reflecting the spirit of its time, this plan presupposed an activist city government and stressed environmental considerations.*

1992 City of Kenai Comprehensive Plan (revised 1996). *After the mid-1980s recession, Kenai geared down its growth and development expectations. This plan assumed a year 2000 population of 8,150 persons. Reviving the local economy was a major planning goal. Ambitious development projects gave way to incremental improvements to city infrastructure, better planning administration, and management of the city's land base.*

III. Kenai Today

A. Location

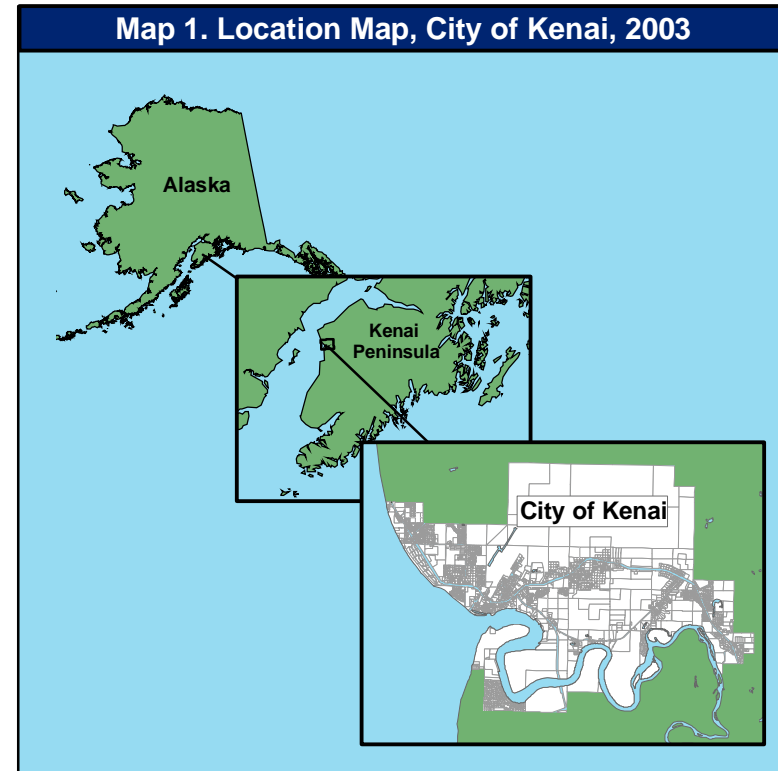
Kenai is centrally located on the western Kenai Peninsula in Southcentral Alaska, about 65 air miles (160 miles by road) southwest of Anchorage, and 1,350 miles northwest of Seattle. Kenai is as far west as Hawaii, and as far north as Oslo or Stockholm.

Modern Kenai developed along the Kenai Spur Highway, about 11 miles west of Soldotna and the Sterling Highway, Kenai's overland link to Anchorage and Homer. Most persons and goods travel to/from Kenai via these two state-maintained highways. Kenai Municipal Airport, the Kenai Peninsula's only major airport, provides regional passenger and air cargo service, with connecting service through Anchorage to other cities in Alaska and beyond.

B. Settlement History

Kenai's motto is a "Village with a past, City with a future". The community has strong physical and cultural links to its long and rich settlement history. Kenai's past has shaped its present. Its settlement history has framed both the cultural setting and the physical pattern of growth.

Long before Russian fur traders first arrived in Alaska in 1741, there was a thriving Dena'ina Athabascan Indian Village on the high bluff overlooking Cook Inlet near the mouth of the Kenai River. At that time, about 1,000 Dena'ina lived there in a village called Shk'ituk't. The fur traders called the people "Kenaitze", or "Kenai people".



The Russians built Fort St. Nicholas at Kenai in 1791 as an outpost. By the time British explorer Captain George Vancouver visited in 1794, about 40 Russians occupied the outpost. The Russian Orthodox religion took root, and Kenai's oldest buildings are Orthodox-related: a log rectory built about 1886; the Holy Assumption of the Virgin Mary Orthodox Church (1895); and the nearby log chapel (1906). After the United States purchased Alaska from Russia in 1867, Americans took over Fort St. Nicholas, calling it Fort Kenay. A log wall and two blockhouses protected a barracks, and the church and priest's residences.

A post office was established in 1899. In the 1920s commercial fishing and fish processing became important local industries. Homesteading led to further development in the 1940s. The first road connecting Anchorage and Kenai was built in 1951. Alaska's first major oil strike was discovered in 1957 at Swanson River, 20 miles northeast of Kenai. Offshore oil was discovered in Cook Inlet in 1965.

C. Natural Setting

Kenai's scenic setting amid diverse natural resources is a pervasive part of local daily life and an important economic and recreational asset. The Kenai River is world-famous for its king salmon and other sport-fishing, and for river recreation. The Kenai River estuary, wetlands, and nearby uplands provide vital habitat for diverse wildlife. Cook Inlet also supports important recreational and commercial fisheries. The nearby Kenai National Wildlife Refuge offers year-round recreational opportunities.

1. Climate

Kenai's northern climate is tempered by Cook Inlet to the west and the Kenai Mountain Range to the south and east. Summer temperatures typically range from 46 to 65 degrees Fahrenheit, and winter temperatures from 4 to 22 degrees Fahrenheit. Average annual precipitation is 20 inches.

2. Natural hazards

The Kenai River basin and shores are susceptible to flood and erosion hazards. About 2,840 acres are classified as Kenai River floodplains. Most of the floodplains are publicly owned, and few structures have been built there. The

coastal bluff overlooking Cook Inlet and, especially, the mouth of the Kenai River, are vulnerable to erosion. Southcentral Alaska is generally a high seismic risk zone. Though Kenai was relatively undamaged in the 1964 earthquake, the potential for seismic events is high. Kenai is, however, relatively well protected from earthquake-generated tsunami danger.

3. Suitability for settlement

Local natural features – particularly the Kenai River, and wetlands and floodplains – have shaped settlement patterns. Kenai has ample private, vacant land suitable for future use. Of Kenai's 18,500 acres, about 2,800 acres are already developed. Another 5,100 acres, most privately owned, are vacant and suitable for future development. Another 10,600 acres of wetlands and floodplains, most publicly owned, have limited potential for intensive development, but have high value as natural areas and potential for low-intensity uses.

D. Socioeconomic Conditions

1. Population

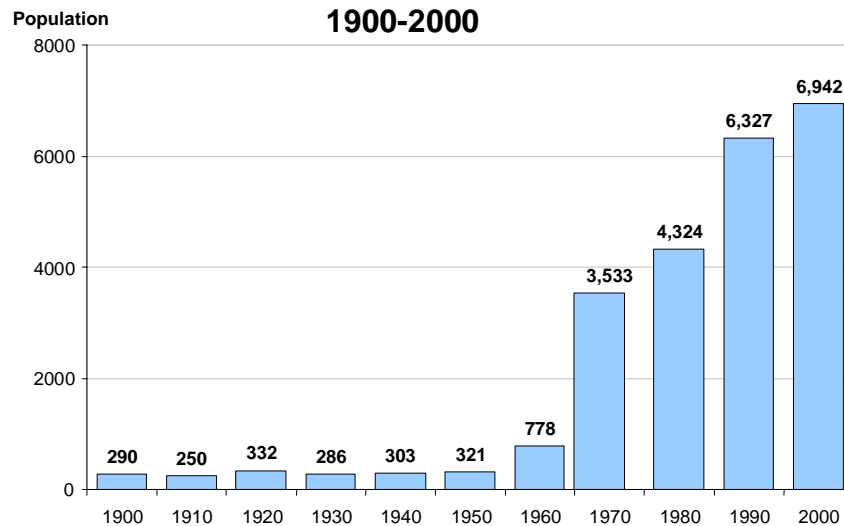
Kenai's population hovered around 300 persons for the first half of the 1900s. Then, discovery of oil and gas spiked Kenai's economic and population growth. Between 1960 and 1990, Kenai grew eight-fold from 778 to 6,327 persons, and became the Kenai Peninsula's most populous city (Figure 1).

Then, during the statewide economic slowdown in the 1990s, Kenai's growth lagged, and it added fewer residents

than in any decade since the 1950s. Kenai had 6,942 residents by the time of the 2000 census, a 10 percent increase over 1990. Meanwhile, the nearby small rural settlements (Cohoe, Clam Gulch, Kasilof, Nikiski, Ridgeway, Salamatof) grew by an average of 34 percent. This difference reflects a preference of many Peninsula residents to work and shop in its cities, and live in its rural countryside. Thus, even as Kenai consolidates its position as a trade and service center for the western Peninsula, its primacy as a residential community is diminishing.

Figure 1

**Population, City of Kenai
1900-2000**



Slower economic and population growth is changing the make-up of Kenai's population. There are more long-term residents, fewer newcomers, and less population turnover. Consistent with these trends, the median age of Kenai's residents rose from 28.6 years in 1990 to 32.3 years by

2000. The average household size (2.64 persons per household) was lower than in 1990 (2.70 persons) and below the current statewide figure (2.74 persons).

While the city's population increased between 1990 and 2000, not all age groups grew at the same rate. As shown in Table 1 and Figure 2, the number of:

- seniors (65 years+) grew by 71 percent
- persons 45 to 65 years old grew by 51 percent
- persons in the childbearing years (18 to 44 years) fell by 9 percent
- minors (under 18 years) grew by 10 percent.

**Table 1. Population Change by Age Group
City of Kenai, 1990 – 2000**

Age group	1990	2000	% Change 1990 – 2000
Under 18 years	2,074	2,277	+10%
18 to 44 years	2,989	2,707	-9%
45 to 64 years	1,005	1,515	+51%
65 years+	259	443	+71%
Total	6,327	6,942	+10%

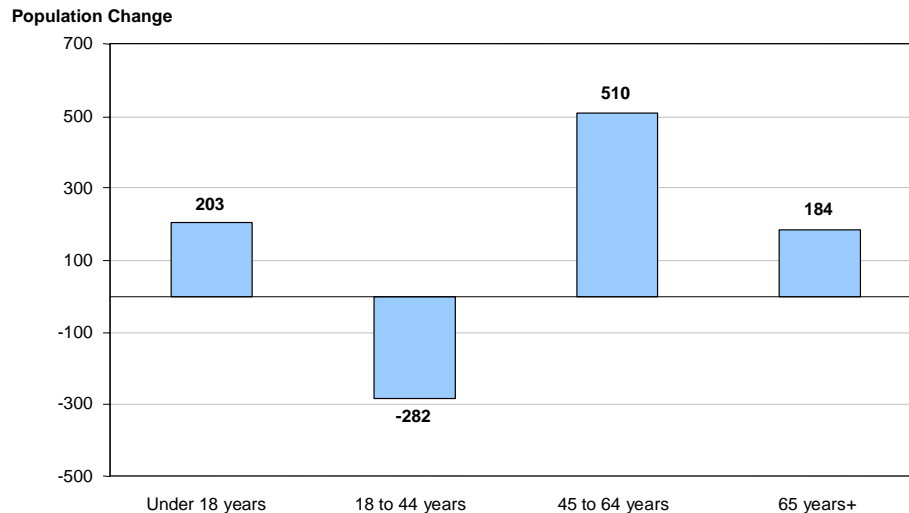
Source: U.S. Bureau of the Census.

Over the long run, these trends signify slower population growth, a steadily aging population with more seniors, little increase in school enrollments, a shift in housing demand mix, and a shift in local priorities for public facilities and services to meet changing needs of a changing population.

Kenai's population is somewhat less diverse than the state as a whole. In the 2000 census, whites accounted for 83 percent of Kenai's residents, Alaska Natives 9 percent, Asians and other races 3 percent, and multi-racial persons 5 percent. The respective statewide figures were 69 percent, 16 percent, 10 percent, and 5 percent.

Figure 2

**Population Change, by Age Group
City of Kenai, 1990-2000**



2. Economy

Kenai's economic well-being is inseparably tied to general economic conditions in the Kenai/Soldotna area. Kenai is the trade and service center for the western Peninsula, and a local government center. The area has built a substantial industrial economy, based on its energy and fisheries resources. It also has a healthy visitor industry, centered on the recreational fisheries of the Kenai River and Cook Inlet.

**Table 2. Wage Employment
Kenai/Soldotna Labor Area, 1990 & 1999**

Employment	1990	1999		Net Change 1990-1999
		Number	Distribution	
Goods Production	2,322	2,638	24.4%	316
Mining	1,034	1,063	9.9%	29
Construction	327	630	5.8%	303
Manufacturing	961	945	8.8%	-16
Distribution	2,212	3,027	28.1%	815
Transp./Comm./Util.	560	475	4.4%	-85
Trade	1,652	2,552	23.6%	900
Services	2,036	2,409	22.3%	373
Fin./Ins./Real Estate	174	224	2.1%	50
Services	1,862	2,185	20.2%	323
Government	2,039	2,717	25.2%	678
Federal	140	225	2.1%	85
State	611	525	4.9%	-86
Local	1,355	1,967	18.2%	612
Total	8,671	10,791	100.0%	2,120

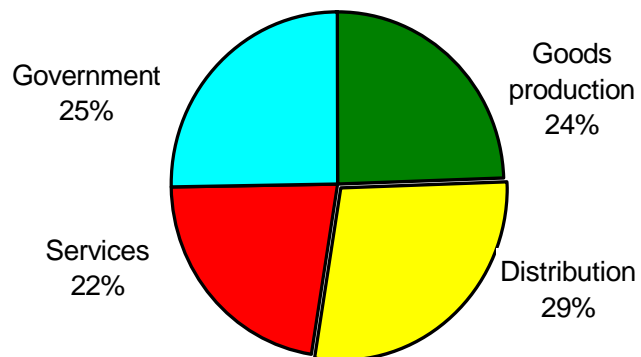
Source: Alaska Department of Labor.

The Kenai/Soldotna area's workforce is very mobile, and Kenai residents compete with the rest of the region for access to the area's job pool. Similarly, Kenai competes with nearby communities as a potential living place for the area's workforce.

a. Employment and Income. The Kenai/Soldotna area's wage employment grew by 24 percent between 1990 and 1999. Trade (+900 jobs), local government (+612 jobs), services (+323 jobs), and a rebounding construction industry (+303 jobs) account for most growth in the last decade. The area's employment base is well-balanced between industry, distribution, services, and government. (Table 2 and Figure 3).

Figure 3

**Distribution of Employment
Kenai/Soldotna Labor Area, 1999**



Kenai is a relatively low-cost labor area. Average monthly wages in the Kenai Peninsula Borough (\$2,543) were about

9 percent below the statewide average (\$2,793) in 1999. Per capita income in the Kenai Peninsula Borough in 1999 was \$25,478. This compares with the statewide figure of \$28,629 and the national figure of \$28,546.

Historically, unemployment rates in the Kenai Peninsula Borough have been above statewide averages. Over the period 1990-2000, the Kenai Peninsula Borough's unemployment rate averaged 12.5 percent compared to 7.4 percent statewide.

Recent trends and prospects in several key industries suggest Kenai's potential for continuing economic growth is modest.

b. Oil and Natural Gas Industry. Kenai-Cook Inlet has been one of the nation's most productive oil and natural gas provinces. Production to date amounts to almost 1.3 billion barrels of oil and 6 trillion cubic feet of gas. Oil production peaked in 1970 at 82.4 million barrels, and has fallen steadily since. Cook Inlet natural gas production has remained fairly level for the past decade. The main end users for Cook Inlet gas production are the Phillips-Marathon LNG plant, the Agrium ammonia-urea plant, electric power production, and natural gas utilities.

A recent review of Cook Inlet natural gas supplies¹ concluded that industrial consumption of Cook Inlet gas may soon need to be curtailed unless additional reserves are developed. Without substantial new reserves, gas consumption for gas utilities and power production will likely

¹ A Review of Cook Inlet Natural Gas Supply and Demand, Northern Economics, 2001.

take priority over industrial uses. This prospect has prompted renewed exploration for natural gas in the Kenai-Cook Inlet area. Construction of a North Slope natural gas pipeline with a spur pipeline to Cook Inlet might eventually extend the economic life of local gas-based industrial facilities, but that possibility remains hypothetical.

c. Commercial fisheries/seafood processing.

Commercial fishing and the seafood processing industry were the foundation of Kenai's modern economy and for many years its mainstay. However, the local industry has lately been troubled by declining harvests, weak markets, depressed product prices, and seasonal labor shortages. Industry revenues and profits have declined, seafood processing employment has fallen, a long-time major local processing plant has closed, and processing capacity is reduced. The optimistic industry outlook for the foreseeable future is stabilization at current levels.

d. Retail trade. The Kenai/Soldotna area's retail industry is relatively mature. Per capita gross retail sales in the City of Kenai (\$21,023) in 2000 were nearly double the borough-wide average (\$11,612), and higher than in any city but Soldotna. Annual retail sales growth has averaged about 10 percent over the past half-decade, but recent loss of a major retailer (Kmart) was a setback.

e. Visitor industry. The Kenai Peninsula Borough's visitor industry directly supports a variety of local businesses, accounting for more than \$6 million in direct sales annually. Visitor numbers have leveled off in recent years. Visitor patterns are highly seasonal. The summer months (June, July, August) account for over two-thirds of annual visits.

Outdoor recreation and sportfishing are prime visitor activities.

E. Existing Land Use and Ownership Patterns

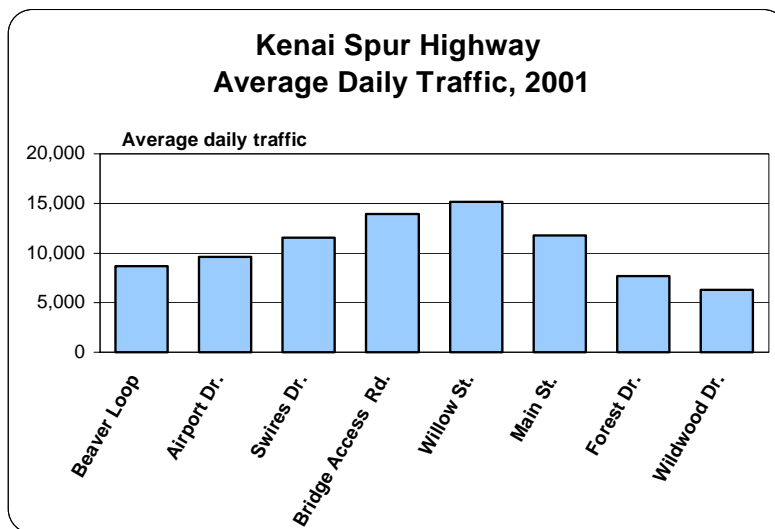
History, natural features, land ownership, and transportation improvements have shaped Kenai's development and land use patterns. The historic townsite area overlooks the mouth of the Kenai River. Wetland and floodplain conditions strongly influenced the location of later road corridors and settlement areas. War-time construction of the airport just north of the original townsite pre-empted part of the area suited to become the natural city center. As a result, Kenai's downtown expansion was squeezed east and west along the Kenai Spur Highway. Later construction of the Warren Ames Memorial Bridge/Bridge Access Road gave the Kalifornsky Beach area south of the Kenai River a road connection to the rest of Kenai and spurred its development. Maps 2 through 4 (Wetlands and Floodplains, Aerial Photo, Existing Land Use) illustrate the land use patterns that have resulted from the interplay of Kenai's site characteristics and development history. Some key features of Kenai's development pattern are:

- The main road routes (Kenai Spur Highway, Beaver Loop Road) follow the well-drained developable upland corridors.
- Residential development is dispersed along the main road routes in several urban and semi-suburban neighborhoods defined by natural features and transportation access.
- Most commercial development is located along the major transportation corridors, with the largest

Kenai Spur Highway Traffic Patterns

This graph charts the average daily traffic for a 7.7 mile section of the Kenai Spur Highway between Beaver Loop Road and Wildwood Drive. The busiest intersections are at Willow Street, with about 15,100 vehicles a day, and Bridge Access Road, with about 13,900 vehicles. Overall, traffic flow along the Kenai Spur Highway is fairly uniform, with a relatively flat “mid-town” traffic peak. This traffic pattern stems from Kenai’s linear form, with few arterial feeders onto Kenai Spur Highway, with much traffic headed to and from destinations east and northwest of town.

Bridge Access Road construction and residential growth at Kalifornsky Beach have funneled more traffic into the central area. So has employment growth in the vicinity of Willow Street and Main Street Loop. These trends are positive for the long-term commercial viability of the city center and for future development of Millennium Square.



concentration clustered near the intersection of the Kenai Spur Highway and the Bridge Access Road.

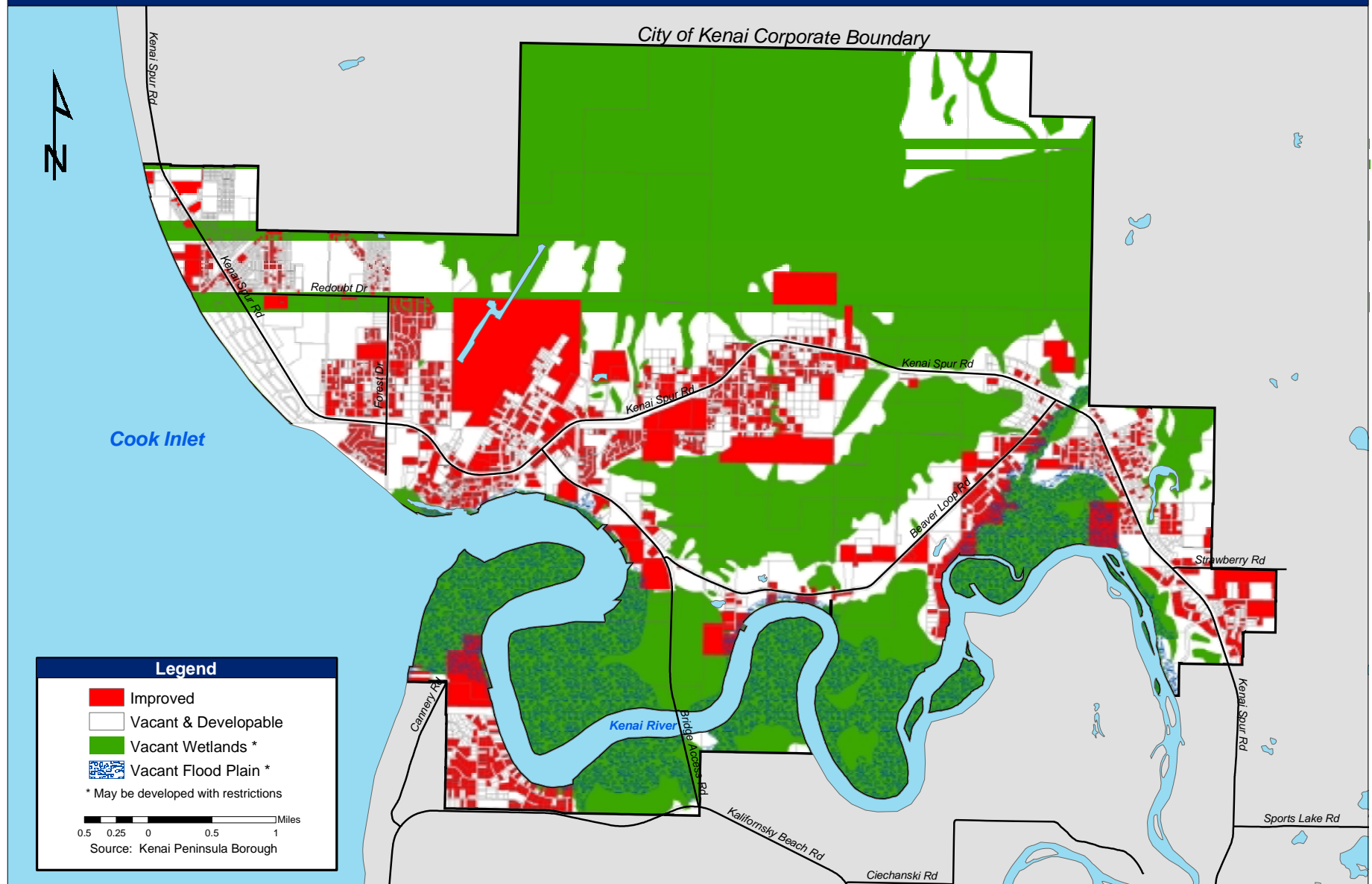
- Neighborhood-oriented commercial development have emerged at several spots along the highway and secondary state roads.
- Kenai’s main industrial uses are mostly located near marine access.
- The configuration of developable land and road corridors has produced a linear city form with a very high ratio of highway road frontage to settled area.
- Most land in the city is wetlands or floodplains, with low development potential, but high value as habitat, natural area, or open space.

The broad purpose of the land use plan is to ensure an adequate supply of land that is:

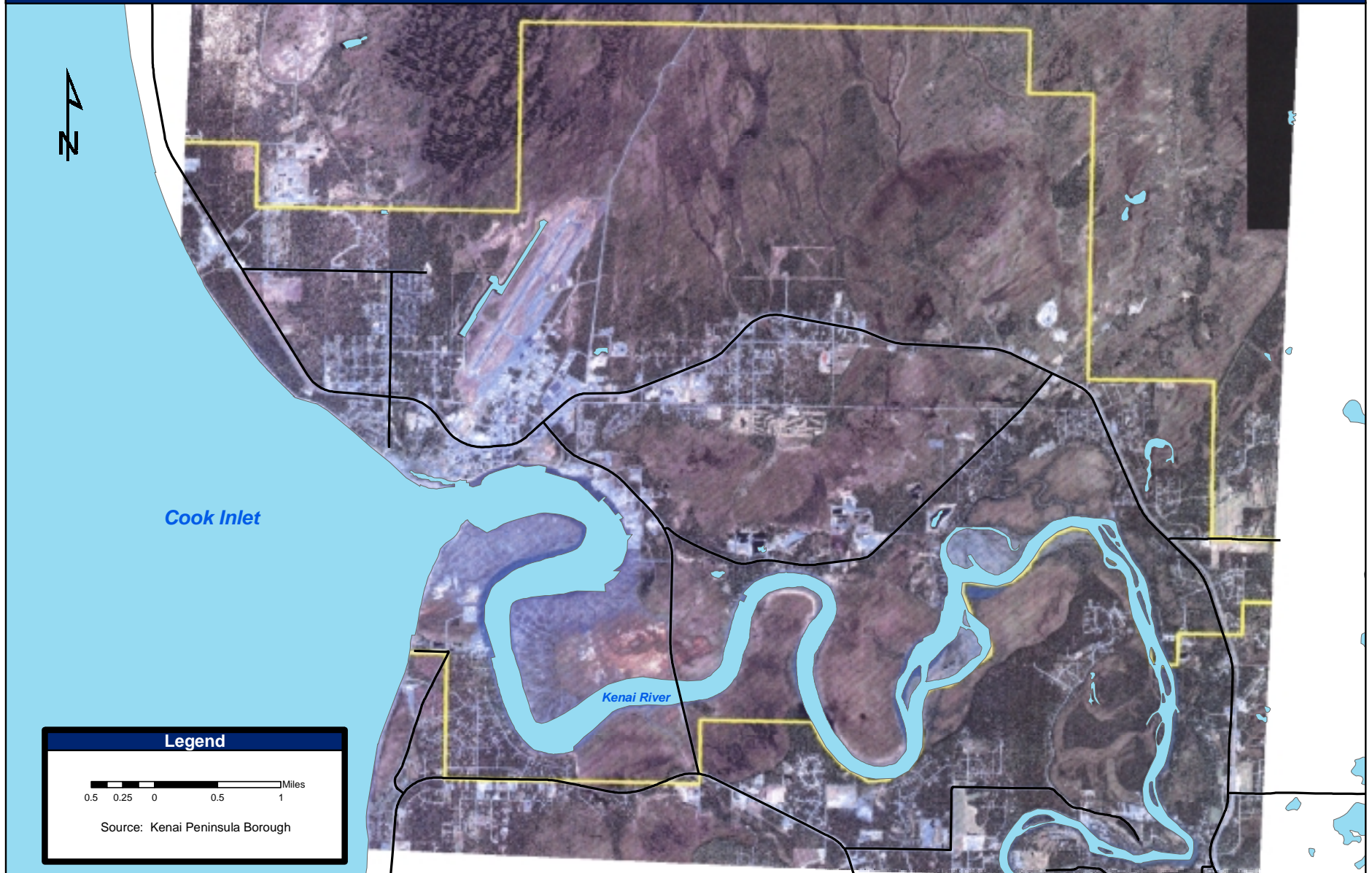
- suitable for development;
- in appropriate ownership status;
- appropriately zoned;
- with needed utilities and services;
- for future private and public uses; and
- at desirable locations.

The following summary of local land use patterns and trends, the available land inventory, and forecast of demand for different land uses will provide a foundation for the land use plan.

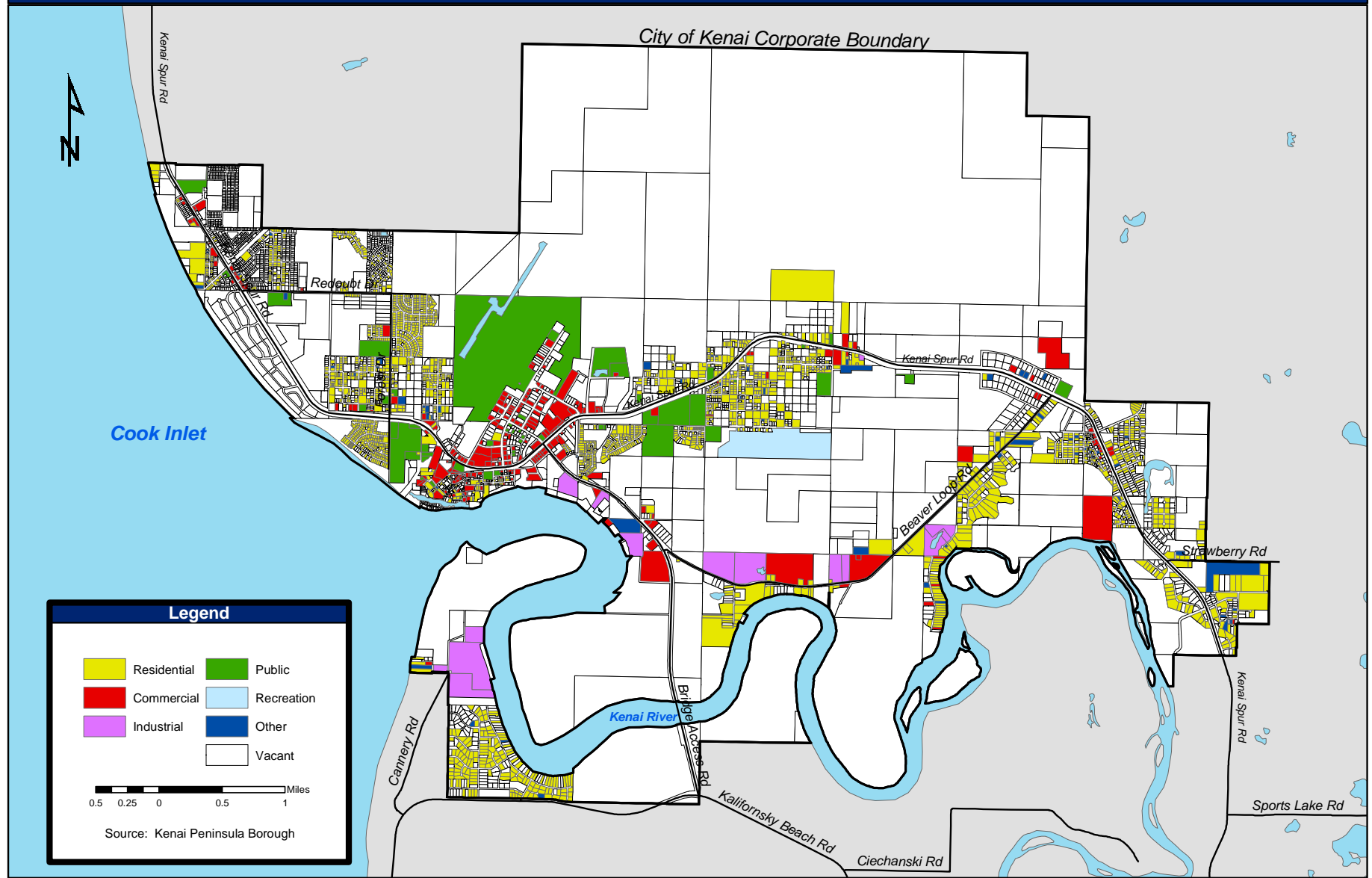
Map 2. Wetlands and Floodplains, City of Kenai, 2001



Map 3. City of Kenai Aerial Photo, 2000



Map 4. Existing Land Use, City of Kenai, 2001



1. Gross land supply

The City of Kenai encompasses 18,508 acres of land and water or about 28.9 square miles (Table 3 and Map 4). As of 2001, about 2,800 acres or 15 percent of its total acreage was developed for private and public uses. About 15,700 acres were vacant and undeveloped. However, much of this vacant land is unsuitable for development or in public ownership and thus not available for private development.

2. Suitability for development

Much of Kenai's land base – about 10,600 acres – is classified as wetlands or floodplains, and holds limited development prospects. The wetlands are concentrated north of the developed Kenai Spur Highway corridor, north of Beaver Loop Road, and along the Kenai River. The floodplains are situated along the Kenai River (Map 2). Most wetlands and floodplains are in public ownership. Local site conditions have shaped where development has occurred (on well-drained sites along highway corridors) and has not (wetlands, floodplains, steep slopes).

Table 3. Existing Land Use by Zoning Status, City of Kenai, 2001
Existing Land Use¹

Zoning Status¹	Residential	Commercial	Industrial	Other	Subtotal	Vacant	Total
Residential	1,280	135		199	1,614	12,211	13,825
Commercial	52	136	2	38	228	246	474
Industrial	4	118	107	58	287	442	729
Townsite Hist.	10	13		1	24	22	46
Recreation	2			133	135	64	199
Conservation	4				4	1,263	1,267
Split	3	24		460	487	1,481	1,968
Total	1,355	426	109	889	2,779	15,729	18,508

¹Note: The land use categories as defined in the Kenai Peninsula Borough GIS do not match the City of Kenai's zoning categories.
Source: Kenai Peninsula Borough GIS.

3. Ownership status

About 5,600 acres are privately owned, with the balance in state (6,938 acres), city (4,975), borough (731), federal (196), or other (65) ownership (Table 4, Map 5. Land Ownership). An estimated 5,100 acres – almost twice the area now developed for use – are vacant, largely in private ownership, outside of wetlands and floodplains, and suitable for development.

Table 4. Land Ownership

Owner	Acres
Private	5,603
State	6,938
City	4,975
Borough	731
Federal	196
Other	65
Total	18,508

Source: Kenai Peninsula Borough GIS.

4. Zoning status

Based on existing residential, commercial, and industrial land use patterns, and estimated demand for land for those uses through 2020, the gross supply of privately owned, developable, appropriately zoned sites appears more than adequate for future development needs (Table 4 and Map 6. Existing Zoning).

5. Access and Utilities

The areas of Kenai now served by city roads and water and sewer utilities are shown in Maps 7 through 9 (City-Maintained Roads, and City Water and Sewer Lines). With the exception of the Beaver Loop area and most of east Kenai, most of the developed area, including vacant subdivided parcels, is served by city utilities. Similarly, most of the vacant unsubdivided tracts near the developed area are reasonably near existing utility mains. The low-density rural residential district along Beaver Loop Road is outside the city utility service area. Under its existing density and zoning, this district is not apt to require or support public water and sewer utility services in the foreseeable future.

F. Future Demand for Private Residential, Commercial, and Industrial Uses

Kenai's population is estimated to grow by about 35 percent between 2000 and 2020. Future demand for additional private land development for residential, commercial, and industrial purposes was estimated, based on Kenai's current population and current land use patterns. By this method, about 700 – 800 additional acres will be needed to accommodate these future uses. (This estimate does not include other private uses or public uses). To offer reasonable choice within the marketplace, the available supply of land should exceed estimated demand by 25 to 50 percent.

Comparison of estimated demand for residential, commercial, and industrial land uses to the existing zoning status of vacant land suggests that Kenai has an adequate supply of appropriately zoned parcels for future demand (Table 5).

Table 5. Estimated Demand for Residential, Commercial, and Industrial Land by 2020

Type of Use	In Use	Vacant by Zone	Estimated Demand by 2020 ¹
Residential	1,355	12,211	475 - 525
Commercial	426	246	150 - 200
Industrial	109	442	40 - 50

¹ Kenai's population is estimated to grow by about 35 percent by 2020. Demand for future land use by type was estimated by applying that growth factor to existing land use.

However, the conditional use permit process has been used to permit uses that otherwise might not fit within the intent of the underlying zoning. For example, many commercial uses

are on parcels primarily zoned for other uses. Conversely, many parcels zoned for commercial or industrial use are actually used for other purposes. This approach may address the immediate need of individual applicants. However, over time, it can compromise the basic purpose of zoning and public confidence in zoning. It may also diminish the supply of good sites for future commercial and industrial development, if tracts zoned for commercial or industrial use are committed to other uses. A history of frequent departures from the zoning map suggest that the definition of some land uses in the zoning code may not be appropriate to Kenai's present-day needs, or that the zoning map may be outdated in some respects.

The city's land use plan and zoning code and map should promote an orderly overall pattern of land that:

- offers a reasonable choice of suitable locations for all essential uses;
- separates incompatible uses;
- can be efficiently served with public roads, utilities and services;
- maintains the quality of existing development; and
- creates a stable, predictable setting for future investment.

G. Kenai Townsite Historic District

The Kenai Townsite Historic District, comprising thirty-four properties in the traditional townsite, was created by the City of Kenai in 1993. The district is locally significant, but does

not meet the standards for a National Register Historic District. Several individual buildings may qualify.

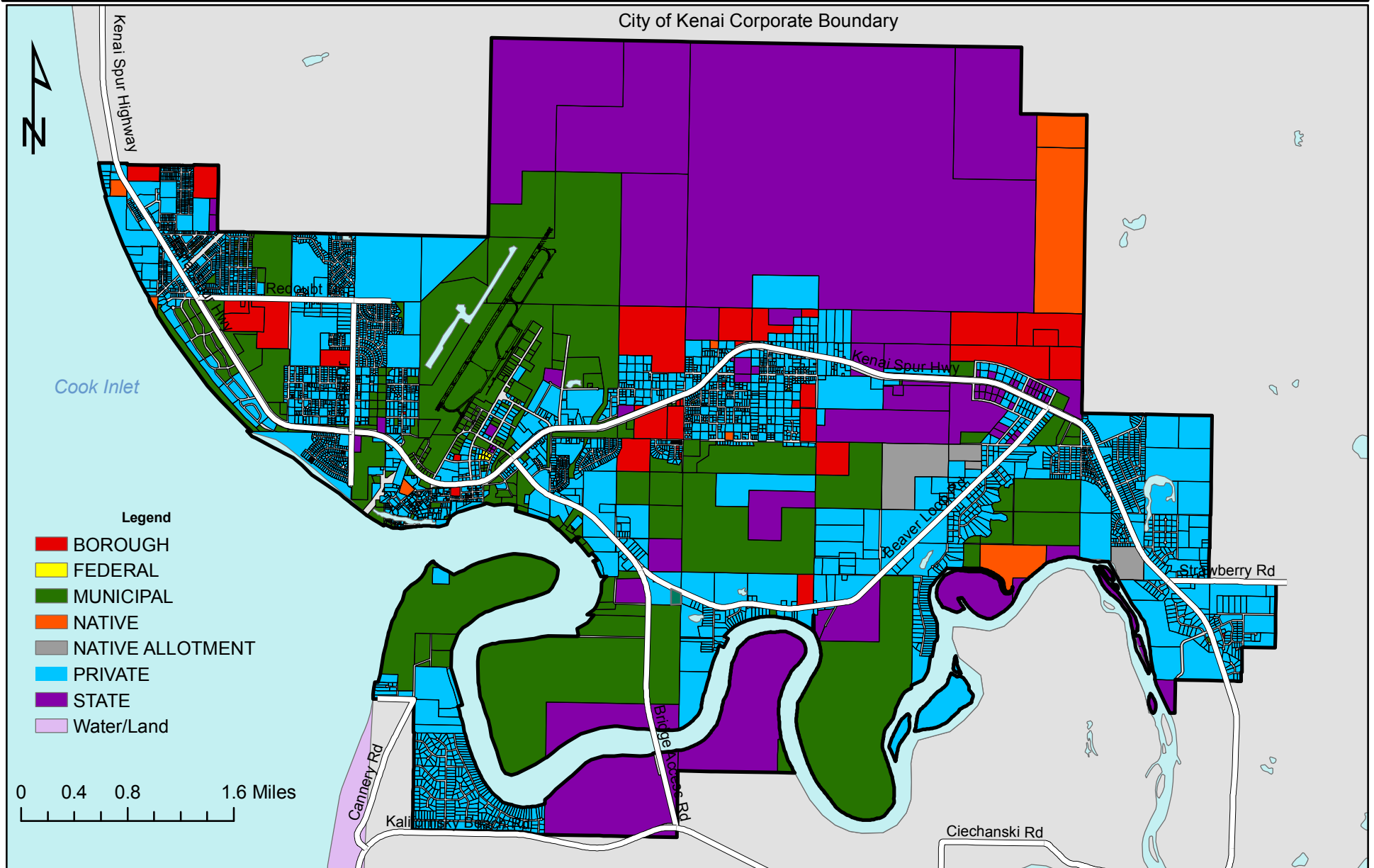
The district's buildings span Kenai's evolution from its origin as a subsistence village through the Russian settlement period to today's modern city. Unhappily, many of the district's oldest, most historic buildings were lost before the city created a special zoning district and ordinance to conserve the old townsite. The goal is to manage new development, reconstruction, and building alterations to protect and enhance the district's historic character. All construction in the district must be compatible with development criteria. Residential and business uses are regarded as desirable and compatible mixed uses.

H. Housing

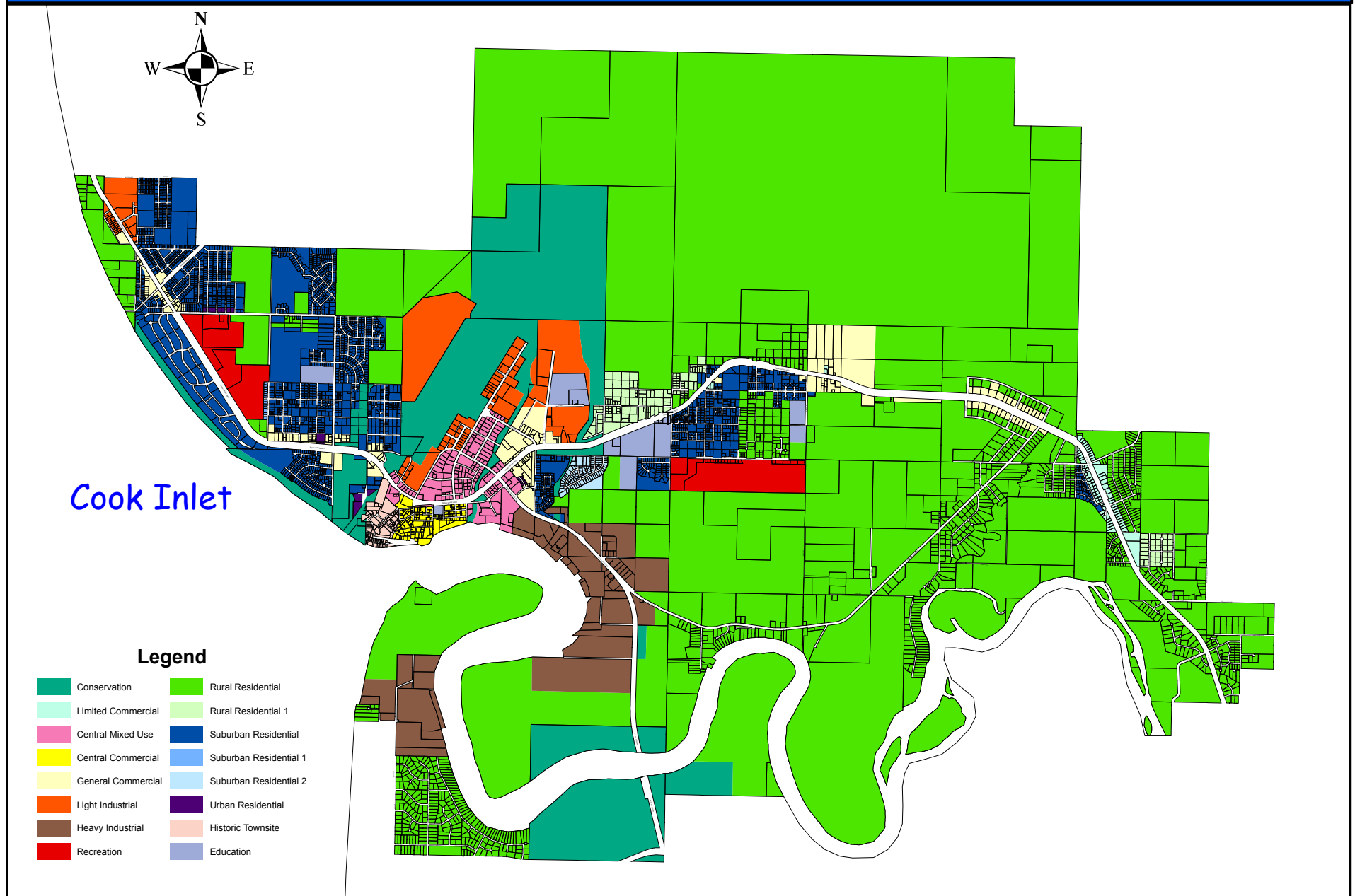
Though Kenai is one of Alaska's oldest settlements, most of its homes were built after 1980, so its housing stock is relatively new and in good condition. The 2000 census counted 3,003 housing units in Kenai, an increase of 322 units over 1990. About 60 percent of housing units were owner-occupied single-family homes in 2000. Most new dwellings built since 1990 were single-family homes. Most Kenai homes are on public water supply and sewage disposal systems, and almost all use natural gas for home heating.

Housing costs – both purchase and rental – are lower in Kenai than in most Alaska localities. In 2000, the average sale price for a single family home in Kenai was \$150,036 compared to the \$173,070 statewide average. Rental costs in Kenai also averaged lower than elsewhere in the state.

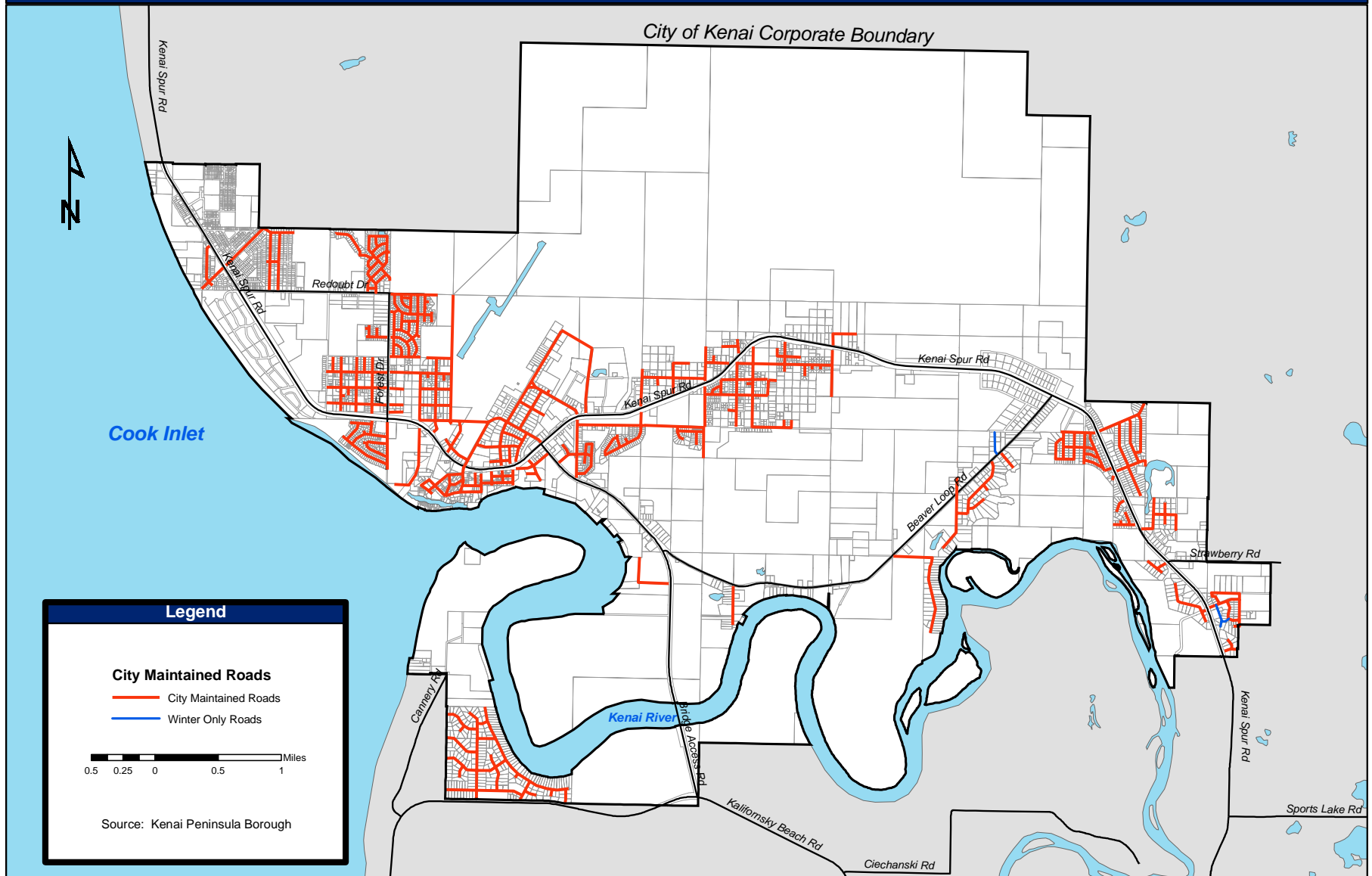
Map 5. Land Ownership, City of Kenai, 2010



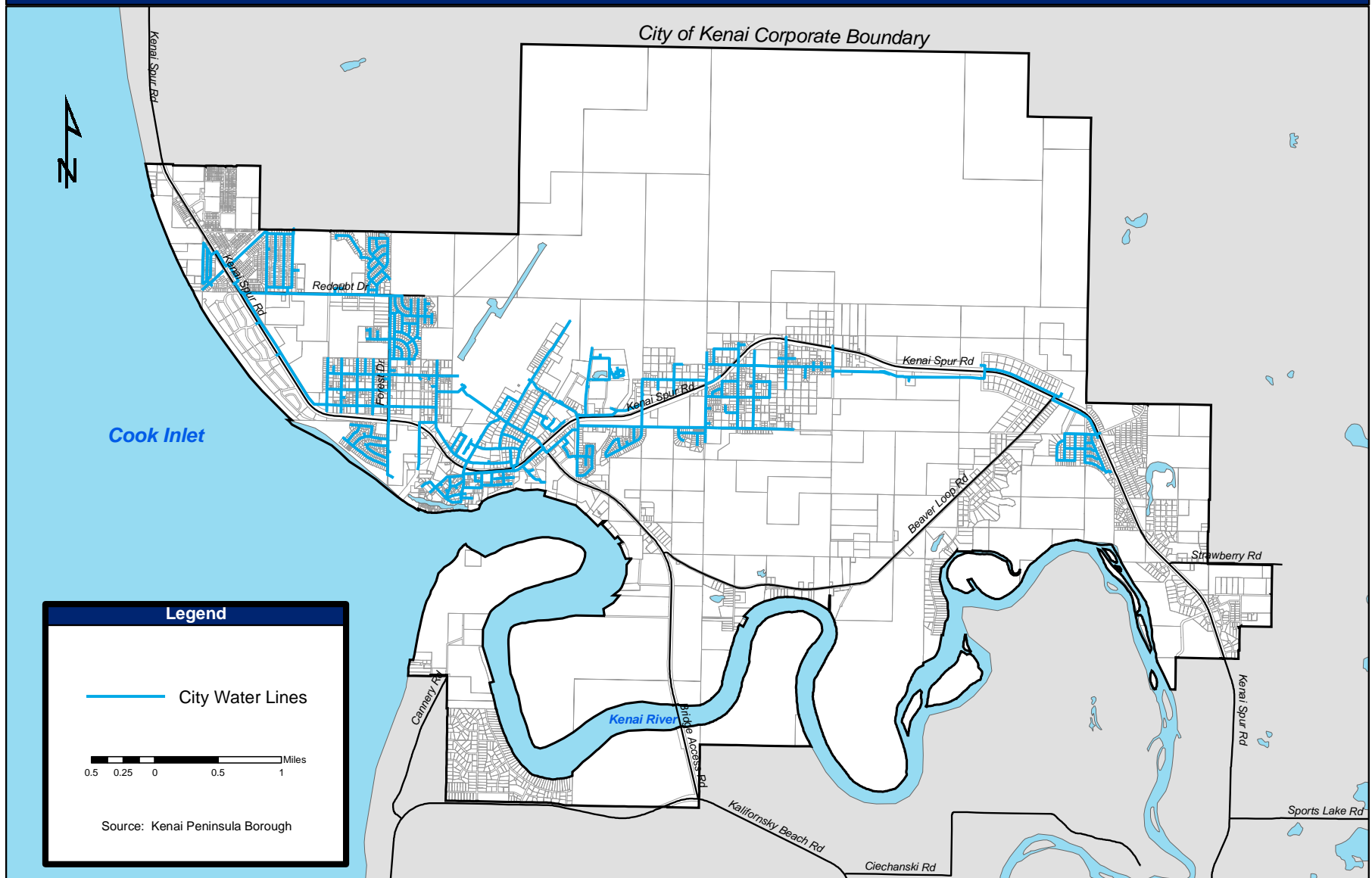
Map 6, Existing Zoning, City of Kenai, 2011



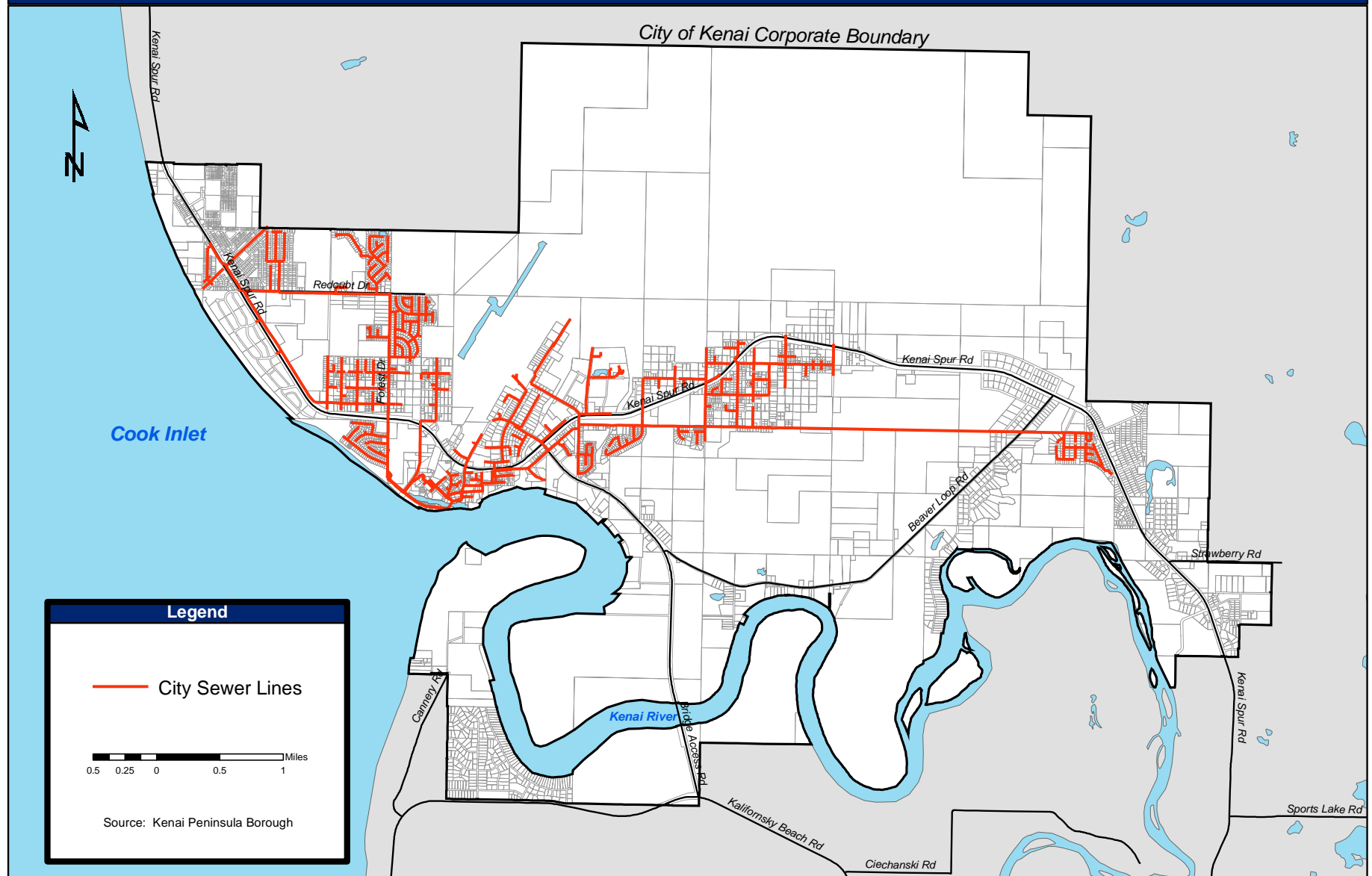
Map 7. City Maintained Roads, City of Kenai, 2001



Map 8. City Water Lines, City of Kenai, 2001



Map 9. City Sewer Lines, City of Kenai, 2001



I. City Facilities and Services

1. Water and Sewer Systems

Kenai's chief public water source is ground water, taken from three deep wells located near the Kenai Spur Highway and Beaver Loop Road. Seventy percent of the City's population enjoys municipal water. The water system meets state and federal regulations. However, one additional well will be needed to maintain proper flow and pressure.

About 1,680 homes and businesses (4,000-5,000 users) are connected to the water and sewer system. The sewer treatment plant is operating at about 70 percent capacity. The Wastewater Facility Master Plan is being updated, with completion scheduled for 2003.

2. Public Safety

The Police, Fire and Emergency Medical Services (EMS) departments are housed in the Public Safety Building on Main Street Loop and Willow Street. The police department facility was expanded and renovated in 1984-85. The fire department serves an area of approximately 33 square miles (co-terminus with city limits) and 7,000 people. The fire department is responsible for all fire suppression, airport crash fire rescue, hazardous materials, EMS, fire prevention programs, enforcement of city and state fire safety and prevention codes, and fire investigations. The city also provides fire and EMS services to the Kenai Airport. The city has a mutual aid and automatic aid agreements with Central Emergency Services and Nikiski Fire Department. Several water system upgrades and other ongoing improvements will likely result in a lowering of the City's Insurance Services Office (ISO) rating.

3. Transportation

a. Roads. The City of Kenai owns approximately 60 miles of roads inside the city (Map 7). The Public Works Department (Streets) builds and maintains these roads year-round and is responsible for snow plowing and road grading, shoulder maintenance, drainage ditches and culverts, and rights-of-way and easements. City road construction and maintenance is funded with municipal revenue, state-shared revenue, and by property owners in Local Improvement Districts (LIDs). The City requires road rights-of-way dedications in new subdivisions. About 35 percent of city roadways are unpaved or, if paved, in poor condition, and many are 20-30 years old.

b. Kenai Municipal Airport. The city-owned and operated airport is centrally located on approximately 1,200 acres of land near downtown Kenai. The Federal Aviation Administration (FAA) classifies the airport as a Commercial Service-Primary Airport. The airport property encompasses the airfield, major portions of central Kenai and several undeveloped areas. Lease lot development by businesses unrelated to aviation has been allowed, but may become a problem for future airport development. Conservation zoning classification of an extensive wetlands/uplands complex within the airport property limits potential development and expansion of airport-related uses. The potential for future conflicts with non-airport land uses needs to be minimized.

c. Trails. The City Parks Department maintains two city-owned trail systems – the Bernie Huss Trail and the East End Trail. The City has contracted for a schematic-level design study for a Kenai Coastal Trail. The proposed trail would be a multi-purpose trail and erosion control project

built along the base of the Kenai bluffs, with several connections to the bluff top.

d. Kenai Boating Facility. The City has authority to plan for waterfront development, to own, lease or manage waterfront property, raise funds, and exercise financial control over the port. The Department of Public Works operates the Kenai Boating Facility and coordinates its use by fish processors/leaseholders, independent fish processors, public users, commercial, recreational, and dip net fishermen, and others. Most freight is brought in by truck or by air. The dock is mainly leased for commercial fishing vessel use. The boat launching ramp is one of the area's most popular launching facilities during the dip net fishery. Additional ramps and better access to the Kenai River are needed to accommodate the growing dip net fishery.

4. Parks, Recreation, Culture, and Senior Citizen Facilities

a. Parks and Recreation. The city's parks and recreation function has expanded significantly over the last 20 years. The department provides a wide array of services, including seasonal recreation programs, a teen center, city parks, and beautification of city streets and parks. Facilities include the Recreation Center, nine parks totaling 180 acres, and two major trail networks. The priorities in the Department's Draft 5-Year Plan are continued maintenance of existing facilities; beautification of the city as a whole; and park development and renovation.

b. Cultural Facilities. The city provides a community library, visitors and cultural center, and a senior citizen center to serve the varied cultural needs of its residents. The

Kenai Community Library was established in 1949 and has grown steadily since that time. Further expansion will be necessary to accommodate growing demand and use. The city built a visitor and cultural center in 1992 to encourage tourism in Kenai. The senior citizens center was completed in 1982 with additions in 1990. The City owns and maintains a cemetery near the southwest side of Kenai Municipal Airport.

c. Senior Housing Facilities. The City owns and operates the Senior Congregate Housing facility next door to the Senior Center. The 40,450 square foot facility was built in 1992, with additions in 1996, and provides 40 units. The City established an enterprise fund to account for the financing of the Congregate Housing Facility.

d. Municipal Buildings. The Department of Public Works (Buildings) maintains city buildings and performs several administrative functions, including plan review, inspection, record keeping, and permit issuance.

e. Non-municipal Services and Facilities. Other governments also provide numerous vital local services. By state law, the Kenai Peninsula Borough is responsible for local education and property tax assessment and tax collection. The Borough also provides areawide solid waste disposal, emergency management services, and economic development planning.

The State of Alaska operates and maintains a number of facilities in Kenai. State roads within the city include the Kenai Spur Highway and Beaver Loop and Bridge Access roads. Other state facilities include the State District Court and District Attorneys' Office, Army National Guard Armory,

the Kenai Health Center, other social services and employment offices, and, abutting the city, the Wildwood Correctional Facility. There are numerous public recreational lands and facilities owned and operated by the borough, state and federal governments in and near Kenai.

Non-city public and private utilities provide electric power (Homer Electric Association), natural gas (Enstar), solid waste collection (Waste Management), and telecommunications (ACS and GCI).

J. Local Government Organization, Powers & Finances

1. Organization

Kenai incorporated as a home rule city in 1960, becoming part of the Kenai Peninsula Borough when the latter incorporated in 1964. The city boundaries are unchanged since incorporation. Under its charter, Kenai has a council-manager form of government, with an elected mayor and a six-member city council.

2. Powers

City functions include water/sewer utility, local roads, airport, harbor and dock facilities, police, fire/EMS, parks & recreation, animal control, library, comprehensive planning and zoning administration, the Kenai Senior Center, and tourism promotion.

3. Finances

The City of Kenai is in excellent financial condition. The current (FY 2002) budget projects year-end balances of \$7.2 million (general fund) and \$7.1 million (special revenue

fund). Kenai's per capita bonded debt (\$113 as of January 2001) is lowest of all Alaskan cities with debt, and well below the statewide municipal average (\$2,873). Kenai's low bonded indebtedness partly reflects a long-standing reluctance to bond for local capital improvements, relying instead for federal and state grants to fund capital projects.

4. Expenditures

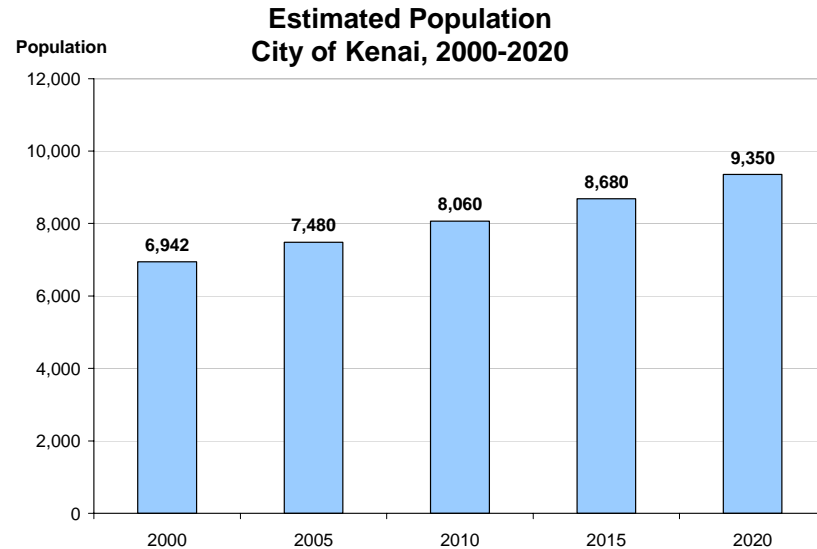
In FY 2002, the city's general fund outlays of \$8.6 million in FY 2002 went mainly to public safety (41 percent), general government and public works (22 percent each), and parks, recreation and cultural services (15 percent). Special revenue funds of \$3.4 million went for the municipal airport (43 percent), water and sewer systems (42 percent), senior citizens programs (11 percent), and the boating facility (4 percent).

5. Revenues

Kenai levies a sales tax (3 percent in FY 2002) and property tax (3.5 mills in FY 2002). In 2000, sales taxes accounted for 74 percent of city-levied revenues, and property taxes for 26 percent. Several city services (water and sewer, airport) are funded wholly or partly by user revenues.

K. Forecast of Economy, Population, and Housing Demand

Review of the Kenai region's economic and population trends since 1990 shows a pattern of steady, modest growth over that period. After the preceding decades of rapid growth, the City of Kenai's population growth rate slowed to less than one percent yearly after 1990.

Figure 4

The current outlook for the region's basic economy – energy industry, fish/fish processing, and tourism – indicates that the trend of moderate economic growth for the region will continue for the foreseeable future. As the region as a whole grows, Kenai can be expected to consolidate its role as a trade and services center for the western Kenai Peninsula. Consistent with these economic assumptions, the modest population growth that the City of Kenai has seen in recent years will most likely continue for the foreseeable future.

On that basis, for planning purposes, the estimate of the City of Kenai's future population and net housing demand allows for an average rate of 1.5 percent through the year 2020. This rate is somewhat higher than Kenai has lately experienced, and allows for some cushion against the possibility of growth in excess of the expected rate.

Specifically, it is estimated that Kenai will add about 2,400 new residents by the year 2020, for a total of 9,350 residents, and about 965 additional dwelling units (Table 6 and Figure 4). If actual growth substantially exceeds or lags estimated growth, then population-based decisions about city development priorities can be adjusted accordingly.

**Table 6 Estimated Population and Dwelling Units
City of Kenai, 2000 – 2020**

	2000 (actual)	2005	2010	2015	2020	Net Change 2000-2020
Population	6,942	7,480	8,060	8,680	9,350	
Net Increase		540	580	620	670	2,410
Dwelling Units	3,003	3,220	3,450	3,700	3,970	
Net Increase		215	230	250	270	965

Note: Assumes average annual growth of 1.5 percent; 2.63 persons per household; and a 5 percent vacancy rate for new dwelling units.

IV. Framework for the Future

Kenai is a mature community with a forecast for continuing modest growth. Much of what Kenai will be in twenty years is now in place. Thus, Kenai must plan to

- accommodate new growth; and
- conserve and improve the quality of the already built community.

Kenai is fortunate to have an ample inventory of privately owned, vacant land suited for its future demands. The City of Kenai and State of Alaska also own extensive public land in Kenai, much of it wetlands and floodplains. These public lands have significant habitat, scenic, recreational and natural open space values. With sound land use planning, Kenai can meet the needs of settlement without compromising its natural setting.

The city's dominant spatial pattern – linear growth along the Kenai Spur Highway spine – suits local ground conditions. But it fosters a weak, poorly defined city center. It also channels most local and through traffic onto the Kenai Spur Highway, whose roadside is Kenai's visual front yard. The community has cited development of an identifiable, diverse, prosperous city center and a more attractive Kenai Spur Highway corridor as important planning goals.

As a mature, slow-growing community, Kenai has the opportunity to pursue policies that add desired public amenities and improve the appearance and convenience of daily life in Kenai.

A strategic plan to guide local public policy choices about growth and development must consider the opportunities and challenges that frame the planning choices.

The development policies in this chapter are designed to guide the pattern, location, scale and character of future growth. The policies provide a frame of reference for reviewing land development proposals such as comprehensive plan amendments, rezonings, conditional use permits, and subdivision plats.

The land use plan maps complement the written policies of the comprehensive plan. The maps provide guidance for land use decisions. Specifically, the maps recommend areas for major land uses. The land use plan maps are generalized; the exact definition of land uses by parcel is to be determined by revisions to the zoning map. Areas at or near the boundaries may be analyzed under either or both major land use classifications, using the goals and development policies in the comprehensive plan to clarify intent. The Land Use Maps are not zoning maps. As a rule, however, the official Zoning Map should be consistent with the Land Use Maps, as should future land use decisions about comprehensive plan amendments, rezonings, and subdivision approvals. The City's land use regulations should establish the procedures for determining these exceptional circumstances.

A. Organization of the Plan

The plan is divided into two elements:

- **Land Use Plan**
- **Community Facilities and Services**

These elements are interrelated, but separately presented for ease of discussion and administration. Users of the plan should refer to both elements when considering future land use decisions.

B. The Land Use Plan

Kenai's land use plan and related development policies are a decision-making tool that provides a "blueprint" for growth and change in the community. The Planning & Zoning Commission, the City Council, city staff, and private developers will rely on the plan as they make the decisions that shape Kenai's future. The Proposed Land Use Plan and policies are tools Kenai can use to create the community it would like to become over the next twenty years.

Although the plan discusses and analyses land use, it does not regulate land use. That is the task of zoning. The comprehensive plan does provide the public policy basis for defining the zoning districts and related development standards that guide what happens on the land.

The Proposed Land Use Plan (Maps 10 and 11) are to be used with the development policies to guide growth. The Proposed Land Use Plan is a generalized vision of a desirable pattern of land uses toward which the City has chosen to evolve. The zoning map and regulations are means to implement the proposed plan.

The Land Use Plan is organized around these key land use planning topics:

- City Center/Millennium Square
- Residential Neighborhoods
- Commercial Land Uses

- Industrial Land Uses
- Natural Setting/Open Space
- Kenai Municipal Airport

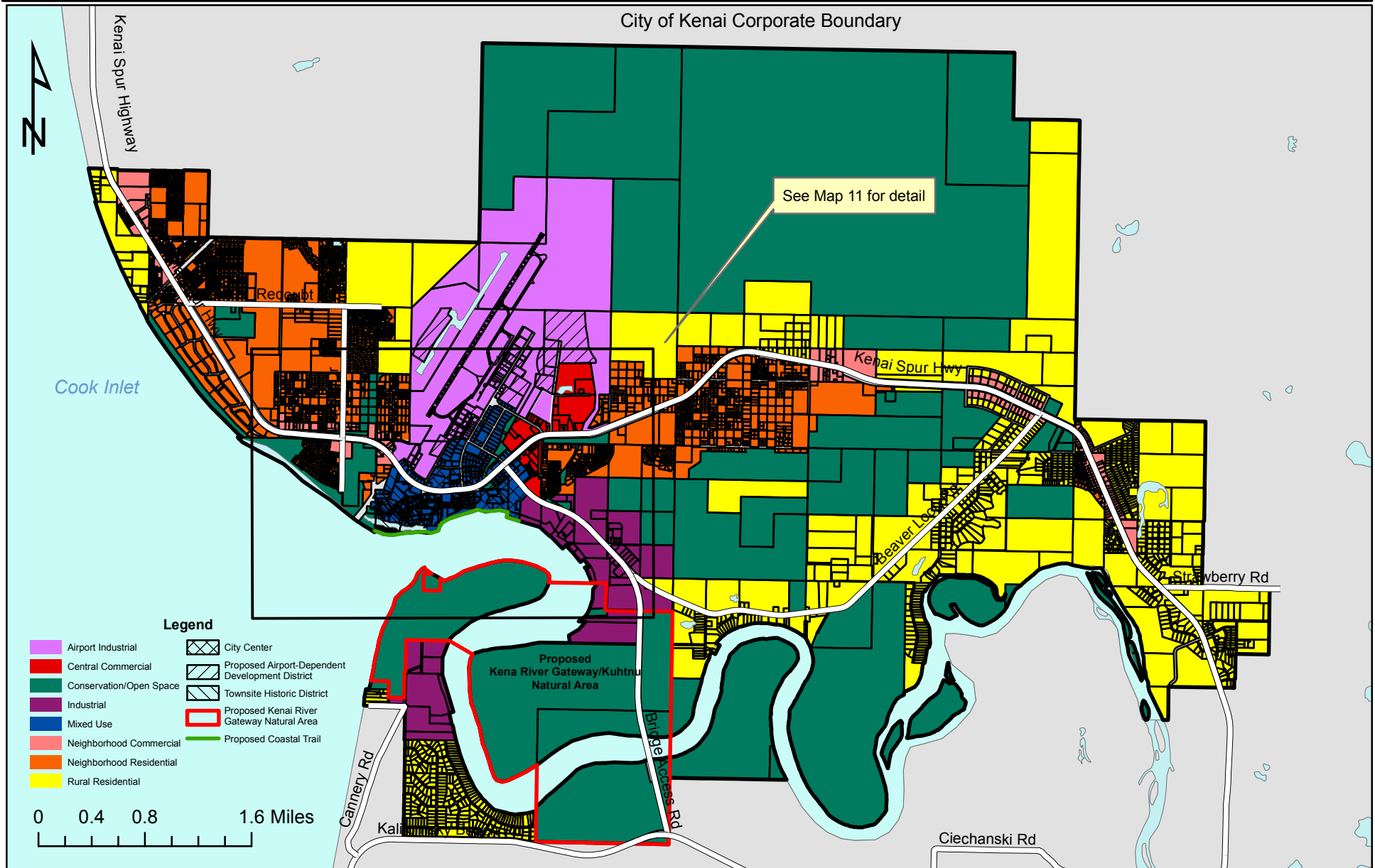
1. City Center/Millennium Square

a. Opportunities and Challenges

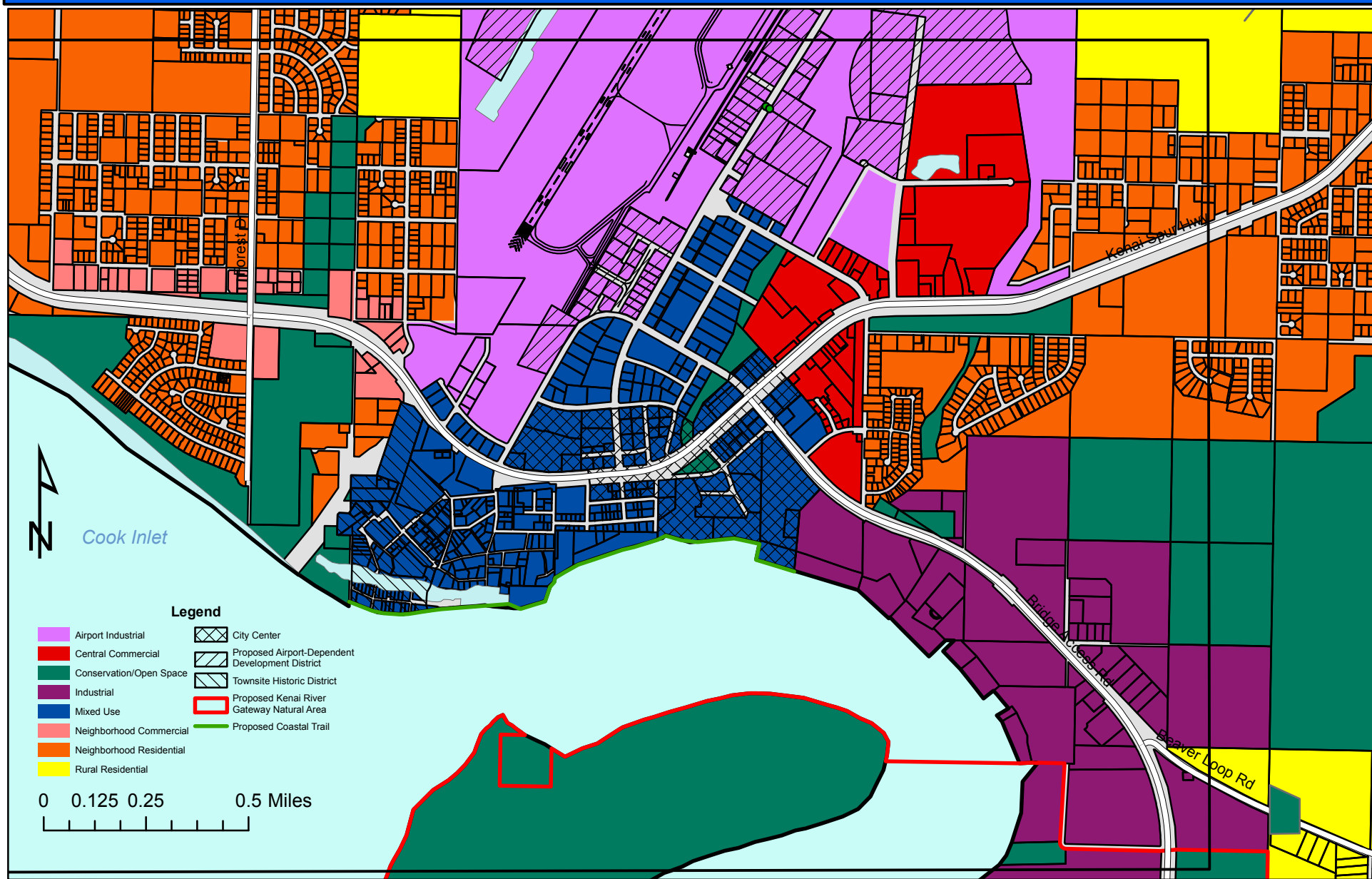
A common theme at the public planning workshops was that Kenai lacked a well-defined city center. The old business district did not project a positive identity of a thriving Kenai. Instead, it was losing vitality and looking faded. Citizens generally agree that creating a strong, attractive, busy city center is a highly desirable planning goal.

Kenai does have potential to develop a more distinctive, attractive, successful city center. But it will take a joint public-private focus on the economics, appearance, and convenience of the city center in order to make it an attractive venue for residents and visitors. Some of the policies to foster that goal are set out below. A long-term strategy for development of Millennium Square, a remarkable community asset, is a key element for the future emergence of a city center.

Map 10. Land Use Plan, City of Kenai, 2011



Map 11. Land Use Plan, Kenai City Center, 2011



Land Use Plan Classifications

Maps 10 & 11

Neighborhood Residential

The Neighborhood Residential district consists of single-family and multi-family residential areas that are urban or suburban in character. Typically, public water and sewer services are in place or planned for installation. This land use district may include both single-family and multi-family dwellings subject to reasonable density transitions and/or design compatibility. Formal public outdoor spaces (parks) are a critical feature in this district. Small home-based businesses may be accommodated within certain design guidelines. Neighborhood institutional uses such as churches, schools, and day care facilities may be intermixed if they comply with neighborhood design guidelines.

Rural Residential

The Rural Residential district includes areas that, due to location or site conditions, are best suited for large-lot single-family residential development. Homes in this district typically rely on individual on-site water supply and wastewater disposal systems. Compatible institutional uses such as churches, schools, and daycare facilities may be intermixed if they comply with zoning design guidelines. Small home-based businesses may be accommodated within certain design guidelines.

Central Commercial

The Central Commercial district supports retail, service, and office businesses that serve all of Kenai and the larger region. It is the Kenai subregion's main commercial district. Retail, service, office, and public uses predominate. Non-commercial uses, such as public offices, institutional uses, and dwellings may be appropriate among commercial uses within mixed use areas.

Neighborhood Commercial

The Neighborhood Commercial district applies to areas along the arterial road system that are suitable for small-scale neighborhood-serving retail, service, and office uses.

Mixed Use

The Mixed Use district fosters a compatible mix of retail, service, office, public, institutional recreational and multi-family residential uses. The district does not prescribe specific proportions for these uses, only that all these uses are desirable within the district. Mixed uses are particularly desirable in the Townsite Historic District and City Center overlay zone.

Industrial

The Industrial district identifies areas reserved for manufacturing, warehousing, trucking, marine-related industry and storage, and similar industrial activities. City utilities and safe, convenient vehicular access are critical. Buffers between industrial uses and adjacent non-industrial uses are desirable.

Airport Industrial

The Airport Industrial district identifies airport lands reserved for the Kenai Municipal Airport and its future expansion, and tracts needed for present and future aviation-related uses and activities.

Conservation

The Conservation district applies to public lands whose primary use is open space, recreation, fish and wildlife habitat, drainageways, floodplain, and wetlands. Some public improvements may be appropriate within appropriate design guidelines.

b. City Center and Millennium Square Development Policies (CC)

CC1 Foster a more compact, intensive mix of private and public uses in the city center.

- Define a city center “overlay zone” within which public and private resources can be focused to create a vital city center.
- Promote a mixture of complementary intensive private and public uses in the city center.
- Develop a circulation and parking plan for the city center to improve access and circulation within the city center. The circulation plan should address the vehicular traffic and the needs of pedestrians and other non-motorized travelers. It should develop recommendations for walkway, street crossing, and trail improvements, and their year-round maintenance. The parking plan should explore options for shared parking and improved appearance of parking areas.
- Discourage highway-oriented, low-density, free-standing commercial buildings or land uses in the city center. This type of development runs counter to the policy of a compact, intensive, pedestrian-friendly city center, and is better located elsewhere.
- Encourage development of a variety of multi-family dwellings in and near the city center, particularly a variety of senior housing.
-

Millennium Square (Daubenspeck Tract)

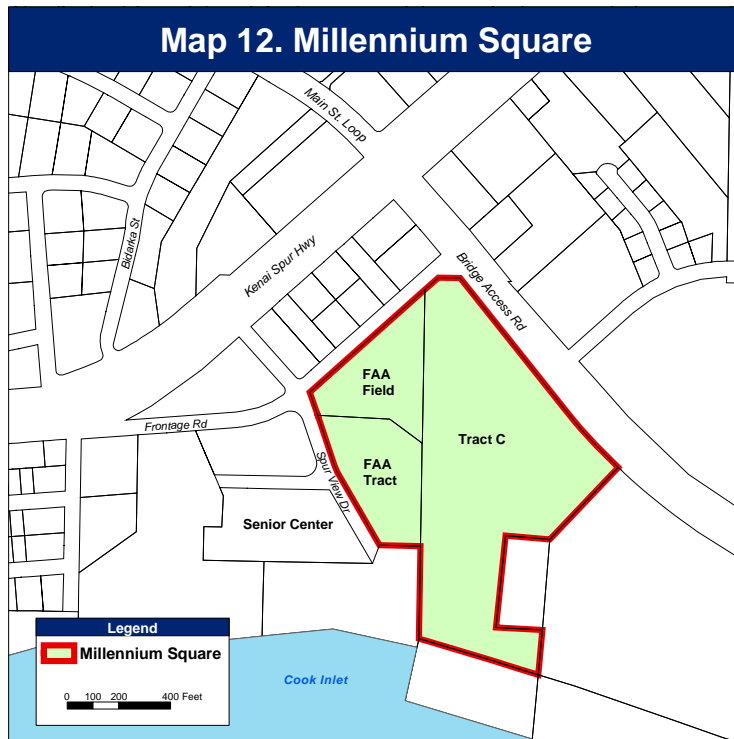
Location. Millennium Square is the name now used to refer to the city properties formerly called the Daubenspeck Tract. Millennium Square is located in central Kenai. It encompasses three adjacent, irregularly shaped parcels totaling 21.43 acres:

Parcel	Acreage
Tract C	15.16 A.
FAA Tract Property	3.22 A.
FAA Football Field	3.05 A.
Total	21.43 A.

Ownership. The parcels were formerly owned or leased by the Federal Aviation Administration and used for airport support facilities and activities. Tract C was leased to the FAA between 1954 and 1978 and donated to the City in the early 1980s. The FAA Tract and Football Field were formerly owned by FAA. The FAA Football Field has been transferred to city ownership and transfer of the FAA Tract is pending.

History of use. Tract C was first used in the early 1940s by the Civil Aviation Authority (later FAA) for the Kenai Emergency Operations Facility. Improvements included about a dozen quonset buildings used for barracks and storage, aerial antennas, and above-ground and buried fuel storage tanks. It is rumored that part of the site was used as a landfill. After FAA terminated its lease in 1979, all improvements were removed from Tract C. The FAA Tract also hosted a number of buildings, which have been removed. No structures were built on the FAA Football Field, part of which was cleared and used as a recreational field. At present, the western part of the entire tract is level and covered with grass or low vegetation. The eastern edge is densely wooded and slopes down to the Bridge Access Road.

Zoning, access, and utilities. The FAA Tract and FAA Football Field are zoned General Commercial. Tract C is zoned Suburban Residential. The properties can be accessed from the Bridge Access Road on the east, the Kenai Spur Highway Frontage Road on the north, and Spur View Road on the west. The southern edge of Tract C abuts and extends below the steep, eroding bluff overlooking the Kenai River. The FAA Tract is served with city water and sewer, natural gas, and other utilities via Spur View Road. Utility services could be extended to Tract C via Spur View Road. The FAA Football Field does not have direct access to utilities.



Site assets. Millennium Square has numerous positive features as a potential development site. First and foremost, it is rare that a mature community has a large, vacant, centrally located, publicly owned tract whose development potential closely matches community development goals. Specific site assets:

- sufficient acreage to host a variety of facilities and activities
- centrally located near a prime intersection and the busiest section of Kenai Spur Highway
- near the central business area and main employment center
- convenient to a variety of visitor-serving facilities and businesses
- accessible to proposed Kenai River Bridge Access Road and bluff trail systems, and existing greenbelts and city park land
- near the Kenai Senior Center and senior housing facility

- excellent views of the Kenai River, Cook Inlet, and distant volcanoes and mountains
- near the Kenai River and its recreational activities
- near the Shk'ituk't Village site of historic and cultural interest
- potential for coordinated development according to a public master plan
- well suited for development consistent with stated community development goals

Site liabilities. Three factors adversely affect the site's short-term development prospects.

- Kenai River bluff erosion, unless remedied, jeopardizes private and public capital investment.
- Contamination of Tract C from FAA use may affect site usability. A city site assessment and clean-up project in 2000 found some buried metal, wood, and other debris, and some subsurface contamination. The clean-up removed a buried fuel storage tank, surface debris, and some contaminated soil. Some potential uses may require further site investigation to confirm site suitability.
- Local economic and fiscal conditions are momentarily unfavorable for the sort of private and/or public facilities that would most fully realize the site's potential. Visitor industry growth has leveled off, and the near-term outlook for the region's economic mainstays – oil and gas and commercial fishing – are uncertain. City and state funds for major projects are limited.

Possible uses. During review of the property and at public planning workshops, many ideas were proposed for use of Millennium Square:

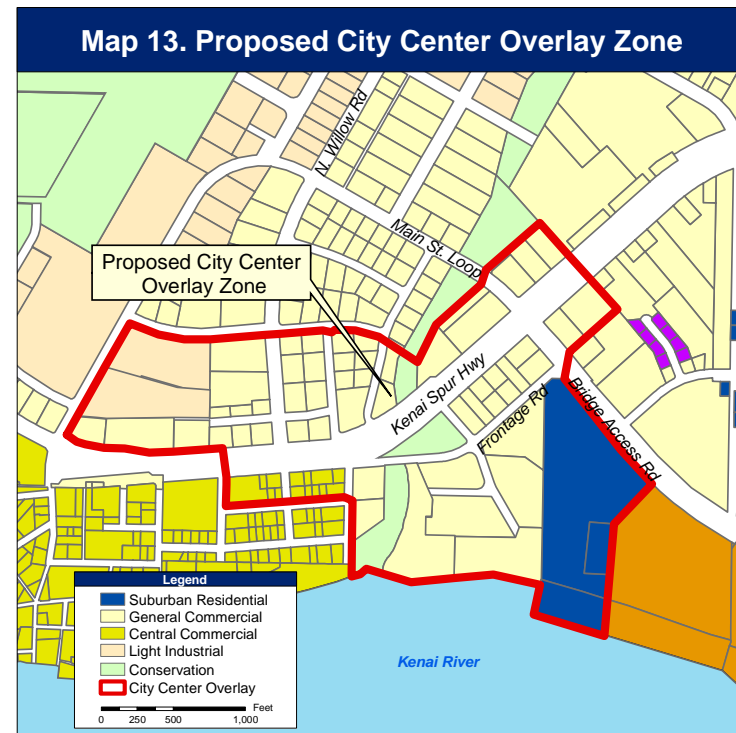
- convention/conference/visitor center
- commercial lodgings
- cultural, educational, recreational, and entertainment facilities
- marketplace of small shops and service businesses, and professional offices
- senior housing and related facilities
- health care facilities and offices
- trails, open space, and scenic lookouts
- medium density housing
- interpretive site for historic Shk'ituk't village site.

These possible uses for Millennium Square generally fit into the broad concept of a busy, thriving, mixed-use landmark center that realizes the site's full potential, attracts residents and visitors, and helps reinvigorate the city center. Still, Millennium Square cannot accommodate all these uses, nor are they all mutually compatible or supported by community consensus. At the moment, it appears premature to settle on any final mix of public and private uses without benefit of a master plan process.

Development strategy. Under present economic conditions and pending resolution of the erosion problem, major public or private investments in Millennium Square do not appear advisable. Actual development of Millennium Square will likely take place in stages, as specific projects materialize and will require a patient, purposeful approach. Therefore, it is vital that the City pursue a clear vision or master plan for overall development of Millennium Square in order to ensure that the end result capitalizes fully on the site's development potential.

A four-step development planning strategy for Millennium Square is proposed:

1. Complete the proposed Kenai River erosion protection and coastal trail project to remove an impediment to development.
2. Prepare and adopt an official concept plan that will provide a framework and standards to guide and integrate future development decisions. The concept plan should provide an overall site plan, and specify acceptable uses, zoning and design standards, and financial criteria.
3. Coordinate concept plan development with the proposed city center overlay or revitalization district and Business Improvement District.
4. As the erosion protection project proceeds, and economic and fiscal conditions improve, continue to explore and evaluate options for specific public and private projects.



CC2 Define a distinctive identity for Kenai's city center.

- Encourage the city center's evolution into a destination for all-day, year-round commercial, cultural, entertainment, recreational, adult education, and civic activities, with appropriate shops and services to attract residents and visitors.
- Plan for Millennium Square development to become Kenai's defining element as a "City with a future".
- Capitalize on local assets such as the Kenai River corridor, Cook Inlet, and the mountain range by adoption

of development standards for the city center overlay zone.

- Adopt development standards to protect scenic views from the city center.
- Encourage health care services to locate in the city center.

CC3 Create a stable, positive climate for private investment in and near the city center.

- Pursue stabilization of the Kenai River bluff west of Bridge Access Road. Permanent bluff stabilization is critical to attract investment in upslope improvements.
- Encourage private businesses to establish a Business Improvement District to plan, fund, and coordinate private efforts to revitalize the city center.
- Target beautification efforts to enhance the visual attractiveness of the city center. Beautification efforts should address streetscape design, landscaping, public amenities, and signage.
- Provide incentives to encourage new private investment and reinvestment in older properties in the city center, such as tax abatement.
- Provide incentives to attract small-scale trade and service businesses in the city center.

CC4 Prepare and adopt a long-range concept plan to make Millennium Square the centerpiece for Kenai's city center. Desirable elements and features for a viable development plan include:

- Identify opportunities for private/public partnership in Millennium Square development.

Business Improvement Districts

What are BIDs? Business Improvement Districts are typically central city areas in which the private sector funds and delivers services for revitalization beyond what the local government can reasonably be expected to provide. Property owners and/or businesses within the BID elect to pay a self-imposed tax or assessment to support selected services and facilities that benefit the district. There are about 1,200 BIDs nationwide.

What do BIDs do? Typically, BIDs provide or elevate the level of such services as street cleaning and litter pick-up, safety patrols, landscaping, and other streetscape improvements such as lighting, signage, and tree planting. They advocate for businesses with a unified vision and voice. They foster cooperation for common purposes among otherwise competitive businesses. They raise funds for capital improvement in the district.

Are there BIDs in Alaska? The non-profit Anchorage Downtown Partnership, formed by businesses in a 103-square block area in downtown Anchorage, is a successful example. ADP's mission is "to promote and advocate, in collaboration with the Municipality and the community at large, for a vital, "year round," clean, safe Downtown Anchorage for those who live, work, and visit the Downtown. ADP has enhanced the appearance and appeal of downtown Anchorage through landscaping, litter and safety patrols, sidewalk snowplowing, sponsorship of street markets and special events, planning for downtown revitalization, and similar activities. ADP is credited with a major role in the revitalization of downtown Anchorage.

How are BIDs formed? BIDs usually incorporate as non-profit mutual benefit organizations. Their creation must be approved by district property owners, by owners who control a majority of the land area, or by owners responsible for the majority of the fees assessed. BIDs can be independent of local government, with autonomy to finance, construct, and manage specific projects. BIDs may also partner with local government to raise revenue for specific projects implemented by the local government.

Why would Kenai want to consider forming a BID? Formation of a BID in Kenai would provide local businesses with a means to focus private and public resources on city center revitalization. Over time, BID-sponsored activities and parallel city efforts could make the city center a more attractive and successful place to work, live, shop, and recreate, and a more appealing visitor destination as well. A BID could also become the vehicle for private sector participation in planning for development of Millennium Square.

- Further assessment of site environmental issues and identification of sources for funds that may be needed for site remediation.
- Convention center facility concept design for a variety of uses, including conventions, visitor industry events, and community functions.
- Design and architectural standards to guide overall site development.
- Financially sound development for both public and private participants.

CC5 Update Historic District design standards in the city's land use regulations.

- Work with the Kenai Visitors and Cultural Center, property owners, and other interested parties to review and update the current standards.
- Adopt development incentives in the City's land use regulations that:
 - encourage revitalization and reuse of existing buildings;
 - allow for denser development;
 - promote redevelopment and infill in the historic district;
 - consider the cultural and historic nature of the area; and
 - require that development be served by city services;
- street, streetscape, and site design for traffic and pedestrian safety.

2. Residential Neighborhoods

a. Opportunities and Challenges

The natural terrain, early settlement, and highway route shaped the pattern of residential development in Kenai. Residential development is concentrated in the original townsite area, along and off the Kenai Spur Highway, along Beaver Loop Road, and at Kalifornsky Beach

Kenai has a large inventory of vacant residential-zoned tracts, with the opportunity to plan for their proper subdivision and development. Kenai also has many vacant improved residential lots already served with improved roads and water and service. Unfortunately, some of the latter lots are smaller in area than today's homebuyers prefer, and have gone undeveloped for many years. Current market preferences can be better met through consolidation and replat of smaller lots. Promoting infill development on vacant improved lots is a desirable goal to achieve efficient land use and optimal use of city infrastructure.

Some of Kenai's residential subdivisions lack desired amenities such as landscaped buffers from incompatible uses and traffic, neighborhood parks, better neighborhood access by foot to local schools and play areas, and street lighting. A long-term program to install these sorts of amenities in older neighborhoods can enhance the livability and safety of residential neighborhoods and protect property values.

In the first-settled part of Kenai, higher density residential developments are often next to commercial areas – particularly along the Kenai Spur Highway. Continued

development of residential uses adjacent to commercial areas make advisable some kind of buffering and screening to minimize noise and traffic impacts upon residences.

Residential uses in the city center will allow a mixed-use environment with higher density residential with easy access to shops and offices.

Beaver Loop Road is a rural area with scenic vistas, natural open space, and a low-density residential lifestyle with a short drive to city services. This area is not likely to develop at densities that will support public sewer and water service in the foreseeable future. Much of the vacant property in the Beaver Loop area is affected by wetland or floodplain conditions, and may not be suitable for uses more intense than rural residential development.

Construction of the Bridge Access Road and the Warren Ames Memorial Bridge opened the Kalifornsky Beach area for semi-urban settlement. Better access has fostered low-density, semi-rural residential development with onsite water and sewer facilities. Some vacant parcels are still available for settlement.

b. Residential Neighborhood Development Policies (R)

R1 Promote infill of existing, improved subdivision lots.

- Actively market existing improved city-owned subdivision lots. Tap the expertise of local land developers and the real estate community to create a viable strategy.

R2 Promote the siting and design of land uses that are in harmony and scale with surrounding uses.

- Include landscaping standards that define when, where and how much landscaping might be required of specific developments.
- Consider creating larger physical setbacks (buffers, fencing) between abutting incompatible uses.
- Enforce existing code requirements and address zoning violations.

R3 Update the subdivision code to include site design standards.

- Include standards that address the reservation of open space and parkland upon subdivision of large tracts.
- Define standards for retention of natural vegetation in new residential subdivisions.
- Encourage creative subdivision development that takes advantage of the natural setting. Where appropriate, allow flexibility in subdivision design – especially where physical constraints (wetlands, floodplains, slopes, and poor soils) hinder traditional subdivision designs.

R4 Encourage a variety of neighborhoods within the city that offer a choice of urban, suburban, and semi-rural lifestyles.

- Provide for a mix of residential uses in the land use plan in balance with future market demand.
- Provide incentives to promote creative neighborhood design.
- Establish standards in the land use regulations code for various housing types and housing densities.
- Provide for residential uses in the city center.

- Lot size averaging, planned unit developments, cluster developments, and other techniques should be used to encourage a variety of residential types and densities in new residential subdivisions.
- Locate medium and higher-density residential development (including housing for the elderly and disabled) near commercial centers, medical facilities, and recreational amenities.

R5 Support federal and state agency programs that provide affordable housing with low cost energy services.

- Ensure that all government and quasi-government sponsored housing is consistent with the goals and policies of the comprehensive plan.

R6 Monitor the rate of residential development to ensure that an adequate supply of land is available for future residential needs.

3. Commercial Land Use

a. Opportunities and Challenges

Kenai is the trade and services center for an extended urban and rural trade area. This boosts local investment and employment, generates local sales tax revenue, and benefits local consumers.

Several historic factors have kept Kenai from developing a well-defined, traditional central business district. Kenai's main business and public office center is separate from the historic townsite. Kenai Spur Highway is the dominant roadway, but lacks a dominant intersection. Much of the market base lives outside Kenai, and much business

development is dispersed along the Kenai Spur Highway. The net result is that Kenai lacks a strong, compact central business district.

Some of Kenai's older business areas are showing signs of economic obsolescence. Retail marketing trends – particularly the trend toward freestanding, big roof, big parking lot retail stores – have weakened established businesses. There are numerous highly visible vacant or underused commercial malls and buildings in town and along Kenai Spur Highway. This trend poses challenges to the success of Kenai's business sector, the useful life of existing private and public investment, the city's tax base, and the community's appearance. Kenai cannot afford an abandoned business area. Reversal of this trend is a major stated goal of community residents.

Fortunately, there are some promising policies that the City can follow to revitalize its city center. With construction of the Bridge Access Road, the Kenai Spur Highway/Bridge Access Road intersection has strengthened the locational advantages of that vicinity. This enhances the long-term potential of Millennium Square as well as vacant or underused properties in the area. With zoning and development policies that focus private and public investment in the city center, and improve its appearance and convenience, Kenai can, with time and perseverance, develop the sort of busy, prosperous, city center for which residents have expressed a desire.

Some residents complain about commercial "strip development" along the Kenai Spur Highway. On analysis, these concerns seem aimed mainly at the appearance – lack of landscaping, unattractive signage – and poor access of

some businesses and, to a lesser extent, the dispersed character of development. These deficiencies can largely be addressed through development and design standards that reflect the community consensus, and by provision of adequate, suitably located commercial sites.

Another issue of neighborhood concern is commercial development near residential areas as conditional uses or through rezones, particularly along the Kenai Spur Highway. One of the goals of zoning is to achieve stable, livable residential neighborhoods by separating them from incompatible uses. This is best achieved by zoning sufficient suitably located land for all expected uses, then adhering to the zoning plan.

b. Commercial Land Use Development Policies (CM)

CM1 Promote adaptive reuse of vacant commercial buildings in the city center and along the Kenai Spur Highway.

- Develop strategies such as tax incentives or deferments to promote use of vacant commercial buildings.
- Consider using an overlay zone to encourage and better articulate positive commercial design guidelines along the Kenai Spur Highway corridor.
- Consider using an overlay zone to encourage reuse of vacant buildings.
- Prepare criteria and standards under which compatible mixed uses are allowed to ensure that the uses are compatible with surrounding uses.

CM2 Promote safe and pedestrian-friendly, walkable commercial areas.

- Require and maintain pedestrian amenities (such as sidewalks) to foster pedestrian circulation among businesses and offices.
- Consolidate existing access points (i.e. driveway entrances).
- Combine new access points with existing ones in order to minimize traffic congestion.

CM3 Update existing guidelines for commercial development.

- Adopt landscaping and buffering/screening standards for city center commercial, Old Kenai, and for highway-oriented commercial.
- Setbacks, building height, and parking should be updated to address denser development, mixed-use development, and highway-oriented uses.

CM4 In designating (zoning) areas for commercial uses, the following factors shall be considered.

- The use has adequate access to a collector or arterial level street.
- The use has access to city services.
- Potential conflicts with adjacent non-commercial uses have been minimized through site design, landscaping or other appropriate measures.

4. Industrial Land Use

a. Opportunities and Challenges

Existing industrial land uses in Kenai total about 110 acres. Another 872 acres are vacant and zoned for industrial uses. Neither Kenai's history nor the current economic outlook indicate a future demand for large industrial sites. Maintaining the viability of existing industry is a land use and economic priority.

The chief industrial uses are marine-oriented (e.g., fish processing, upland storage, fuel storage, marine repair, recreational fishing), aviation-related (e.g., aviation support services, cargo storage and transfer), some oil field support services, and gravel extraction. The decline of the commercial fishing industry has suspended, perhaps ended, the useful economic life of the local fish processing plants.

While industry is now and is expected to remain a minor land user, Kenai should reserve its best-located industrial-zoned tracts for future industrial uses that would not be suitable for residential or commercial zones. Surplus industrial-zoned parcels should be rezoned for other uses that are compatible with existing development patterns.

Gravel extraction serves local construction activities. Historically, gravel extraction has been allowed as a conditional use in rural areas, particularly off Beaver Loop Road. Local sources of gravel and fill materials are economically advantageous, but there is potential for conflicts between gravel extraction and transport and other nearby uses, particularly residential neighborhoods. Gravel operations may cause dust, noise, road safety hazards,

drainage and groundwater degradation, unattractive views, and other detrimental effects on surrounding areas.

The city's conditional use and subdivision review processes can be effective tools to minimize such conflicts. These tools can be used to review the appropriateness of proposed pit locations, devise needed mitigating measures, and require site reclamation. Better public awareness of existing and potential gravel extraction activities can also help minimize conflicts.

b. Industrial Land Use Development Policies (IN)

IN1 When designating (zoning) land for industrial land uses the following factors shall be considered:

- The use has adequate access to a collector or arterial level street.
- The use has adequate access to city services.
- Potential conflicts with adjacent non-industrial uses have been minimized through site design.
- Potential hazards from the proposed industrial use have been minimized.

IN2 Reserve areas zoned for industry for industrial uses.

- Protect industrial uses from encroachment by incompatible land uses or other uses which, by their nature, interfere with the integrity or activity of the industrial area.
- Avoid reclassification of industrial zones to other uses to ensure that the city's industrial land base is not depleted over the long term.

IN3 Revise the definition of the Industrial Zoning District.

- Review and update the definition of the industrial zoning district to reflect actual and expected industrial activities in Kenai.
- Where necessary, add design standards that minimize the impacts from industrial uses on adjacent non-industrial uses. Standards should address light and noise emissions, dust, traffic generation, and hours of operation.

5. Natural Setting and Open Space

a. Opportunities and Challenges

Kenai has substantial natural open space in town and at the perimeter of its settled areas. Several natural drainageways thread through town. With protection, these drainageways can be permanent greenbelt buffers that channel and cleanse surface water.

In all, about 2,045 acres of public open space are now zoned for conservation, with only selected uses allowed. Additional public natural open space borders the settled area and follows the Kenai River corridor. About 4,600 acres, mostly State Mental Health Trust lands north of the Kenai Municipal Airport and Kenai River floodplains, are classified as wetlands but now zoned as rural residential. These public lands have negligible development potential and are surplus to Kenai's future development needs.

For Kenai, these lands represent natural open space, fish and wildlife habitat, outdoor recreation, and clean air and clean water. They offer as yet unrealized opportunities to link open spaces with greenbelts, trails, and parks, and endow

Kenai with an extraordinary opportunity to make Kenai permanently "a city in the country."

Urban open space in town includes public parks, stream corridors and natural drainageways, utility corridors, community gardens, golf courses, and natural areas. When integrated with urban development, this open space can affirm neighborhood identity and visual appeal, support recreational and other leisure activities, and enhance residential property values.

Part of the unused airport property designated for airport use is zoned conservation. This zoning status may unnecessarily complicate development of new airport-related uses on airport land. Bringing the zoning into agreement with expected use would remove an administrative obstacle to acceptable development on airport property.

The Kenai River Flats at Kenai

Each April viewers can spot hundreds of snow geese, migrating to nesting grounds on Russia's Wrangel Island from wintering areas along the Pacific coast. Feeding with the snow geese are smaller numbers of Canada geese, white-fronted geese, mallards and northern pintails. Sandhill cranes pluck grubs and larvae from the flats and bald eagles perch on the tall spruce that fringe the marshlands. Occasionally, the local herd of caribou grazes on the flats. Beluga whales pursue fish into the lower stretches of the Kenai River and can be observed from the 100-foot-high bluff near the river's mouth.

Alaska Geographic. The Kenai Peninsula. Volume 21. Number 2. 1994.

b. Natural Setting and Open Space Development Policies (N)

N1 Revise the conservation zone standards and rezone public lands surplus to Kenai's future development needs for conservation

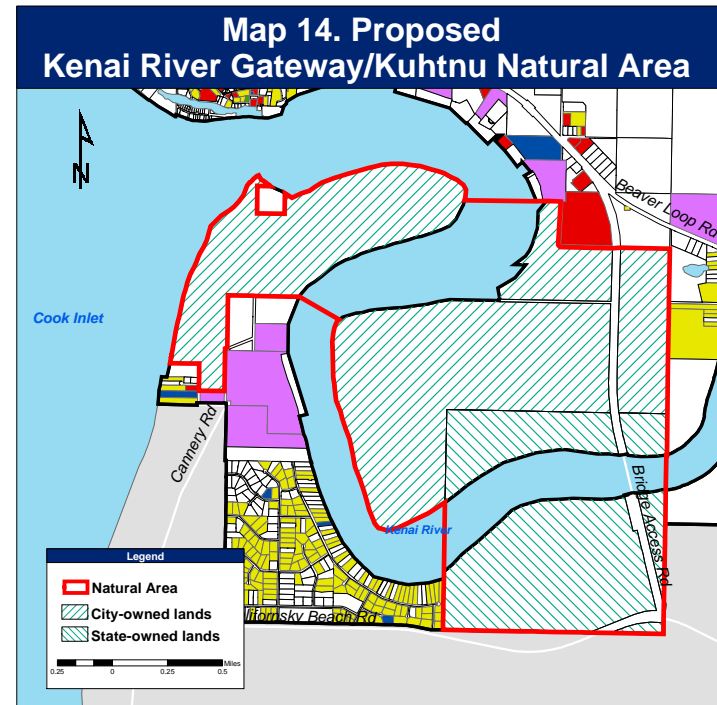
- Consider the creation of two conservation zones according to allowable uses: a natural open space zone free of structures and reserved for compatible recreational activities; and a zone that allows appropriate improvements that are compatible with adjacent open space, support wildlife habitat, maintain water quality, and protect natural views.
- Identify city-owned and other publicly owned lands appropriate to be re-zoned for conservation.
- Where appropriate, re-designate areas now zoned for conservation to conform to the expected use for the area, e.g. parts of the Kenai Municipal Airport and privately owned parcels now zoned for conservation.

N2 Explore creation of a Kenai River Gateway/Kuhtnu natural area or park to highlight Kenai's reputation as a prime recreational access point to the Kenai River. (Kuhtnu is the traditional Kenaitze name for the Kenai River.)

- Explore transfer of high-valued city-owned land in the Kenai River estuary to state management or ownership to protect the natural and man-made environments at the mouth of the Kenai River.
- Transferred lands would become part of a new state Kenai River Gateway natural area or park with appropriate improvements to support marine and upland recreational

activities and to recognize traditional historic and cultural uses.

- The land transfer would be part of an agreement on appropriate bluff erosion control measures to protect the built environment from continuing erosion damage and consequent degradation of the natural environment.



N3 Pursue long-term development of an urban trail and greenbelt system that connects the proposed coastal trail and upland bluff trail with links to and through the urban area.

- Adopt the concept for an integrated urban trail and greenbelt system.

- Continue to pursue development of the Kenai Coastal Trail as part of the bluff stabilization and erosion control project.
- Identify city-owned and private lands to be included in the coastal trail/bluff stabilization project.
- Identify means to acquire private lands needed for the erosion control project and urban trail system.

N4 Prohibit development in known hazard areas except where no feasible or prudent alternative can be identified.

- Work with land developers and natural hazard experts/scientists to devise acceptable standards, such as siting, design, and construction techniques that minimize hazards and protect against the loss of life and property.
- Promote the use of innovative development techniques to minimize risk from natural hazards.
- Develop a Hazard Mitigation Plan to address bluff erosion and qualify the City to obtain federal disaster funds.

N5 Provide city maintenance of existing rights-of-way and easements for public access to beaches.

- Use setbacks, easements, signage, and similar tools to ensure public access to open space corridors, beaches and sensitive areas.

N6 Locate future community parks near schools and residential areas not yet served by parks.

- Use a variety of mechanisms, including subdivision standards, the city's CIP, and grant funds, to acquire future open space.
- Publicize the value of open space to landowners, and promote appropriate public use.
- Encourage volunteer park development and maintenance for neighborhood parks and youth sports.
- Support the establishment of programs like "adopt-a-park" and "adopt-a-stream."

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (DMA) requires local governments to adopt a Hazard Mitigation Plan (HMP) by November 2004 as a condition for receiving federal disaster mitigation funds.

The purpose of the mitigation plan is to produce a program of activities that address a community's hazard problems. Since the DMA was enacted in 2000, projects proposed in an approved HMP become eligible for DMA grants for such purposes as elevation, acquisition, and relocation of hazard threatened structures.

The HMP must:

- *describe the local process for identifying hazards, risks, and vulnerabilities;*
- *identify and prioritize proposed mitigation actions;*
- *encourage local mitigation efforts; and*
- *provide technical support for those efforts.*

The HMP contains a list of potential projects with a rationale for how the projects contribute to an overall mitigation strategy. The Hazard Mitigation Plan is to be evaluated and updated every five years, or within 12 months after a disaster that significantly affects a community. Routine maintenance of plans includes adding projects, as new funding sources become available, or removing projects from the list as they are completed.

N7 Preserve and protect water features such as isolated wetlands, stream corridors, drainage areas, and riparian areas for open space and to enhance water quality.

- Use multi-purpose, best management practices that employ natural systems to enhance water quality. This would include using vegetative buffers to protect wetlands and water features.
- Incorporate water features in surrounding development as an attractive landscape feature.
- Use water features to buffer incompatible uses.

6. Kenai Municipal Airport

a. Opportunities and Challenges

The Federal Aviation Administration transferred the original airport tract to the City in 1963. Today, the Kenai Municipal Airport and related airport properties are a major economic and land asset for the city. The airport supports a variety of economic activities, with some potential for growth. The airport is conveniently near downtown Kenai, with room for future runway expansion away from existing town development. The in-town location does entail limited, manageable noise and land use conflicts.

The City has committed the former FAA airport tract that is surplus to the airport's own needs partly to lease sites for airport-related development and other private uses, partly to public offices and facilities. Many of Kenai's public buildings have been built here. As Kenai continues to grow, the remaining vacant parcels can be managed to support airport-related uses, for revenue-generating leases for other private development, or as sites for public improvements.

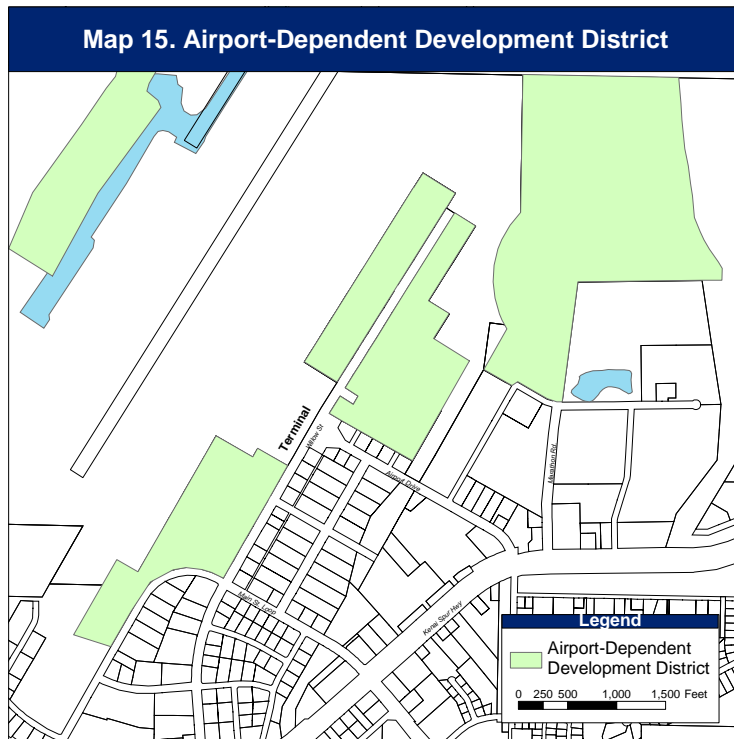
b. Kenai Municipal Airport Development Policies (AP)

AP1 Incorporate the updated airport noise exposure map into the Comprehensive Plan.

- Adopt the Kenai Municipal Airport Master plan recommendations regarding restrictions on use and development of properties in the airport noise exposure zone.
- Require appropriate disclosure and notice of limitations on use of properties in the airport noise exposure zone. Place a plat note with this disclosure and re-file the plat with the recording office.

AP2 Define an "airport-dependent development district" for future expansion of airport-related activities.

- Establish an "airport-dependent development district" to be managed for uses that require direct access to the airport proper.
- Restrict new or expanded development in the "airport-dependent development district" to airport-dependent functions.
- Adopt provisions to amortize and phase out existing non-airport-dependent uses in the "airport-dependent development district" as needed and on terms that are equitable and consistent with ongoing demand for airport-dependent sites.
- Reserve sites for future airport-related public functions and for airport-dependent businesses.



Kenai Municipal Airport

As communities grow, their airports get busier, and the potential for conflicts between airport activities and its environs rises. In particular, the noise of airport operations may be incompatible with off-airport development. Also, the need of airport-related businesses for sites on or next to the airport may compete with other established or future uses for limited sites near the airport.

The Federal Aviation Administration has established acceptable airport noise levels. All land uses are compatible with a 65 decibel (dB) noise level or lower. Higher decibel noise levels (DNL) may compromise the use of affected parcels for residences and certain other purposes.

The Kenai Municipal Airport Master Plan (1997) developed local noise exposure maps as of 1995 (actual) and 2015. The footprint of the projected 2015 65 dB DNL is slightly smaller than for 1995, due to proposed airport improvements. The actual (as of 2000-2001) noise exposure map was recently updated, as shown in Map 12. There was no change in the projected 2015 noise exposure map.

Numerous privately-owned parcels south and west of the airport property boundary are partly or wholly within the projected 60 dB DNL. In order to avert conflicts between airport operations and future development on these off-airport parcels, it is recommended that the City:

- identify all off-airport parcels located in the 60 dB or higher noise level contour; and*
- notify affected property owners that their property is located in the 60 dB or higher airport noise exposure area, and may be incompatible for residential and certain other uses.*

To ensure the future efficiency and economic viability of airport-related businesses, it is also advisable to reserve suitably located tracts for airport-related uses. This topic is addressed in the land use plan.

The level of airport operations at Kenai is below the threshold of public concern for air quality.

Map 16. Kenai Municipal Airport Noise Exposure Map, 2001



AP3 Assure that the airport can maintain or expand their level of operation to meet existing and future aviation demands consistent with the Kenai Airport Master Plan.

- Commercial and light industrial uses that benefit from and do not conflict with aircraft and airport operations should be encouraged.

AP4 Continue Planning and Zoning Commission review of proposed uses of airport properties for compatibility with the Comprehensive Plan and the Airport Master Plan.

AP5 Revise Airport Master Plan Land Use Map for consistency with expected airport land uses.

C. Community Facilities and Services Plan

Urban development requires a full range of city services including water, sewer, storm water drainage, transportation, and public safety. Residential development requires open space, libraries, and recreation facilities. The budget tool for planning these facilities is the Capital Improvements Plan (CIP). The CIP is used together with the comprehensive plan's vision for land use and new development. Well-planned community facilities and services elevate the quality of community life for Kenai residents.

The Community Facilities and Services Plan has two elements:

- Transportation, including roads, sidewalks, trails, marine, and air

- Facilities and Services, including water/sewer, public safety, parks & recreation, cultural facilities, and senior programs

1. Transportation

- A safe, affordable, accessible, and efficient road, trail, marine, and aviation transportation system is essential for community development and expansion in Kenai. Coordinated transportation and land use policies reduces congestion, improves safety, and helps people, vehicles, and goods move more efficiently.

a. Opportunities and Challenges

Roads, Trails, and Pedestrians

The local and state road system plays an important role in the growth and expansion of residential, commercial and industrial development in Kenai. The proper location of future roads and trails necessary to meet the demand of residents and commercial developers will be important to minimize maintenance costs to the city. Generally, Kenai's local road system is adequate. However, improvements could be made, including paved streets, safer pedestrian connections such as sidewalks and trail linkages, lighting, and road shoulders. Future road improvements should be designed to attract and accommodate more traffic within the city center and to improve the convenience and safety of doing business along parts of the Kenai Spur Highway corridor.

Marine: Kenai Boating Facility

The city dock is one of the primary boat launching facilities in the area and is used intensely during the dip net fishery. Additional ramps and better access to the Kenai River are needed.

Air: Kenai Municipal Airport

The airport property encompasses the airfield and a major portion of central Kenai. Lease lot development by non-aviation related businesses are now allowed, but may become a problem for future airport development. Conservation zone classification of part of the airport property is not consistent with future development expectations. Potential conflicts with adjoining non-airport land uses need to be minimized.

b. Transportation Development Policies (T)**T1 Coordinate transportation improvements with the city's land use plan recommendations, capital improvements program, Alaska Department of Transportation & Public Facilities transportation plans, the Kenaitze Indian Tribe, and Salamatof Tribal Council.**

- All new subdivision developments shall show a future street plan connecting the subdivision to adjacent road systems.
- Bikeways and trails shall be integrated with ongoing major arterial and collector street improvements. When appropriate, the city will request these amenities as part of the DOT&PF road planning process.

T2 Transportation improvements needed to serve new developments shall be in place at the time new development impacts occur.

- When improvements are not feasible to be in place at the time of the new development, a financial commitment, consistent with the City's Capital Improvement Program, shall be made to complete the improvement within six years.

T3 Ensure a pattern of connecting streets and blocks that allows people to get around easily by foot, bicycle or car when approving new developments, both commercial and multifamily.

- As residential developments are planned, consideration shall be given to the provision of adequate right-of-way for sidewalks and trails that connect to the existing system.
- Provide pedestrian crosswalks at regular intervals, especially in commercial centers, in residential neighborhoods and near schools.

T4 Actively pursue design and construction of a Kenai River Bridge Access Road and coastal and bluff trail system (See Development Policy N 1)

- Trails shall follow existing greenways and available rights-of-way in the city and where feasible connect with other significant trail systems.
- Examine opportunities to prepare a joint City-Borough Trails Master Plan.

T5 Support implementation of the City's Kenai Airport Master Plan Capital Improvements Program.

2. Facilities and Services

Development, expansion, and maintenance of community facilities and services is fundamental to retaining and improving Kenai's quality of life and assuring positive future growth and a healthy economy. Logical and cost-effective growth requires adequate infrastructure. Existing and future business and residential development will be supported and promoted with adequate infrastructure. Optimal use of existing infrastructure will be cost-effective for the developer and for the city.

Developing residential neighborhoods where underused facilities (roads, water and sewer, fire stations) are already in place or nearby makes full use of existing infrastructure and avoids the cost of new facilities. Similarly, commercial and industrial uses require supporting infrastructure. Where feasible, infill and reuse of vacant or underused commercial and industrial properties with existing infrastructure is generally more economical than development that requires new infrastructure and services. Contiguous development costs less to serve than dispersed development. For example, utility costs increase as the separation between developments increases. Costs likewise increase as the distance from the existing service hook-ups increases. Contiguous development near existing services makes best use of public development expenditures. Depending on the particular financing arrangement, residents in compact, more contiguous developments may subsidize sewer and water service for those in more sprawling patterns. Where feasible, infill of existing buildings and land already served

by these city services will in the long run yield savings to the citizens of Kenai.

Kenai residents place a high value on residential neighborhoods that are safe for all ages and located near important community facilities such as schools, the youth center, the library, parks, government services, and commercial areas. Providing facilities and services to meet the needs of the diverse age groups (youths and seniors) will continue to be the responsibility of the City and its many partners such as the state, federal and private sectors.

a. Opportunities and Challenges

Generally speaking, the level of service provided by the City of Kenai to its residents, local businesses and industries is good. The continued provision and expansion of these services will depend on the amount and sources of funding. Kenai citizens have not yet decided what city facilities and services they want and are willing to pay for in the future. Regardless, the siting and design of future facilities will be important to the continued quality of life.

Three characteristics of development contribute to how much it costs to provide and maintain road and sewer and water services:

- Amount of separation between developed areas – are the areas contiguous?
- Distance – how far away is the water and sewer service?
- Lot size – what is the distance between buildings?

Water and Sewer

About 1,680 homes and businesses are connected to the water and sewer system. The sewer treatment plant is at about 70 percent capacity. A Wastewater Facility Master Plan update is underway and scheduled for completion by 2003. Contiguous development will be more cost-effective to serve than non-contiguous development. The current water supply needs expansion and improvement in order to accommodate ongoing growth. An improved water system is particularly important to areas currently without established water systems for fire protection such as the VIP Subdivision and Beaver Loop areas. In addition, an improved water system will be important for fire safety during the dry season.

Public Safety

Police, fire, and emergency medical services are generally considered very good in Kenai. Site design, street layout, and placement of utilities are critical to neighborhood safety and timely responses to emergency situations. Response time and water supply are concerns for fire protection in the Beaver Loop and VIP subdivision areas. Several water system upgrades and other ongoing improvements may lower the City's Insurance Services Office (ISO) rating.

Parks and Recreation and Cultural Facilities

The priorities in the Parks and Recreation Department's Draft 5-Year Plan are continued maintenance of existing facilities; beautification of the city as a whole; and park development and renovation. There is growing demand for more recreation facilities such as soccer fields and sports fields.

The city provides a community library, visitors and cultural center, and a senior citizen center to serve the varied cultural needs of its residents. Expansion of the Kenai Community Library will be necessary as demand and use grow. Cultural facilities are important to Kenai residents – both the library and Kenai Visitors and Cultural Center need expanding to accommodate additions to the collections and to promote education about the Kenai area, its history and its residents.

Senior Facilities and Services

With steady economic growth, Kenai's population is stabilizing and maturing. Its senior population is growing rapidly. The City has actively sought to address the needs of seniors. It owns and operates the very successful and popular Senior Center and Kenai Senior Housing complex. These facilities comprise the core of an emergent "area of opportunity" for more senior-oriented facilities and services. Seniors have a broad range of housing and service needs. Some need ready access to health care and some cope with mobility limitations. Of particular interest to Kenai's senior population is improved pedestrian circulation (safer walk signals, separated walking paths, snow-cleared walkways) in the central area of town.

At present, Kenai has a generally recognized need for additional senior housing and a higher level of local health care services for seniors. Meeting the needs of seniors is a matter of community concern so long-term residents can continue to retire and live comfortably in Kenai. It is also an opportunity to leverage improved health care and other services for community-wide benefit. The City itself has limited resources to dedicate to programs for seniors. It can,

however, play a decisive role by advocating and facilitating initiatives by other public and private entities.

Non-Municipal Facilities and Services

The city, state, and federal governments provide many community services as do private and non-profit organizations. Coordinating service provision to ensure cost-effective and efficient delivery will be important as public dollars decline. Opportunities to combine services or otherwise improve efficiency, cost-effectiveness, and quality should be identified, explored, and implemented with the appropriate providers.

b. Community Facilities and Services Development Policies (CF)

CF1 Coordinate installation of basic public infrastructure (roads, sewer, water, and drainage) with development.

- Use the city's capital improvement program to coordinate development of public facilities and utilities.
- Promote full use of existing utility infrastructure before extending facilities to undeveloped areas.
- Coordinate sewer and water master planning activities with the comprehensive plan recommendations in order to meet the needs of existing and future residents.
- Explore service area designations as the service limits for sequential development of vacant lands.

CF2 The following process shall be used by the City when siting and designing a new public facility.

- Determine the existing service level of the facility in question. Ensure that the facility meets anticipated demand.
- Identify the type of new facility necessary to accommodate projected demand.
- Identify funding sources (general revenues, impact fees, special assessments, state/federal allocations, public/private ventures, asset management).
- Prepare an annual CIP that describes funding sources, schedule of improvements, timing of improvements and priorities.

CF3 Work with the Kenai Peninsula Borough School District to develop standards for locating new schools during the design of new neighborhoods. Consider that educational facilities should:

- Have good road access in and out of the neighborhood;
- be accessible for walking to and from neighborhoods via lighted sidewalks or trails;
- be served by city sewer and water utilities, fire, EMS, and police; and
- be designed for joint use where appropriate.

CF4 Parks and recreational facilities should:

- be easily accessible to neighborhoods and schools;
- have safe trail and sidewalk connections to neighborhoods;
- have adequate parking with good access to collector and arterial streets; and,

- be designed for multiple uses where appropriate and compatible.

CF5 Promote the public/private collaboration for acquisition, development and maintenance of neighborhood parks, youth sports facilities, and recreational areas.

CF6 Promote joint use of municipal land and facilities.

- as new police and fire facilities are programmed, consideration should be given to developing multiple city services in municipal buildings and sites. Joint use can be used to create a safety presence in parks, for example.
- encourage use of school buildings and grounds during the non-school season.
- support the expansion of the Kenaitze Head Start Program.
- use existing stream corridors and greenways for multiple purposes including trails, utility needs, flood control, stormwater quality and wildlife habitat.

CF7 Promote a city center with the following community facilities and services:

- excellent sewer, water, fire, police and EMS services;
- safe access to nearby recreational facilities and trails;
- well-maintained and lighted sidewalks;
- access for senior citizens in the Congregate Housing; and,
- attractive signage to guide residents and visitors to local destinations.

CF8 Continue mutual cooperation with the Kenai Peninsula Borough Division of Emergency Management for efficient delivery of public safety services (police, fire, EMS) to residents of the City of Kenai.

CF9 Define the city center/Millennium Square area as a focal “area of opportunity” within which the city will encourage development of additional senior-oriented facilities and services in a mixed-use environment.

CF10 Encourage development of a mutually supportive cluster of diverse residential facilities for seniors near shops, services, activities, and amenities that cater to seniors as well as the community at large.

- conduct a comprehensive re-assessment of the housing needs of Kenai’s senior residents, with recommended priorities for near-term and long-term housing facilities.
- based on the assessment, identify potential sites for senior housing facilities.
- invite proposals from private developers to develop a variety of senior housing.
- promote the location of residential facilities and related services and facilities for seniors in and near the city center.

V. Plan Implementation

A. What does plan implementation mean and what form can it take?

Plan implementation means to take action to realize the proposed planning goals and development policies. Implementation measures can range from revised city land ordinances and regulations to broad policy initiatives to capital improvements and upgraded city services. Attempting to implement all of the policies simultaneously over the next several years would place a major burden on the limited fiscal and staff resources of city government, while requiring significant degree of cooperation with outside partners in the public and private sectors. Therefore, it is important that the City develop an ongoing implementation program that prioritizes the Comprehensive Plan policies and develops short and long-term strategies.

The implementation recommendations are presented in tabular format and organized as follows:

1. The first column describes the proposed implementation measure and lists the various tasks necessary to accomplish the measure.
2. The second column names the development policy that the measure addresses.
3. The third column describes the expected result or outcome from implementing the policy using the proposed measure.
4. The fourth column indicates which city department might lead in implementation of the policy.

Both new initiatives and existing, ongoing city programs are included. Some initiatives should be pursued in the short term – within the next two to three years. Short-term initiatives meet the following criteria:

- Relative importance to achieving Comprehensive Plan goals.
- Need to be implemented before other actions proposed in the Plan can be set in motion.

If a measure should be implemented over the long term, this means it still has importance to the realization of the plan but that it may involve more city resources and take anywhere from three to five years or longer to implement. In fact, long term actions may also evolve into on-going programs.

Individual actions are **not listed in order of priority** within each category or subcategory but rather in the order in which they appear in the development policy section of the plan.

B. Who implements the plan?

The comprehensive plan is implemented through the actions of the City at various levels. At the policy level, the City Council approves the plan and any subsequent regulations deemed necessary to carry out the goals and policies. The council may make revisions to the land use regulations (zoning and subdivision), landscaping requirements, the capital improvements program, and other city programs. The Planning and Zoning Commission is the “keeper of the plan”. In its advisory role, the Planning and Zoning Commission is responsible for making recommendations for plan implementation. The Commission’s key role is the interpretation of the plan goals and policies when reviewing

development requests such as subdivision proposals, conditional use permits, and variances. The Administration is responsible for carrying out the city's land use regulations and assisting the public with use of the plan goals and policies on a day-to-day basis. Individual departments use the plan as appropriate as they conduct city business and as they review requests for development approval.

Duties and Powers of the Planning and Zoning Commission

The Kenai Peninsula Borough has delegated certain of its statutory planning powers to the City of Kenai. In turn, the Kenai Municipal Code assigns several key planning functions to the Planning and Zoning Commission (see Box X).

The most important duties of the Planning and Zoning Commission are:

- *Approve/disapprove various permit applications;*
- *Interpret the Kenai Zoning Code;*
- *Review the city's Comprehensive Plan annually; and*
- *Propose plans for rehabilitation or redevelopment of areas within the city.*

The Commission advises the City Council on:

- *amendments to the Zoning Code and Map;*
- *petitions for lease or sale of city and airport land; and*
- *capital improvements.*

The Commission advises the Kenai Peninsula Borough Planning Commission on:

- *proposed subdivision plats;*
- *petitions for right-of-way and easement vacations; and*
- *City of Kenai Comprehensive Plan amendments.*

The City of Kenai Municipal Code describes the duties and powers of the Planning and Zoning Commission to act or advise on local planning matters.

Following adoption of the comprehensive plan, the City should prepare a work plan for implementation. The work plan would be an internal document that establishes implementation priorities. The work plan would describe the measures that should be implemented first, confirm which city department should take the lead, and when the work should be accomplished.

14.05.010 Duties and Powers: (a) The Commission shall be required to perform the following duties:

- (1) Review and act upon requests for variance permits, conditional use permits, planned unit residential development permits, and other matters requiring consideration under the Kenai Zoning Code.
 - (2) Interpret the provisions of the Kenai Zoning code and make determinations when requested by the Administrative Official.
 - (3) Review the City of Kenai Comprehensive Plan on an annual basis and conduct a minimum of one public hearing. Said recommendations shall be forwarded to the Council for consideration.
 - (4) Promote public interest and understanding of comprehensive planning, platting, zoning, land management, and other issues relating to community planning and development.
 - (5) Propose plans for the rehabilitation or redevelopment and any area or district within the City.
- (b) The Commission shall act in an advisory capacity to the Kenai City Council regarding the following matters:
- (1) Kenai Zoning Code and Official City of Kenai Zoning Map amendments.
 - (2) City and airport land lease or sale petitions.
 - (3) Capital Improvements Programming. The Commission shall submit annually to the Council a list of recommended capital improvements which, in the opinion of the Commission, are necessary and desirable to be constructed during the forthcoming three-year period. Such list shall be arranged in order of preference, with recommendations as to which projects shall be constructed in which year.
- (c) The Commission shall act in an advisory capacity to the Kenai Peninsula Borough Planning Commission regarding the following matters:
- (1) Subdivision Plat proposals.
 - (2) Right-of-way and easement vacation petitions.
 - (3) City of Kenai Comprehensive Plan amendments.

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
City Center/Millennium Square	CC		
Revise zoning code to create city center “overlay zone”	CC1	➤ Targets area defined for city center development planning	P&Z
Revise zoning code to create mixed use zone in city center		➤ Promotes intensive mix of private and public activities, discourages inappropriate uses in city center	P&Z
Update beautification plan for city center		➤ More attractive city center	Parks & Recreation
Develop circulation and parking plan for city center		➤ Safer vehicular and pedestrian circulation in city center, more efficient use of parking	Public Works
Focus senior housing and related facilities and multi-family residences in and near city center		➤ Strengthens mix of compatible uses in city center	P&Z
Locate civic functions and popular cultural, recreational, and entertainment activities in city center	CC2	➤ Intensifies public activities in city center ➤ Promotes year-round use of public buildings	Administration
Adopt “overlay zone” development standards		➤ Protects scenic views of Kenai River, Cook Inlet, and Chigmit Mts.	P&Z
Prepare Millennium Square Development Plan		➤ Defines City’s vision for the property and strategy for development	Administration, P&Z

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
Continue planning and pursue funds for bluff stabilization	CC3	➤ Protects long-term economic viability of Millennium Square property and city center	Public Works
Encourage establishment of a city center Business Improvement District (BID)		➤ Coordinated private/public effort to revitalize city center ➤ Sets up a financing mechanism to fund a vital, year-round, clean and safe city center	City Manager
Provide public amenities in city center		➤ More attractive environment for city center	Parks & Recreation, Public Works
Provide incentives such as tax abatement to foster private re-investment in city center		➤ Creates a city center that attracts private and public investments	Finance, City Attorney
Establish Millennium Square Task Force	CC4	➤ Public/private forum for planning	Administration
Prepare conceptual development plan for Millennium Square		➤ Creates blueprint for ongoing public and private decisions for development of Millennium Square ➤ Partner with native groups to insure that development plans respect the historical Shk'ituk't site.	P&Z Administrative
Identify source of any funds needed for site remediation		➤ Enhanced site development potential	Public Works
Economic feasibility evaluation of Millennium Square development options		➤ Financially sound development choices for public and private sectors	P&Z
Review and update Townsite Historic District design standards	CC5	➤ Incentives for redevelopment of this important city asset ➤ Facilitates private investment consistent with TSH District standards	P&Z

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
Residential Neighborhoods	R		
Subdivision and Zoning Code Revisions ➤ Review and update existing site design standards, landscaping and open space requirements ➤ Review and update zoning district standards and procedures	R1 R3	➤ Inclusion of standards to reserve open space and parklands in new subdivisions. ➤ Promotes infill of existing lots already served by city services. ➤ Retention of natural vegetation in new subdivisions. ➤ Encourages creative subdivision designs. ➤ Provides for opportunity to add flexible zoning standards such as overlay zoning and mixed use zoning.	Planning Dept. P&Z
Revise landscaping standards and require larger setbacks between incompatible uses (14.05, 14.25, 14.20, 14.24)	R2	➤ Promotes the siting and design of land uses that are in harmony and scale with surrounding uses ➤ Minimizes impact on established neighborhoods from incompatible, non-residential uses	Planning Dept. Building Dept.
Zoning Code, Land Use Table and Development Requirements Table ➤ Include standards for various housing types and densities ➤ Revise code to allow residential uses in the commercial areas	R4	➤ Provides incentives to promote creative neighborhood design ➤ Allows for residences near commercial amenities and services ➤ Encourages residential variety and options	Planning Dept.
Monitor types of residential development and rate of growth ➤ Support federal and state programs for affordable housing	R5 R6	➤ Provides for adequate affordable housing ➤ Ensures an adequate supply of land is available for future residential uses	Building Dept.

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
Commercial Land Use	CM		
Tax incentives and Revision of Zoning and Development Requirements ➤ Standards for compatible uses in mixed use zones (7.05, 14.20, 14.24) ➤ City center overlay zone	CM1	➤ Promotes reuse and rehabilitation of vacant commercial buildings ➤ Makes private and public investment attractive. ➤ Encourages positive commercial design and safe and reinvestment	Planning Dept. Finance Dept.
Street Improvements ➤ Pedestrian amenities Driveway entrances and access points (18.10.030, 18.10.050)	CM2	➤ Promotes safe and pedestrian-friendly, walkable commercial areas	Public Works.
Zoning Code, Commercial District Regulations ➤ Landscaping standards ➤ Bufferyard standards ➤ Setbacks, building heights, parking requirements (14.05, 14.25, 14.24)	CM3	➤ Ensures adequate landscaping and buffering between commercial uses and the highway. ➤ Provides for denser development with more mixed-use development. ➤ Establishes more suitable parking standards given the dynamic nature of commercial development.	Planning Dept.
Amendment Procedures for rezoning areas for commercial uses (14.20.270)	CM4	➤ Adds criteria to amendment procedures to address access, setbacks and potential conflicts	Planning Dept.
Industrial Land Use	IN		
Amendment Procedures for rezoning areas for industrial uses (14.20.270)	IN1	➤ Adds criteria to amendment procedures to address street standards, access and potential conflicts	Planning Dept.

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
Zoning Code, Industrial District Regulations (14.20.130, 14.20.140, 14.24)	IN2 IN3 IN4	<ul style="list-style-type: none"> ➤ Conserves industrial districts for industrial uses ➤ Protects industrial land base ➤ Updates industrial zoning district intent statements ➤ Minimizes impacts from new industrial uses and establishes standards that address light, noise, traffic, dust and other impacts 	Planning Dept.
Natural Setting	N		
Revise definition and application of the existing conservation zone district	N1	<ul style="list-style-type: none"> ➤ Clearer description of the intent of the zone and when and where the zone shall be applied. 	P&Z
Re-open discussions with State on terms for joint establishment of Kenai River Gateway natural area	N2	<ul style="list-style-type: none"> ➤ Creation of high-profile resident and visitor amenity with access and recreational improvements 	Administration
Continue pursuing funds for bluff stabilization efforts.	N3	<ul style="list-style-type: none"> ➤ Preserves valuable public open space and scenic views. ➤ Supports Millennium Square development opportunities. 	Public Works
Identify and limit development in designated natural hazard areas	N4	<ul style="list-style-type: none"> ➤ Promotes public safety and minimizes the loss of lives and property. ➤ Retains hazard areas in their natural state. ➤ Creates opportunity for creative, innovative design of properties. 	Planning Dept., Public Works
Develop map of public trails and open space	N5	<ul style="list-style-type: none"> ➤ Promotes use of public open space and trail system. 	Planning Dept.
Post points of safe public access		<ul style="list-style-type: none"> ➤ Promotes public safety and discourages use of unsafe access. ➤ Minimizes trespass issues across private property. 	Public Works

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
Establish private volunteer programs like “develop-a-park”, “adopt-a-park”, and “adopt-a-stream”	N6	<ul style="list-style-type: none"> ➤ Supplements public efforts to provide and maintain recreational areas. ➤ Creates a sense of pride in and “ownership” for local parks and streams. ➤ Coordinate program with other agencies. 	Parks & Recreation
Subdivision standards revised to include provisions for open space in subdivision design or by acquisition	N7	<ul style="list-style-type: none"> ➤ Promotes incorporation of natural features into subdivision design. ➤ Where appropriate, wetlands and drainage ways for natural functions and as open space can be acquired and/or protected. 	P&Z, Public Works
Kenai Municipal Airport	AP		
Update airport noise exposure map	AP1	<ul style="list-style-type: none"> ➤ Federal requirements satisfied 	Airport, P&Z
Send out direct mailing to property owners in noise exposure zone		<ul style="list-style-type: none"> ➤ Prevents or minimizes future land use conflicts 	Planning Dept.
Revise zoning code to adopt an overlay zone: “airport-dependent development district”	AP2	<ul style="list-style-type: none"> ➤ Retains suitable parcels available for future public and private airport-related development. ➤ Minimizes future land use conflicts. 	Airport, P&Z
Revise zoning of airport properties to comply with expected future uses	AP3	<ul style="list-style-type: none"> ➤ Streamline zoning reviews 	Airport, P&Z
P&Z review of proposed uses of airport property	AP4	<ul style="list-style-type: none"> ➤ Use of airport property compatible with Comprehensive Plan 	Airport, P&Z
Revise Airport Master Plan Land Use Plan	AP5	<ul style="list-style-type: none"> ➤ Plan conformity with expected uses 	Airport, Airport Commission

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
Transportation	T		
Capital Improvements Program Statewide Transportation Improvement Program (STIP)	T1 T2	<ul style="list-style-type: none"> ➤ Transportation improvements coordinated with development ➤ CIP and STIP are used to acquire needed transportation amenities – bikeways, trails, pedestrian paths 	Public Works
Subdivision Code: <ul style="list-style-type: none"> ➤ Review process revised ➤ Design standards for rural and urban roads updated ➤ Functional Road Classification System developed 	T3 T4	<ul style="list-style-type: none"> ➤ Improvements are in place at time new development impacts occur. ➤ Streets and blocks are connected in a pattern – connecting neighborhoods to each other and to businesses ➤ Pedestrian features included in development. ➤ A coastal and bluff trail system is designed and constructed. 	Public Works
Kenai Airport Master Plan	T5	<ul style="list-style-type: none"> ➤ CIP supports airport-related development 	Airport Commission
Community Facilities	CF		
Sewer and Water Facilities Master Plan recommendations implemented. Subdivision Code (14.10) specifies when infrastructure to be constructed.	CF1	<ul style="list-style-type: none"> ➤ Infrastructure in place in conjunction with future development. ➤ CIP coordinated with infrastructure extensions. 	Public Works
Public Facilities designed and sited consistent with Comprehensive Plan goals	CF2	<ul style="list-style-type: none"> ➤ Existing facilities are evaluated for deficiencies and improvements on a regular basis. ➤ New facilities address projected demand and meet level of service requirements. 	Public Works Planning Dept.
Coordinated school site selection and facility design.	CF3	<ul style="list-style-type: none"> ➤ Supports working relationship with school district officials. 	Administration

IMPLEMENTATION MEASURE	POLICY	RESULT	LEAD DEPT.
Location and design criteria for new parks and recreation facilities added to Parks and Recreation Plan (14.25).	CF4 CF5	<ul style="list-style-type: none"> ➤ New parks and recreation facilities are designed and located consistent with comprehensive plan goals and policies. 	Parks and Recreation
Establish a system to support development, acquisition and maintenance with the private sector.		<ul style="list-style-type: none"> ➤ Neighborhood park development is supported. ➤ Private-public collaboration for the acquisition, development and maintenance of parks is encouraged and supported. 	Parks and Recreation
City passes resolution supporting joint use.	CF6	<ul style="list-style-type: none"> ➤ Joint use of facilities results from coordination between City and KPB School District. 	Parks and Recreation
Coordinate infrastructure improvements with promotion of City Center and Millennium Square development. Zoning Code revisions to allow residential and commercial uses (14.20). Actively promote access to the city center using signage.	CF7	<ul style="list-style-type: none"> ➤ Residential and commercial uses in the City Center continue and expand. ➤ Tourism directed to City Center. ➤ Millennium Square “ready” for development when time and project comes along. ➤ Senior citizen residential and other services expanded. 	Public Works, P&Z
Coordinated delivery of public safety services.	CF8	<ul style="list-style-type: none"> ➤ Continued cooperation with Kenai Peninsula Borough Division of Emergency Management ➤ Adequate police, fire, and EMS services for Kenai residents. ➤ Minimized loss of life and property. 	Public Safety
City center continues as focus for senior services, activities, housing, and amenities.	CF9 CF10 CF10 CF11	<ul style="list-style-type: none"> ➤ City Center/Millennium Square becomes focused “area of opportunity” ➤ Additional number of residential facilities for seniors. ➤ Senior services expanded ➤ Consolidate senior services with other organizations to insure that needs are met without duplication of services. 	Senior Center Planning Dept.



Suggested by: Planning & Zoning Commission

CITY OF KENAI

ORDINANCE NO. 2585-2011

AN ORDINANCE OF THE COUNCIL OF THE CITY OF KENAI, ALASKA, ADOPTING UPDATED ZONING AND LAND USE MAPS FOR THE COMPREHENSIVE PLAN FOR THE CITY OF KENAI.

WHEREAS, Kenai Peninsula Borough Ordinance 90-31 delegated authority to the City of Kenai to make land use amendments to the Comprehensive Plan; and,

WHEREAS, the City of Kenai Comprehensive Plan was adopted in 2003; and,

WHEREAS, when amendments to the Official Zoning Map are made, an update to the zoning and land use plan maps within the Comprehensive Plan should also be made to provide current information in the Plan; and,

WHEREAS, the last update to the zoning and land use plan maps within the Comprehensive Plan occurred in August 2010; and,

WHEREAS, since August 2010, amendments to the Official Zoning Map have occurred; and,

WHEREAS, an amendment to the Comprehensive Plan zoning and land use maps is necessary to incorporate the amendments to the Official Zoning Map; and,

WHEREAS, the City of Kenai Planning & Zoning Commission held a public hearing on September 14, 2011, and unanimously recommended that the City Council adopt updated zoning and land use plan maps to show current zoning and land uses within the City of Kenai.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, as follows:

Section 1. Form: This is a non-code ordinance.

Section 2. Replacement of Maps Within the Comprehensive Plan: The zoning and land use maps of the City of Kenai Comprehensive Plan, maps 6, 10, and 11, are replaced, respectively, with the updated maps as shown on Attachment A, Attachment B, and Attachment C to this Ordinance.

Section 3. Effective Date: Pursuant to KMC 1.15.070(f), this ordinance shall take effect one month after adoption.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, this 5th day of October, 2011.


PAT PORTER, MAYOR

ATTEST:


Corene Hall, CMC, Deputy City Clerk

Introduced: September 21, 2011
Adopted: October 5, 2011
Effective: November 5, 2011



Suggested by: Planning & Zoning Commission

CITY OF KENAI

ORDINANCE NO. 2496-2010

AN ORDINANCE OF THE COUNCIL OF THE CITY OF KENAI, ALASKA, ADOPTING UPDATED OWNERSHIP, ZONING, AND LAND USE MAPS FOR THE COMPREHENSIVE PLAN FOR THE CITY OF KENAI.

WHEREAS, Kenai Peninsula Borough Ordinance 90-31 delegated authority to the City of Kenai to make land use amendments to the Comprehensive Plan; and,

WHEREAS, the City of Kenai Comprehensive Plan was adopted in 2003; and,

WHEREAS, since the adoption of the City of Kenai Comprehensive Plan numerous amendments to the Official Zoning Map have occurred; and,

WHEREAS, when amendments to the Official Zoning Map are made, an update to the ownership, zoning, and land use plan maps within the Comprehensive Plan should also periodically be made to provide more current information in the Plan; and,

WHEREAS, the last update to the zoning and land use plan maps within the Comprehensive Plan occurred in June, 2008, and the last update to the land ownership map within the Comprehensive Plan occurred in 2003; and,

WHEREAS, the City of Kenai Planning & Zoning Commission held a public hearing on June 9, 2010, and unanimously recommended the City Council adopt updated ownership, zoning, and land use plan maps to show current land ownership as well as zoning and land uses within the City of Kenai.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, as follows:

Section 1. Form: This is a non-code ordinance.

Section 2. Replacement of Maps Within the Comprehensive Plan: The ownership, zoning, and land use maps of the City of Kenai Comprehensive Plan, Maps 5, 6, 10, and 11, are replaced, respectively, with the updated maps as shown on Attachment A, Attachment B, Attachment C, and Attachment D to this Ordinance.

Section 3. Effective Date: Pursuant to KMC 1.15.070(f), this ordinance shall take effect one month after adoption.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, this 21st day of July,
2010.


PAT PORTER, MAYOR

ATTEST:


Carol L. Freas, City Clerk

Introduced: July 7, 2010
Adopted: July 21, 2010
Effective: August 21, 2010

Suggested by: Planning & Zoning Commission

CITY OF KENAI

ORDINANCE NO. 2302-2008

AN ORDINANCE OF THE COUNCIL OF THE CITY OF KENAI, ALASKA, ADOPTING UPDATED ZONING AND LAND USE MAPS FOR THE COMPREHENSIVE PLAN FOR THE CITY OF KENAI.

WHEREAS, the Kenai Peninsula Borough Ordinance 90-31 delegated authority to the City of Kenai to make Land Use Amendments to the Comprehensive Plan; and,

WHEREAS, the City of Kenai Comprehensive Plan was adopted in 2003; and,

WHEREAS, since the adoption of the Plan numerous amendments to the zoning map have occurred; and,

WHEREAS, these zoning amendments require an update to the Zoning and Land Use Plan maps within the Comprehensive Plan; and,

WHEREAS, the Planning & Zoning Commission held a public hearing on April 9, 2008 and unanimously recommended the Council adopt the updated maps.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, that the City of Kenai Comprehensive Plan Zoning and Land Use maps are replaced with the updated maps as shown on Attachment A, Attachment B and Attachment C.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, this seventh day of May, 2008.

ATTEST:



Carol L. Freas, City Clerk



PAT PORTER, MAYOR

Introduced: April 16, 2008

Adopted: May 7, 2008

Effective: June 7, 2008

Introduced by:	Mayor
Date:	04/20/04
Hearing:	05/18/04
Action:	Enacted
Vote:	9 Yes, 0 No

**KENAI PENINSULA BOROUGH
ORDINANCE 2004-09**

**AN ORDINANCE ADOPTING A REVISED COMPREHENSIVE PLAN
FOR THE CITY OF KENAI**

WHEREAS, the existing Kenai Comprehensive Plan was updated in 1980, 1992 and 1996; and

WHEREAS, the Kenai Peninsula Borough shall provide for planning on an areawide basis in accordance with AS 29.40; and

WHEREAS, the City of Kenai, as a home rule city, has prepared an updated comprehensive plan for that area of the Borough within the boundaries of the City of Kenai; and

WHEREAS, the Kenai Planning and Zoning Commission and Kenai City Council have held numerous public meetings and public hearings; and

WHEREAS, the City of Kenai Planning and Zoning Commission recommended adoption to the Kenai City Council by Resolution No. PZ 03-24; and

WHEREAS, City of Kenai Ordinance 2009-2003, "An Ordinance of the Council of the City of Kenai, Alaska, approving and adopting the Comprehensive Plan for the City of Kenai and Recommending adoption by the Kenai Peninsula Borough," was adopted on November 5, 2003; and

WHEREAS, the Kenai Peninsula Borough Planning Commission reviewed the plan during its regularly scheduled meeting of February 9, 2004 and recommended approval by unanimous consent.

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

SECTION 1. That the assembly adopts the "City of Kenai Comprehensive Plan" approved and adopted by the City of Kenai November 5, 2003 as the official Kenai Peninsula Borough Comprehensive Plan for that portion of the Borough within the boundaries of the City of Kenai.

SECTION 2. That KPB 2.56.070 is amended as follows:

2.56.070 Kenai comprehensive plan adopted. The assembly adopts the "City of Kenai Comprehensive Plan [Revised 1995/1996]" prepared by the City of Kenai and approved by the Kenai City Council by Ordinance 2009-2003 [1732-96] on November 5, 2003 [6, 1996], as the official borough comprehensive plan for that portion of the borough within the boundaries of the City of Kenai.

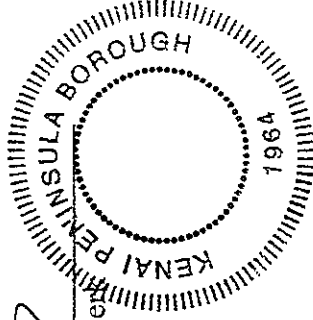
SECTION 3. That this ordinance takes effect immediately upon its enactment.

ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 18TH DAY OF MAY, 2004.

ATTEST:

Linda S. Murphy

Linda S. Murphy, Borough Clerk



Pete Sprague
Pete Sprague, Assembly President

CITY OF KENAI

ORDINANCE NO. 2009-2003

AN ORDINANCE OF THE COUNCIL OF THE CITY OF KENAI, ALASKA, APPROVING AND ADOPTING THE COMPREHENSIVE PLAN FOR THE CITY OF KENAI AND RECOMMENDING ADOPTION BY THE KENAI PENINSULA BOROUGH.

WHEREAS, the Kenai Peninsula Borough, as a second-class borough, shall provide for planning on an area-wide basis in accordance with AS 29.40; and,

WHEREAS, the City of Kenai, as a home-rule city inside a second-class borough, has updated their Comprehensive Plan; and,

WHEREAS, Planning Staff and the Kenai Planning and Zoning Commission held numerous public meetings and have received comments and input regarding the updating of the Comprehensive Plan; and,

WHEREAS, the Kenai Planning and Zoning Commission on June 25, 2003 reviewed the final draft of the Kenai Comprehensive Plan, made additions and corrections, and recommends to the Kenai City Council approval of the Comprehensive Plan as amended; and,

WHEREAS, the Kenai City Council reviewed the final draft of the Kenai Comprehensive Plan on November 5, 2003 and recommended approval of the Plan to the Kenai Peninsula Borough.


NOW, THEREFORE, BE IT RESOLVED by the Kenai City Council that:

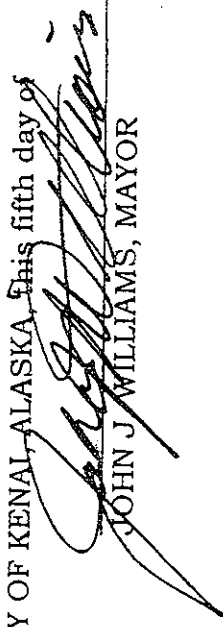
Section 1 - The Final Draft of the Kenai Comprehensive Plan as amended, prepared by Kevin Waring Associates, Benson Planning Associates, and Bechtol Planning And Development, is hereby approved and adopted as the Comprehensive Plan of the City of Kenai.

Section 2 - This Plan is hereby recommended to the Kenai Peninsula Borough for adoption as the official Borough Comprehensive Plan within the City of Kenai planning area of the Borough.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, ~~this~~ fifth day of November, 2003.

ATTEST:


Carol L. Freas, City Clerk


JOHN J. WILLIAMS, MAYOR

Introduced:	August 6, 2003
Second Reading:	August 20, 2003
Third Reading:	September 3, 2003
Fourth Reading:	September 17, 2003
Final Reading:	November 5, 2003
Adopted:	November 5, 2003
Effective:	December 5, 2003

CITY OF KENAI
PLANNING & ZONING COMMISSION

RESOLUTION NO. PZ01-19

AN RESOLUTION OF THE PLANNING AND ZONING COMMISSION RECOMMENDING TO THE COUNCIL OF THE CITY OF KENAI, ALASKA, THAT THE CONTRACT FOR PLANNING SERVICES - CITY OF KENAI COMPREHENSIVE PLAN BE AWARDED TO KEVIN WARING ASSOCIATES FOR THE TOTAL NOT-TO-EXCEED AMOUNT OF \$79,748.

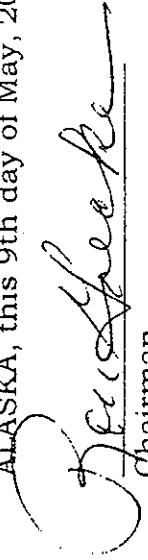
WHEREAS, the request for proposals was publicly advertised on March 7 and 11; and,

WHEREAS, Kevin Waring Associates' proposal was the only proposal received on April 9, 2001; and,

WHEREAS, the proposal appears to be complete and the firm is qualified to perform the project; and,

WHEREAS, the recommendation from the Airport Manager, a representative from the Planning & Zoning Commission, and the City Administration is to award the contract to Kevin Waring Associates for the total not-to-exceed amount of \$79,748.

PASSED BY THE PLANNING & ZONING COMMISSION OF THE CITY OF KENAI, ALASKA, this 9th day of May, 2001.


Chairman

ATTEST:

