

**KENAI PENINSULA BOROUGH ROAD SERVICE AREA  
RESOLUTION 2006-02**

**A RESOLUTION APPROVING CHINULNA POINT  
SUBDIVISION RIAD MATCH PER KPB 14.31.055**

**WHEREAS**, the road service area board evaluated the application for petition of Chinulna Point Subdivision Road Improvement Assessment District petition at its July 7, 2005 meeting; and

**WHEREAS**, the road service area board recommended to obtain and engineer's estimate on Chinulna Point Subdivision Road Improvement Assessment District petition at its August 9, 2005 meeting; and

**WHEREAS**, the road service area board received the engineer's estimate on Chinulna Point Subdivision Road Improvement Assessment District at its January 4, 2006 meeting; and

**WHEREAS**, the road service area board reviewed Chinulna Point Subdivision Road Improvement Assessment District petition at its March 7, 2006 meeting; and

**WHEREAS**, KPB 14.31.055 authorizes up to a 50 percent match for the cost of a road improvement assessment district (RIAD) project be provided by the road service area (RSA); and

**WHEREAS**, the match program is applicable to pavement projects for roads that have been certified for borough maintenance; and

**WHEREAS**, KPB 14.31.055 requires the RSA board to consider several factors in evaluating applications for the match program; and

**WHEREAS**, the petitioners for Chinulna Point Subdivision RIAD timely made an application to participate in the match program; and

**WHEREAS**, the RSA board is supportive of the RIAD match program as a way of enhancing services to RSA residents, reducing RSA maintenance costs;

**NOW, THEREFORE, BE IT RESOLVED BY THE KENAI PENINSULA BOROUGH ROAD SERVICE AREA BOARD:**

**SECTION 1.** The board recommends the formation of Chinulna Point Subdivision RIAD as set forth in the attached petition.

**SECTION 2.** The board approves expenditure of up to \$95,134.71 from the RIAD Match Fund for the following project, known as Chinulna Point Subdivision RIAD. All of the roads are internal subdivision roads. Following is the linear footage to be paved:

Chinulna Drive, 2,375 feet and Ocean Entrance, 550 feet.

**SECTION 3.** The board makes the following findings required by KPB 14.31.055:

1. Standard: For purposes of the pavement match program, whether the road is certified for borough maintenance.  
Finding: All roads within the RIAD are certified for borough maintenance.
2. Standard: Whether it is economically feasible to improve the road to RSA certification standards.  
Finding: The entire project cost is approximately \$190,269.42. Three (3) of the thirty-three (33) parcels are unimproved; however each of these unimproved parcels are owned by individuals owning improved parcels within the project. While the parcels range in size from just under one acre to two and a quarter acres each of the improved parcels are residential in use. The lien for any given parcel will not exceed 25 percent of the value of the parcel as required by KPB 14.31.080. The project would provide pavement and reduce maintenance costs. The roads are in good condition without out-of-the-ordinary costs for construction anticipated. Considering these factors, the project is economically feasible.
3. Standard: To what extent do the assessed values of the benefited properties support the scope of work for the project.  
Finding: No lien will exceed 25 percent of the value of a parcel as required by KPB 14.31.080(A)(1). The attached spreadsheet shows that if the Road Service Area Board approves a 50 percent match, the assessments for each lot will be \$2,882.87. Considering the improved parcels range in value from \$105,800 to \$613,900, the assessment will be substantially less than the 25 percent maximum. The three unimproved parcels range in value from \$15,500 to \$61,600 and have sufficient value to support the assessment lien. There is a ten-year payment schedule available to pay the assessments and, generally, the borough has a favorable interest rate for special assessment districts. These factors all indicate that the assessed values support the project.
4. Standard: The number of applications for projects received that year.  
Finding: Five applications for use of the match fund were received by the June 1 deadline.
5. Standard: The funds available in the Road Improvement Assessment District Match Fund.  
Finding: There is \$316,149 available in the fund.

6. Standard: Whether an application for district formation has been previously filed and whether conditions have changed to make the project more feasible than in past application years.  
Finding: Not applicable. Chinulna Point Subdivision RIAD has not been previously considered or rejected for a match.
7. Standard: The number of residents served.  
Finding: The proposed RIAD serves a number of dwellings. As previously mentioned individuals who also own improved parcels within the project own the three unimproved parcels.
8. Standard: The number of parcels served.  
Finding: There are 33 parcels within this project.
9. Standard: The feasibility of the project's compliance with KPB 14.31.080 criteria regarding restrictions on formation.  
Finding: The project meets all the following feasibility criteria:
  - A. *Does the assessment to assessed value ratio exceed 21 percent for gravel improvements, or 25 percent for pavement?* No. The assessment will not exceed 25 percent of assessed value for any lot.
  - B. *Are the parcels bearing more than 10 percent of the estimated costs of the improvement delinquent in real property taxes in the immediately preceding tax year?* No. There are no tax delinquencies.
  - C. *Do unimproved parcels represent more than 40 percent of the assessed value within the district?* No. The value of the three unimproved parcels represents 2% of the assessed value within the district.
10. Standard: Whether there is alternate access to properties serviced by the road and the condition of that alternate access.  
Finding: The primary purpose of the RIAD is to improve the direct access to homes in Chinulna Point Subdivision. Both roads included in this project provide access to the subdivision. Chinulna accesses the subdivision off of Cannery Road and by Ocean Entrance off of Kalifornsky Beach Road. (See project description in Section 1 and attached map.) The pavement project will also reduce the need for summer maintenance and provide additional drainage.

**SECTION 4.** That a copy of this resolution be forwarded to the mayor and assembly.

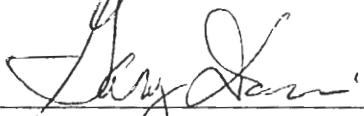
**ADOPTED BY THE KENAI PENINSULA BOROUGH ROAD SERVICE AREA BOARD  
ON THIS 7<sup>TH</sup> DAY OF MARCH, 2006.**



Ronald A. Wille  
Road Service Area Board Chair

Road Service Area Board Chair

ATTEST:



Gary Davis, Roads Director