

Introduced by: Skogstad
Date: July 9, 1991
Hearing: August 6, 1991
Carried over: August 6, 1991
Hearing: August 20, 1991
Action : Enacted as Amended
Vote: 11 Yes, 3 No

KENAI PENINSULA BOROUGH

ORDINANCE 91-34

ADOPTING THE 1991 KENAI PENINSULA BOROUGH ASSEMBLY APPORTIONMENT PLANS AND PLACING THE APPORTIONMENT PLANS ON THE BALLOT FOR BOROUGH VOTER SELECTION

WHEREAS, on March 5, 1991, the borough assembly declared itself to be malapportioned, and appointed a reapportionment committee to work on a reapportionment plan, including assembly representation options; and

WHEREAS, in Resolution 91-72 the reapportionment committee referred 10 different assembly representation plans for assembly selection, and the assembly adopted Plan 4 (8 districts, 2 members each, elected at-large), and Plan 7 (15 single member districts) to be the two representation plans submitted to borough voters;

WHEREAS, Alaska Statutes require that the assembly place before Borough voters the form of borough assembly representation adopted, and include with the ballot proposition the proposed plan of reapportionment;

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

Section 1. That the assembly adopts two Borough assembly representation plans to be selected by borough voters: Plan 1, 8 districts, 2 members each, elected at-large; and Plan 2, 9 single member districts; both as described in the 1991 Kenai Peninsula Borough Assembly Reapportionment Plan, attached to and incorporated into this ordinance as Attachment 1.

Section 2. That the following proposition be placed on the ballot of the October 1, 1991 regular borough election:

PROPOSITION: CHOOSE ONE OF THE FOLLOWING PLANS FOR KENAI PENINSULA BOROUGH ASSEMBLY REPRESENTATION:

_____ Plan 1: 8 districts, 2 members each, elected at-large

_____ Plan 2: 9 single member districts

DESCRIPTION OF APPORTIONMENT PLAN: State law requires that the Kenai Peninsula Borough assembly adopt an apportionment plan for Borough assembly representation, after the 1990 federal census.

Kenai Peninsula Borough Ordinance 91-34 meets this requirement by adopting and presenting to the voters for selection two representation and apportionment options, both of which are different from the current plan. The plan receiving the most votes will be put into place after the election. Either plan will result in the current assembly terms and seats being abolished beginning with the regular borough election in October 1992. Assembly members elected in 1992 will serve staggered terms of one, two and three years. The current assembly apportionment plan contains 4 districts, with anywhere from 2 to 5 members, elected at-large in that district.

The first option, Plan 1, would consist of 8 districts in the Borough. Each district would have 2 assembly members, elected at-large by the voters of each district.


The second option, Plan 2, would consist of 9 districts in the Borough. Each district would have one assembly member, elected by the voters of that district.

Section 3. That the assembly shall after certification of the October 1, 1991 election, adopt or enact such ordinances or other actions that are necessary to provide for the composition of the assembly in accordance with the plan of representation and apportionment that received the most votes.

Section 4. That the assembly shall authorize borough administration to draw up legal descriptions of the district boundaries adopted in this ordinance and to amend the borough assembly reapportionment plan in compliance with this ordinance, which includes amending Plan 2, under Section 2 from 15 to 9, Map G.

Section 5. That this ordinance shall take effect immediately upon its enactment.

ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH ON THIS 20th DAY OF AUGUST, 1991.


James W. Skogstad, Assembly President

ATTEST:


Borough Clerk

LEGAL DESCRIPTIONS
NINE SINGLE MEMBER DISTRICTS

All Seward Meridian:

District 1. (K-Beach/Kenai South)
Beginning at the intersection of the eastern shore of Cook Inlet and the centerline of Forest Drive, extended, in the City of Kenai;

Thence north along the centerline of Forest Drive to the centerline of the Kenai Spur Highway;

Thence easterly along the centerline of the Kenai Spur Highway to the centerline of Bridge Access Road;

Thence southerly along the centerline of Bridge Access Road to the centerline of Beaver Loop Road;

Thence easterly along the centerline of Beaver Loop Road to the centerline of the Kenai Spur Highway;

Thence easterly along the centerline of the Kenai Spur Highway to the centerline of Beaver Creek;

Thence northeasterly along the centerline of Beaver Creek to the Kenai City Limits;

Thence following the Kenai City Limits in a general southerly direction to the centerline of the Kenai Spur Highway;

Thence southerly along the centerline of the Kenai Spur Highway to the centerline of Big Eddy Road;

Thence following the centerline of Big Eddy Road in a general westerly direction to the north-south one-quarter section line of Section 19, T5N, R10W;

Thence north along the said one-quarter section line to right bank, southerly side, of the Kenai River;

Thence following the right bank of the Kenai River in a general southerly direction to the north line of Section 36, T5N, R10W;

Thence west along the said north line of Section 36 and joining and following the Soldotna City Limits to the northwest corner of said Section 36;

Thence south along the west line of said Section 36 and the Soldotna City Limits to the southwest corner of said Section 36 and the centerline of Gas Well Road;

Thence west along the centerline of Gas Well Road and continue following the centerline of Gas Well Road in a southerly direction, becoming a private road, for approximately 2½ miles;

Thence continuing along the centerline of said private road in a westerly direction in Section 20, T4N, R11W to the west line of said Section 20;

Thence north to the northeast corner of Section 7, T4N, R11W;

Thence east to the intersection of the north line of Section 12, T4N, R12W and the eastern shore of Cook Inlet;

Thence northerly along the eastern shores of Cook Inlet, crossing the mouth of the Kenai River, to the Point of Beginning.

District 2.

(Kenai North)

Beginning at the intersection of the eastern shore of Cook Inlet and the centerline of Forest Drive, extended, in the City of Kenai;

Thence north along the centerline of Forest Drive to the centerline of the Kenai Spur Highway;

Thence easterly along the centerline of the Kenai Spur Highway to the centerline of Bridge Access Road;

Thence southerly along the centerline of Bridge Access Road to the centerline of Beaver Loop Road;

Thence easterly along the centerline of Beaver Loop Road to the centerline of the Kenai Spur Highway;

Thence easterly along the centerline of the Kenai Spur Highway to the centerline of Beaver Creek;

Thence northeasterly along the centerline of Beaver Creek to the Kenai City Limits;

Thence following the Kenai City Limits generally north and west to the southeast corner of Section 23, T6N, R12W;

Thence north to the centerline of Melody Lane in Section 14, T6N, R12W;

Thence west along the centerline of Melody Lane to the centerline of North Kenai Road;

Thence south along the centerline of North Kenai Road to the south line of Section 14, T6N, R12W;

Thence west to the intersection of the south line of said Section 14 and the eastern shore of Cook Inlet;

Thence southerly along the eastern shores of Cook Inlet to the Point of Beginning.

District 3.

(Nikiski)

Beginning at the intersection of the eastern shore of Cook Inlet and the south line of Section 14, T6N, R12W;

Thence following the eastern shores of Cook Inlet in a northerly and easterly direction, and continue easterly along the southern shores of Chickaloon Bay in Turnagain Arm to the 150th Meridian West of Greenwich;

Thence south along the said 150th Meridian to the south line of T6N;

Thence west along the south line of said T6N to the Kenai City Limits;

Thence following the Kenai City Limits generally north and west to the southeast corner of Section 23, T6N, R12W;

Thence north to the centerline of Melody Lane in Section 14, T6N, R12W;

Thence west along the centerline of Melody Lane to the centerline of North Kenai Road;

Thence south along the centerline of North Kenai Road to the south line of Section 14, T6N, R12W;

Thence west to the Point of Beginning;

Together with all that portion of the Kenai Peninsula Borough lying on the west side of Cook

Inlet and northerly of the Pile Bay Road, including Kalgin, Chisik, and all other offshore islands north of Iliamna Bay.

District 4.

(Soldotna/Tustumena)

Beginning at the intersection of the centerline of the Sterling Highway and the southern boundary of the Soldotna City Limits;

Thence following the Soldotna City Limits west and north to the north line of Section 36, T5N, R10W;

Thence east along the north line of said Section 36 to the right bank, easterly side, of the Kenai River;

Thence following the right bank of the Kenai River in a general northerly and easterly direction to the north-south one-quarter section line of Section 19, T5N, R10W;

Thence south along the said one-quarter section line to the centerline of Big Eddy Road;

Thence following the centerline of Big Eddy Road in a general easterly direction to the centerline of the Spur Highway;

Thence southeasterly along the centerline of the Spur Highway to the northern boundary of the Soldotna City Limits;

Thence following the Soldotna City Limits in general east and south directions to the intersection of the west line of Section 35, T5N, R10W, and the left bank, southerly side of the Kenai River;

Thence following the left bank of the Kenai River in a general easterly direction to the centerline of Funny River;

Thence south easterly along the centerline of Funny River to the south line of T5N;

Thence east along the south line of T5N to the left bank, southerly side of the Kenai River;

Thence following the left bank of the Kenai River in a general easterly direction to the southerly shore of Skilak Lake;

Thence following the southerly shores of Skilak Lake, and including all offshore islands, in a general easterly direction to the most easterly point of Skilak Lake;

Thence due east to the 150th Meridian West of Greenwich;

Thence south to the south line of T3S:

Thence west to the southwest corner of T3S, R5W;

Thence north to the northwest corner of T3S, R5W;

Thence northwesterly along the centerline of the Tustumena Glacier and its resulting most southerly drainage to the southeastern shore of Tustumena Lake;

Thence following the southwestern shores of Skilak Lake, and including all offshore islands, in a northwestern direction to the centerline of the Kasilof River;

Thence following the centerline of the Kasilof River to the south line of T3N;

Thence east to the southeast corner of Section 33, T3N, R11W;

Thence north to the centerline of Coal Creek;

Thence southwesterly along the centerline of Coal Creek to the centerline of the Sterling Highway;

Thence northeasterly along the centerline of the Sterling Highway to the Point of Beginning.

District 5.

(Ridgeway/Sterling)

Beginning at the intersection of the Centerline of the Sterling Highway and the north boundary of the Soldotna City Limits;

Thence following the Soldotna City Limits in general east and south directions to the intersection of the west line of Section 35, T5N, R10W, and the left bank, southerly side of the Kenai River;

Thence following the left bank of the Kenai River in a general easterly direction to the centerline of Funny River;

Thence southeasterly along the centerline of Funny River to the south line of T5N;

Thence east along the south line of T5N to the left bank, southerly side of the Kenai River;

Thence following the left bank of the Kenai River in a general easterly direction to the southerly shore of Skilak Lake;

Thence following the southerly shores of Skilak Lake, and including all offshore islands, in a general easterly direction to the most easterly point of Skilak Lake;

Thence due east to the 150th Meridian west of Greenwich;

Thence north to the south line of T6N;

Thence west along the south line of T6N to the Kenai City Limits;

Thence following the Kenai City Limits in a general southerly direction to the centerline of the Kenai Spur Highway;

Thence southerly along the centerline of the Kenai Spur Highway to the Point of Beginning.

District 6.

(Seward)

All that portion of the Kenai Peninsula Borough lying east of the 150th Meridian west of Greenwich including all offshore islands.

District 7.

(Ninilchik)

Beginning at the intersection of the eastern shore of Cook Inlet and the center of the Anchor River;

Thence following the center of the Anchor River in a general easterly direction to the confluence of the North Fork of Anchor River;

Thence following the center of the North Fork of the Anchor River in a general easterly direction to the east line of R14W;

Thence south to the southeast corner of T4S, R14W;

Thence east to the southeast corner of T4S, R13W;

Thence north to the northeast corner of T4S, R13W;

Thence east to the southwest corner of T3S, R5W;

Thence north to the northwest corner of T3S, R5W;

Thence northwesterly along the centerline of the Tustumena Glacier and its resulting most southerly drainage to the southeastern shore of Tustumena Lake;

Thence following the southwestern shores of Skilak Lake, and including all offshore islands, in a northwestern direction to the centerline of the Kasilof River;

Thence following the centerline of the Kasilof River to the south line of T3N;

Thence east to the southeast corner of Section 33, T3N, R11W;

Thence north to the centerline of Coal Creek;

Thence southwesterly along the centerline of Coal Creek to the centerline of the Sterling Highway;

Thence northeasterly along the centerline of the Sterling Highway to the southern boundary of the Soldotna City Limits;

Thence west along the said Soldotna City Limits to the southwest corner of Section 36, T5N, R10W, being the centerline of Gas Well Road;

Thence continue west along the centerline of Gas Well Road and continue following the centerline of Gas Well Road in a southerly direction, becoming a private road, for approximately 2½ miles;

Thence continuing along the centerline of said private road in a westerly direction in Section 20, T4N, R11W to the west line of said Section 20;

Thence north to the northeast corner of Section 7, T4N, R11W;

Thence east to the intersection of the north line of Section 12, T4N, R12W and the eastern shore of Cook Inlet;

Thence southerly along the eastern shores of Cook Inlet to the Point of Beginning.

District 8.

(Diamond Ridge/Homer)

Beginning at the intersection of the eastern shore of Cook Inlet and the center of the Anchor River;

Thence following the center of the Anchor River in a general easterly direction to the confluence of the North Fork of Anchor River;

Thence following the center of the North Fork of the Anchor River in a general easterly direction to the east line of R14W;

Thence south to the southeast corner of T4S, R14W;

Thence east to the centerline of the Anchor River;

Thence southwesterly along the centerline of the Anchor River to the centerline of Beaver Creek;

Thence southeasterly along the centerline of Beaver Creek to the east line of Section 15, T5S, R13W;

Thence south to the centerline of Ohlson Mountain Road;

Thence southeasterly along the centerline of Ohlson Mountain Road to the east line of Section 35, T5S, R13W;

Thence south to the centerline of Skyline Drive;

Thence southwesterly along the centerline of Skyline Drive to the centerline of East Hill Road;

Thence southerly along the centerline of East Hill Road to the centerline of East End Road;

Thence westerly along the centerline of East End Road to the west line of Section 16, T6S, R13W;

Thence south to the northern shore of Beluga Lake;

Thence southwesterly along the northern shores of Beluga Lake to the centerline of Lake Street;

Thence southeasterly along the centerline of Lake Street to the centerline of Munson Avenue;

Thence following the centerline of Munson Avenue south and east to the east line of Section 29, T6S, R13W;

Thence south to the northern shore of Kachemak Bay;

Thence northwesterly following the northerly shores of Kachemak Bay and continue along the northeasterly shores of Cook Inlet to the Point of Beginning.

District 9.

(Seldovia)

Beginning at the intersection of the northern shore of Kachemak Bay and the east line of Section 29, T6S, R13W in the City of Homer;

Thence north to the centerline of Munson Avenue;

Thence following the centerline of Munson Avenue west and north to the centerline of Lake Street;

Thence northwesterly along the centerline of Lake Street to the northern shore of Beluga Lake;

Thence northeasterly along the northern shores of Beluga Lake to the west line of Section 20, T6S, R13W;

Thence north to the centerline of East End Road;

Thence easterly along the centerline of East End Road to the centerline of East Hill Road;

Thence northerly along the centerline of East Hill Road to the centerline of Skyline Drive;

Thence northeasterly along the centerline of Skyline Drive to the west line of Section 35, T5S, R13W;

Thence north to the centerline of Ohlson Mountain Road;

Thence northwesterly along the centerline of Ohlson Mountain Road to the west line of Section 34, T5S, R13W;

Thence north to the centerline of Beaver Creek;

Thence northwesterly along the centerline of Beaver Creek to the centerline of the Anchor River;

Thence northeasterly along the centerline of the Anchor River to the south line of T4S;

Thence east to the southeast corner of T4S, R13W;

Thence north to the northeast corner of T4S, R13W;

Thence east to the 150th Meridian West of Greenwich;

Thence south to the northerly shore of the Gulf of Alaska;

Thence westerly, following the shores of the Gulf of Alaska, Cook Inlet and Kachemak Bay, and including all offshore islands and Homer Spit, to the Point of Beginning;

Together with all that portion of the Kenai Peninsula Borough lying on the west side of Cook Inlet and southerly of the Pile Bay Road including all offshore islands south of Iliamna Bay.



KENAI PENINSULA BOROUGH

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DON GILMAN
MAYOR

1991 KENAI PENINSULA BOROUGH ASSEMBLY REAPPORTIONMENT PLAN

[AS 29.20.080]

On March 5, 1991, the Borough assembly determined that it was malapportioned. According to AS 29.20.080, the assembly then has 6 months to present a plan providing for assembly reapportionment to the Borough voters. The assembly appointed a reapportionment committee to work on reapportionment plans.

The consensus of the reapportionment committee was to present 10 plan options to the assembly, and let the assembly choose from among those options the plans to submit to Borough voters.

Those ten plan options were presented to the assembly in KPB Resolution 91-72. The plan options were discussed at length in the memorandum to the Borough assembly that accompanied Resolution 91-72.

The assembly voted on June 4, 1991, to prepare two plans to be submitted to Borough voters for approval at the October 1, 1991 regular Borough election: (1) an 8-district, 2 members each, elected at large plan (Plan 4 in Res. 91-72); and (2) a 15 single member district plan, with boundaries to follow the 3 proposed State House districts which encompass the Borough (Plan 7 in Res. 91-72). These plans were renumbered for the ballot proposition to Plans 1 and 2, respectively, and are described below.

Plan 1: EIGHT - TWO MEMBER DISTRICTS.

Plan 1 has 8 districts, with 2 members each, to be elected at large. Plan 1 was formerly known as Plan 4, when chosen by the Borough assembly.

The district boundaries were formed by the following criteria: (1) compliance with the rule that population counts cannot vary more than 10% per district; (2) keeping communities and cities intact where possible; (3) using major geographic boundaries such as highways and rivers; (4) keeping districts compact in size; and (5) State of Alaska reapportionment proposals for House districts; (6) Federal census blocks (the smallest unit of population in the 1990 U.S. Census) that varied from 1 person to 600 people per block. The legal description of the Plan 1 district boundaries is set out below (Addendum A).

The Plan 1 district populations break down as follows:

District 1	5,127	Nikiski/Salamatof
District 2	4,924	Cooper Landing/ Seward
District 3	5,215	Homer/Seldovia
District 4	5,222	Ninilchik/ Diamond Ridge
District 5	5,100	Tustumena
District 6	5,112	Soldotna/K-Beach
District 7	5,137	Kenai
District 8	4,965	Ridgeway/Sterling

PLAN 2: FIFTEEN SINGLE MEMBER DISTRICTS.

Plan 2 begins with 3 districts, the boundaries of which would follow the three Alaska State House districts that encompass the Borough. Then there would be 5 subdistricts in each of the 3 districts. A single assembly member would be elected from each of the 15 subdistricts. Plan 2 was formerly known as Plan 7, when chosen by the Borough assembly.

The district boundaries were formed by the following criteria: (1) compliance with the rule that population counts cannot vary more than 10% per district; (2) keeping communities and cities intact where possible; (3) using major geographic boundaries such as highways and rivers; (4) keeping districts compact in size;

and (5) State of Alaska reapportionment proposals for House districts; (6) Federal census blocks (the smallest unit of population in the 1990 U.S. Census) that varied from 1 person to 600 people per block. The legal description of the Plan 2 district boundaries is set out below (Addendum B).

The district populations break down as follows:

District 1	2,771	Kasilof
District 2	2,717	Anchor Point
District 3	2,789	Diamond Ridge
District 4	2,664	Homer
District 5	2,662	Seldovia
District 6	2,639	Nikiski
District 7	2,711	Salamatof
District 8	2,657	Kenai North
District 9	2,647	Kenai South
District 10	2,677	K-Beach
District 11	2,799	Tustumena
District 12	2,749	Soldotna
District 13	2,796	Ridgeway/Sterling
District 14	2,757	Hope/Bear Creek/ Cooper Landing/ Moose Pass
District 15	2,762	Seward

In Resolution 91-72, the Borough assembly required that a reapportionment plan implementation ordinance, including the two plans described above, be drafted and introduced for enactment and submission to Borough voters. That ordinance was drafted as KPB Ordinance 91-34, to be introduced on July 9, 1991, with a hearing date of August 6, 1991. This plan is an attachment to that ordinance, and will be enacted when that ordinance is enacted.

After Ordinance 91-34 is enacted, the two assembly apportionment plans will be submitted to Borough voters for selection at the October 1, 1991 regular Borough election. The plan receiving the most votes will be the plan that will be put into place after the election.

The redistricting process will begin after Borough voters select either Plan 1 or Plan 2. Another ordinance will be enacted setting out the redistricting process, briefly described as follows: The new districts boundaries will be adopted. In addition, there will be another election in October 1992, to select assembly members from each new district, and the current assembly

terms will be abolished, effective after the October 1992 election is certified. Assembly members chosen in the 1992 election will serve staggered terms of one, two or three years.

Finally, this 1991 Kenai Peninsula Borough Assembly Reapportionment Plan will be submitted to the Attorney General of the United States under the Voting Rights Act of 1965, for review.

LEGAL DESCRIPTION
8 - TWO MEMBER DISTRICTS

All Seward Meridian, Alaska:

District 1. Beginning at the intersection of the mean high tide line on the eastern shore of Cook Inlet with the centerline of Cook Inlet View Drive in the City of Kenai;

Thence northeasterly along the centerline of Cook Inlet View Drive and continue along the centerline of Wildwood Drive to a point on the northern boundary of the Kenai City Limits;

Thence following the Kenai City Limits east, north, east and south to the centerline of Carver Drive at the west line of Section 5, T5N, R10W;

Thence northeasterly along the centerline of Carver Drive to the centerline of Gene Street;

Thence east along the centerline of Gene Street to the centerline of Carver Drive;

Thence east along the centerline of Carver Drive to the east line of Section 5, T5N, R10W;

Thence north along the west line of said Section 5 to the NE corner of said Section 5;

Thence east along the north line of T5N to the 150th meridian west of Greenwich;

Thence north along the 150th meridian west of Greenwich to the southern shores of Chickaloon Bay in Turnagain Arm;

Thence westerly and northerly along the shores of Chickaloon Bay, Turnagain Arm and continuing southwesterly and southerly along the easterly shores of Cook Inlet to the Point of Beginning;

Together with all that portion of the Kenai Peninsula Borough lying on the west side of Cook Inlet and northerly of Pile Bay Road, including Kalgin Island and Chisik Island.

District 2. Beginning at the intersection of the centerline of the Sterling Highway and the centerline of the Moose River;

Thence northeasterly along the centerline of the Moose River to the north line of T5N;

Thence east along the north line of T5N to the 150th meridian west of Greenwich:

Thence south along the said 150th meridian to a point due east of the most easterly point of the east shore of Skilak Lake;

Thence due west to the said most easterly point of Skilak Lake;

Thence northwesterly along the mean high water line of the northern shores of Skilak Lake to the Kenai River;

Thence north westerly along the mean high water line of the left bank, southwesterly side of the Kenai River to the north line of T4N;

Thence east along the north line of T4N to the SE corner of T5N, R8W;

Thence north along the east line of T5N, R8W to the centerline of the Sterling Highway;

Thence westerly along the centerline of the Sterling Highway to the Point of Beginning;

Together will all of that portion of the Kenai Peninsula Borough lying east of the 150th meridian west of Greenwich, including all offshore islands in the Gulf of Alaska lying east of said meridian.

District 3.

Beginning at the intersection of the mean high tide line on the northern shore of Kachemak Bay with the centerline of Crittenden Drive in the City of Homer;

Thence north along the centerline of Crittenden Drive to the centerline of the Sterling Highway;

Thence westerly along the centerline of the Sterling Highway to the centerline of West Hill Road;

Thence northerly along the centerline of West Hill Road to the northern boundary of the Homer City Limits;

Thence following the Homer City Limits east, north and east to the centerline of East Hill Road;

Thence southerly along the centerline of East Hill Road to the centerline of Homer East Road;

Thence northeasterly along the centerline of Homer East Road to the east line of Section 33, T4S, R11W;

Thence northerly along the east line of Sections 33, 28, 21, 16, 9 and 4, T4S, R11W to the north line T4S;

Thence east along the north line of T4S to the 150th meridian west of Greenwich;

Thence south along the 150th meridian west of Greenwich to the northerly shore of the Gulf of Alaska;

Thence following the shores of the Gulf of Alaska, Cook Inlet, and Kachemak Bay, including all offshore islands and Homer Spit, to the Point of Beginning;

Together with all that portion of the Kenai Peninsula Borough lying on the west side of Cook Inlet and southerly of Pile Bay Road including all offshore islands.

District 4.

Beginning at the intersection of the mean high tide line on the northern shore of Kachemak Bay with the centerline of Crittenden Drive in the City of Homer;

Thence north along the centerline of Crittenden Drive to the centerline of the Sterling Highway;

Thence westerly along the centerline of the Sterling Highway to the centerline of West Hill Road;

Thence northerly along the centerline of West Hill Road to the northern boundary of the Homer City Limits;

Thence following the Homer City Limits east, north and east to the centerline of East Hill Road;

Thence southerly along the centerline of East Hill Road to the centerline of Homer East Road;

Thence northeasterly along the centerline of Homer East Road to the east line of Section 33, T4S, R11W;

Thence northerly along the east line of Sections 33, 28, 21, 16, 9 and 4, T4S, R11W to the north line T4S;

Thence west along the north line of T4S to the SE corner of T3S, R13W;

Thence north along the east line of R13W to the northeast corner of T1S, R13W;

Thence west along the north line of T1S to the mean high tide line on the eastern shore of Cook Inlet;

Thence southerly along the shore of Cook Inlet and southeasterly along the shore of Kachemak Bay to the Point of Beginning.

District 5.

Beginning at the intersection of the mean high tide line on the eastern shore of Cook Inlet with the south line of T5N, R11W;

Thence east along the south line of T5N to the SE corner of Section 33, T5N, R11W;

Thence north along the east line of said Section 33 to the NE corner of said Section 33;

Thence east along the north line of Sections 34, 35 and 36, T5N, R11W, and continue along the north line of Sections 31 and 32, T5N, R10W to the NE corner of Section 32, T5N, R10W;

Thence south along the east line of said Section 32 to the mean high water line on the right bank, northerly side of the Kenai River;

Thence southwesterly along the mean high water line on the right bank of the Kenai River to the centerline of the Sterling Highway;

Thence south westerly along the centerline of the Sterling Highway to the centerline of Funny River Road;

Thence easterly, southeasterly and northeasterly along the centerline of Funny River Road to the north line of T4N, R9W;

Thence east along the north line of T4N to the mean high water line on the left bank, south westerly side of the Kenai River;

Thence south easterly along the left bank of the Kenai River to Skilak Lake;

Thence southeasterly along the mean high water line of the southern shore of Skilak Lake, including all offshore islands, to the most easterly point of the east shore of Skilak Lake;

Thence due east to the 150th meridian west of Greenwich;

Thence south along the 150th meridian west of Greenwich to the south line of T3S;

Thence west along the south line of T3S to the west line of R12W;

Thence north along the west line of R12W to the south line of T1N;

Thence west along the south line of T1N to the mean high tide line on the eastern shore of Cook Inlet;

Thence northerly along the mean high tide line of said shore of Cook Inlet to the Point of Beginning.

District 6.

Beginning at the intersection of the mean high tide line on the eastern shore of Cook Inlet with the south line of T5N, R11W;

Thence east along the south line of T5N to the SE corner of Section 33, T5N, R11W;

Thence north along the east line of said Section 33 to the NE corner of said Section 33;

Thence east along the north line of Sections 34, 35 and 36, T5N, R11W, and continue along the north line of Sections 31 and 32, T5N, R10W to the centerline of the Kenai Spur Highway;

Thence northwesterly along the centerline of the Kenai Spur Highway to the centerline of Cheechako Drive;

Thence westerly along the centerline of Cheechako Drive to the centerline of Cheechako News Drive;

Thence southwesterly along the centerline of Cheechako News Drive to the centerline of Fish Trap Court;

Thence northwesterly along the centerline of Fish Trap Court to the southeasterly line of Tract A, M.L. Stewart Homesteads, Plat No. 75-124, KRD;

Thence southwesterly along the southeasterly line of said Tract A to the mean high water line of the right bank, easterly side of the Kenai River;

Thence northerly along the said right bank of the Kenai River to the south line of Section 7, T5N, R10W, also being a point on the Kenai City Limits;

Thence following the Kenai City Limits east, north and east to the centerline of the Kenai Spur Highway;

Thence northwesterly along the centerline of the Kenai Spur Highway to the centerline of Strawberry Road;

Thence east along the centerline of Strawberry Road to the SE corner of Section 6, T5N, R10W, also being a point on the Kenai City Limits;

Thence following the Kenai City Limits north, west and north to the centerline of Beaver Creek in Section 36, T6N, R11W;

Thence southwesterly along the centerline of Beaver Creek to the confluence with the right bank of the Kenai River;

Thence along the mean high water line on the right bank, northerly side of the Kenai River to the confluence with Cook Inlet;

Thence southerly across the Kenai River and continue southerly along the mean high tide line on the eastern shore of Cook Inlet to the Point of Beginning.

District 7.

Beginning at the intersection of the mean high tide line on the eastern shore of Cook Inlet with the centerline of Cook Inlet View Drive in the City of Kenai;

Thence northeasterly along the centerline of Cook Inlet View Drive and continue along the centerline

of Wildwood Drive to a point on the northern boundary of the Kenai City Limits;

Thence following the Kenai City Limits east, north, east and south to the centerline of Beaver Creek in Section 36, T6N, R11W;

Thence southwesterly along the centerline of Beaver Creek to the confluence with the right bank of the Kenai River;

Thence along the mean high water line on the right bank, northerly side of the Kenai River to the confluence with Cook Inlet;

Thence northwesterly along the mean high tide line on the eastern shore of Cook Inlet to the Point of Beginning.

District 8.

Beginning at the intersection of the north line of Section 32, T5N, R10W with the centerline of the Kenai Spur Highway in the City of Soldotna;

Thence northwesterly along the centerline of the Kenai Spur Highway to the centerline of Cheechako Drive;

Thence westerly along the centerline of Cheechako Drive to the centerline of Cheechako News Drive;

Thence southwesterly along the centerline of Cheechako News Drive to the centerline of Fish Trap Court;

Thence northwesterly along the centerline of Fish Trap Court to the southeasterly line of Tract A, M.L. Stewart Homestead, Plat No. 75-124, KR D;

Thence southwesterly along the southeasterly line of said Tract A to the mean high water line of the right bank, easterly side of the Kenai River;

Thence northerly along the said right bank of the Kenai River to the south line of Section 7, T5N, R10W, also being a point on the Kenai City Limits;

Thence following the Kenai City Limits east, north and east to the centerline of the Kenai Spur Highway;

Thence northwesterly along the centerline of the Kenai Spur Highway to the centerline of Strawberry Road;

Thence east along the centerline of Strawberry Road to the SE corner of Section 6, T5N, R10W, also being a point on the Kenai City Limits;

Thence north along the Kenai City Limits to the centerline of Carver Drive;

Thence northeasterly along the centerline of Carver Drive to the centerline of Gene Street;

Thence east along the centerline of Gene Street to the centerline of Carver Drive;

Thence east along the centerline of Carver Drive to the east line of Section 5, T5N, R10W;

Thence north along the west line of said Section 5 to the NE corner of said Section 5;

Thence east along the north line of T5N to the centerline of the Moose River;

Thence south westerly along the centerline of the Moose River to the centerline of the Sterling Highway;

Thence easterly along the centerline of the Sterling Highway to the east line of T5N, R8W;

Thence south along the said east line to the south east corner of T5N, R8W;

Thence west along the south line of T5N to the centerline of Funny River Road;

Thence southwesterly, northwesterly and westerly along the centerline of Funny River Road to the centerline of the Sterling Highway;

Thence northeasterly along the centerline of the Sterling Highway to mean high water line on the right bank, northerly side of the Kenai River;

Thence northeasterly along the mean high water line of said right bank of the Kenai River to the east line of Section 32, T5N, R10W;

Thence north along the east line of said Section 32
to the NE corner of said Section 32;

Thence west along the north line of said Section 32
to the Point of Beginning.

LEGAL DESCRIPTION
15 SINGLE MEMBER DISTRICTS

All Seward Meridian, Alaska:

District 1. Beginning at the intersection of the mean high tide line on the easterly shore of Cook Inlet with the south line of Section 1, T4N, R12W;

Thence east along the south line of said Section 1 and continue along the south line of Sections 6, 5, 4 and 3, T4N, R11W, to the centerline of Gas Well Road;

Thence north approximately one mile and east approximately one mile along the centerline of Gas Well Road to the most southwesterly corner of the Soldotna City Limits;

Thence continue east along south boundary of the Soldotna City Limits to the centerline of the Sterling Highway;

Thence southwesterly along the centerline of the Sterling Highway to the centerline of Coal Creek;

Thence northeasterly along the centerline of Coal Creek to east line of Section 9, T3N, R11W;

Thence south along the east line of Sections 9, 16, 21, 28 and 33, T3N, R11W to the south line of T3N, R11W;

Thence west along the south line of T3N, R11W to the centerline of the Sterling Highway;

Thence southwesterly along the centerline of the Sterling Highway to the centerline of Falls Creek in Section 7, T1N, R12W;

Thence northwesterly along the centerline of Falls Creek to the mean high tide line of the easterly shore of Cook Inlet;

Thence northerly along the mean high tide line of the easterly shore of Cook Inlet to the Point of Beginning;

Together with all of that portion of the Kenai Peninsula Borough lying on the west side of Cook Inlet;

Together with all islands within Cook Inlet lying north and west of Kennedy Entrance.

District 2. Beginning at the intersection of the mean high tide line on the easterly shore of Cook Inlet with the centerline of Falls Creek;

Thence southeasterly along the centerline of Falls Creek to the centerline of the Sterling Highway;

Thence northeasterly along the centerline of the Sterling Highway to south line of T3N, R11W;

Thence east along the south line of T3N, R11W to the centerline of the Kasilof River;

Thence southeasterly along the centerline of the Kasilof River to Tustumena Lake;

Thence southeasterly along the mean high water line of the southwesterly shore of Tustumena Lake, including Caribou Island, to the intersection of the easterly shore of Devils Bay in Tustumena Lake with the north line of T2S;

Thence east along the north line of T2S to the meridian line 150 degrees 30 minutes west of Greenwich;

Thence south along the meridian line 150 degrees 30 minutes west of Greenwich to the north line of T4S;

Thence west along the north line of T4S to the NW corner of T4S, R11W;

Thence south along the west line of T4S, R11W to the centerline of the Anchor River;

Thence southwesterly along the centerline of the Anchor River to the centerline of the North Fork Road;

Thence southwesterly along the centerline of the North Fork Road to the centerline of the Sterling Highway;

Thence southerly along the centerline of the Sterling Highway to the centerline of the Old Sterling Highway;

Thence northwesterly along the centerline of the Old Sterling Highway to the centerline of the Anchor River;

Thence northwesterly along the centerline of the Anchor River to eastern shore of Cook Inlet;

Thence northerly along the mean high tide line of the eastern shore of Cook Inlet to the Point of Beginning.

District 3.

Beginning at the intersection of the mean high tide line on the northern shore of Kachemak Bay with the western boundary of the Homer City Limits;

Thence north along the said Homer City Limits to the centerline of the Sterling Highway;

Thence southeasterly along the centerline of the Sterling Highway to the centerline of Pioneer Avenue;

Thence northeasterly along the centerline of Pioneer Avenue to the centerline of East Hill Road;

Thence northerly along the centerline of East Hill Road to the centerline of Skyline Drive;

Thence northeasterly along the centerline of Skyline Drive to the centerline of Twitter Creek Lane;

Thence north along the centerline of Twitter Creek Lane to the centerline of Bridge Creek;

Thence northwesterly along the centerline of Bridge Creek to the confluence with Twitter Creek;

Thence northwesterly along the centerline of Twitter Creek to the confluence with the Anchor River;

Thence southwesterly along the centerline of the Anchor River to the centerline of the North Fork Road;

Thence southwesterly along the centerline of the North Fork Road to the centerline of the Sterling Highway;

Thence southerly along the centerline of the Sterling Highway to the centerline of the Old Sterling Highway;

Thence northwesterly along the centerline of the Old Sterling Highway to the centerline of the Anchor River;

Thence northwesterly along the centerline of the Anchor River to eastern shore of Cook Inlet;

Thence southeasterly along the mean high tide line of the eastern shore of Cook Inlet and continue along the northern shore of Kachemak Bay to the Point of Beginning.

District 4. Beginning at the intersection of the mean high tide line on the northern shore of Kachemak Bay with the western boundary of the Homer City Limits;

Thence north along the said Homer City Limits to the centerline of the Sterling Highway;

Thence southeasterly along the centerline of the Sterling Highway to the centerline of Pioneer Avenue;

Thence northeasterly along the centerline of Pioneer Avenue to the centerline of East Hill Road;

Thence northerly along the centerline of East Hill Road to the centerline of Skyline Drive;

Thence northeasterly along the centerline of Skyline Drive to the centerline of Twitter Creek Lane;

Thence north along the centerline of Twitter Creek Lane to the centerline of Bridge Creek;

Thence northwesterly along the centerline of Bridge Creek to the confluence with Twitter Creek;

Thence northwesterly along the centerline of Twitter Creek to the confluence with the Anchor River;

Thence northeasterly along the centerline of the Anchor River to the confluence with Beaver Creek;

Thence easterly along the centerline of Beaver Creek to the west line of T5S, R12W;

Thence south along the west line of R12W to the mean high tide line on the northern shore of Kachemak Bay;

Thence south westerly and westerly along the mean high tide line of Kachemak Bay, including Homer Spit, to the Point of Beginning.

District 5.

Beginning at the intersection of the mean high tide line on the northern shore of Kachemak Bay with the west line of T6S, R12W;

Thence north along the west line of R12W to the centerline of Beaver Creek;

Thence westerly along the centerline of Beaver Creek to the confluence with the Anchor River;

Thence northeasterly along the centerline of the Anchor River to the west line of T4S, R11W;

Thence north along the west line of T4S, R11W, to the NW corner of T4S, R11W;

Thence east along the north line of T4S to the meridian line 150 degrees 30 minutes west of Greenwich;

Thence south along the meridian line 150 degrees 30 minutes west of Greenwich to the northern shore of the Gulf of Alaska;

Thence southwesterly and westerly along the shores of the Gulf of Alaska, including all islands lying between the southern boundary of the Kenai Peninsula Borough and the mainland; to the Kennedy Entrance to Cook Inlet;

Thence continue along the eastern shores of Cook Inlet and the southeastern shores of Kachemak Bay, including all offshore islands; and continue along the northern shores of Kachemak Bay to the Point of Beginning.

District 6.

Beginning at the point of intersection of the line common to Sections 16 and 21, T7N, R12W, said line being the extension of the centerline of Rig Tenders Dock Road, with the mean high tide line on the easterly shore of Cook Inlet;

Thence east along said section line and the centerline of Rig Tenders Dock Road to the centerline of North Kenai Road;

Thence southerly along the centerline of North Kenai Road to the centerline of Miller Loop Road (North);

Thence easterly along the centerline of Miller Loop Road (North) to the centerline of Island Lake Road;

Thence northerly along the centerline of Island Lake Road to the centerline of the Homer Electric Association Soldotna to Bernice Lake 69 KV electric transmission line easement;

Thence southeasterly along the centerline of said electric transmission line easement approximately 10.5 miles to the west line of Section 16, T6N, R10W;

Thence south along said section line and the west line of Sections 21, 28 and 33 to the southwest corner of Section 33, T6N, R10W;

Thence east along the south line of T6N, through Ranges 10, 9 and 8W and the south line of Section 32, T6N, R7W, to the centerline of the Enstar Natural Gas Company Kenai River Unit Gas Field to Anchorage natural gas pipeline easement;

Thence northeasterly along the centerline of said natural gas pipeline easement approximately 36 miles to the mean high tide line on the southern shore of Chickaloon Bay in Turnagain Arm;

Thence westerly and northerly along the said mean high tide line of Chickaloon Bay, Turnagain Arm and continuing southwesterly along the mean high tide line on the easterly shore of Cook Inlet approximately 68 miles to the Point of Beginning.

District 7.

Beginning at the point of intersection of the line common to Sections 16 and 21, T7N, R12W, said line being the extension of the centerline of Rig Tenders Dock Road, with the mean high tide line on the easterly shore of Cook Inlet;

Thence east along said section line and the centerline of Rig Tenders Dock Road to the centerline of North Kenai Road;

Thence southerly along the centerline of North Kenai Road to the centerline of Miller Loop Road (North);

Thence easterly along the centerline of Miller Loop Road (North) to the centerline of Island Lake Road;

Thence northerly along the centerline of Island Lake Road to the centerline of the Homer Electric Association Soldotna to Bernice Lake 69 KV electric transmission line easement.

Thence southeasterly along the centerline of said electric transmission line easement approximately 8 miles to the centerline of Marathon Road;

Thence southwesterly along the centerline of Marathon Road to a point on the north boundary of the Kenai City Limits;

Thence west, south and west along the northerly Kenai City Limits line to the centerline of Wildwood Drive;

Thence southwesterly along the centerline of Wildwood Drive to the centerline of California Avenue;

Thence southeasterly along the centerline of California Avenue to the centerline of First Street;

Thence south along the centerline of First Street to the centerline of Redoubt Avenue;

Thence west along the centerline of Redoubt Avenue to the centerline of the Kenai Spur Highway;

Thence southeasterly along the centerline of the Kenai Spur Highway to the centerline of Forest Drive;

Thence south along the centerline of Forest Drive to the mean high tide line of the easterly shore of Cook Inlet;

Thence northwesterly along the said mean high tide line of Cook Inlet to the Point of Beginning.

District 8. Beginning at the intersection of the centerline of Main Street extended, in the City of Kenai, with the mean high water line of the northerly bank of the Kenai River;

Thence northerly along the centerline of Main Street to the centerline of the Kenai Spur Highway;

Thence easterly and southerly along the centerline of the Kenai Spur Highway to the centerline of Strawberry Road;

Thence east along the centerline of Strawberry Road approximately three tenths of a mile to an angle point on the easterly boundary of the Kenai City Limits;

Thence north along said Kenai City Limits to the NW corner of Section 5, T5N, R10W;

Thence east along the north line of said Section 5 to the NE corner of said Section 5;

Thence north along the east line of Sections 32, 29, 20 and 17, T6N, R10W to the centerline of the Homer Electric Association Soldotna to Bernice Lake 69 KV electric transmission line easement;

Thence northwesterly along the centerline of said electric transmission line easement approximately 2½ miles to the centerline of Marathon Road;

Thence southwesterly along the centerline of Marathon Road to a point on the north boundary of the Kenai City Limits;

Thence west, south and west along the northerly Kenai City Limits line to the Centerline of Wildwood Drive;

Thence southwesterly along the centerline of Wildwood Drive to the centerline of California Avenue;

Thence southeasterly along the centerline of California Avenue to the centerline of First Street;

Thence south along the centerline of First Street to the centerline of Redoubt Avenue;

Thence west along the centerline of Redoubt Avenue to the centerline of the Kenai Spur Highway;

Thence southeasterly along the centerline of the Kenai Spur Highway to the centerline of Forest Drive;

Thence south along the centerline of Forest Drive to the mean high tide line of the easterly shore of Cook Inlet;

Thence southeasterly along the said mean high tide line of Cook Inlet to the Point of Beginning.

District 9.

Beginning at the intersection of the centerline of Main Street extended, in the City of Kenai, with the mean high water line of the northerly bank of the Kenai River;

Thence northerly along the centerline of Main Street to the centerline of the Kenai Spur Highway;

Thence easterly and southerly along the centerline of the Kenai Spur Highway to the centerline of Strawberry Road;

Thence east along the centerline of Strawberry Road approximately eight tenths of a mile to an angle point on the easterly boundary of the Kenai City Limits;

Thence south, west, south, west, south and west along the said easterly boundary of Kenai City Limits to the mean high water line on the right bank, northeasterly side of the Kenai River at the south line of Section 7, T5N, R10W;

Thence along the mean high water line of said right bank of the Kenai River approximately 8.4 miles to the centerline of Bridge Access Road;

Thence southeasterly along the centerline of Bridge Access Road to the centerline of Kalifornsky Beach Road;

Thence westerly along the centerline of Kalifornsky Beach Road to the south line of Section 16, T5N, R11W;

Thence west along the south line of said Section 16 and Section 17, T5N, R11W to the centerline of Ketch Street;

Thence northerly along the centerline of Ketch Street to the centerline of Sunrise Way;

Thence northwesterly along the centerline of Sunrise Way to the centerline of Set Net Drive;

Thence southwesterly along the centerline of Set Net Drive to the centerline of V.I.P. Drive;

Thence north along the centerline of V.I.P. Drive to the centerline of Salmon Run Drive;

Thence northwesterly along the centerline of Salmon Run Drive to a point on the western boundary of the Kenai City Limits;

Thence north and west along said Kenai City Limits to the mean high tide line on the eastern shore of Cook Inlet;

Thence northerly along the said mean high tide line to the confluence of the Kenai River;

Thence northerly across the Kenai River to the Point of Beginning.

District 10. Beginning at the intersection of the mean high tide line on the easterly shore of Cook Inlet with the south line of Section 1, T4N, R12W;

Thence east along the south line of said Section 1 and continue along the south line of Sections 6, 5, 4 and 3, T4N, R11W, to the centerline of Gas Well Road;

Thence north approximately one mile and east approximately one mile along the centerline of Gas Well Road to the most southwesterly corner of the Soldotna City Limits;

Thence north along the westerly line of the Soldotna City Limits to the centerline of Poppy Lane;

Thence east along the centerline of Poppy Lane to the mean high water line on the left bank, westerly side, of the Kenai River;

Thence northerly and westerly along the said mean high water line of the left bank, westerly and southerly side of the Kenai River, approximately 15 miles to the centerline of Bridge Access Road;

Thence southeasterly along the centerline of Bridge Access Road to the centerline of Kalifornsky Beach Road;

Thence westerly along the centerline of Kalifornsky Beach Road to the south line of Section 16, T5N, R11W;

Thence west along the south line of said Section 16 and Section 17, T5N, R11W to the centerline of Ketch Street;

Thence northerly along the centerline of Ketch Street to the centerline of Sunrise Way;

Thence northwesterly along the centerline of Sunrise Way to the centerline of Set Net Drive;

Thence southwesterly along the centerline of Set Net Drive to the centerline of V.I.P. Drive;

Thence north along the centerline of V.I.P. Drive to the centerline of Salmon Run Drive;

Thence northwesterly along the centerline of Salmon Run Drive to a point on the western boundary of the Kenai City Limits;

Thence north and west along said Kenai City Limits to the mean high tide line on the eastern shore of Cook Inlet;

Thence southerly along the said mean high tide line of Cook Inlet approximately 5 miles to the Point of Beginning.

District 11. Beginning at the intersection of the north line of Section 36, T5N, R11W, with the mean high water line on the right bank, easterly side of the Kenai River;

Thence east along the north line of said Section 36 and continue east along the centerline of Redoubt Avenue approximately 4 miles to the eastern boundary of the Soldotna City Limits;

Thence north along the eastern boundary of the Soldotna City Limits to the centerline of the Sterling Highway;

Thence northeasterly along the centerline of the Sterling Highway to the centerline of Scout Lake Loop Road (west);

Thence south along the centerline of Scout Lake Loop Road (west) to the centerline of Scout Lake Loop Road (South);

Thence west along the centerline of Scout Lake Loop Road (South) and continue west and southwest along the centerline of Lou Morgan Road to the east-west centerline of Section 21, T5N, R9W;

Thence west along the east-west centerline of said Section 21 to the west line of said Section 21;

Thence south along the west line of said Section 21 to the SW corner of said Section 21;

Thence east along the south line of said Section 21 to the mean high water line on the right bank, westerly side of the Kenai River;

Thence southwesterly along the said right bank of the Kenai River to a point opposite of the confluence of Funny River with the Kenai River;

Thence southeasterly across the Kenai River and continue upstream along the centerline of the Funny River to the south line of Section 36, T5N, R9W;

Thence east along the south line of T5N through R8W to the mean high water line on the left bank, westerly side of the Kenai River;

Thence southeasterly along the said left bank of the Kenai River to Skilak Lake;

Thence southeasterly along the mean high water line of the southerly shore of Skilak Lake to the most easterly point at the east shore of Skilak Lake;

Thence due east to the 150th meridian west of Greenwich;

Thence due south along the said 150th meridian to the south line of T1S, R4W;

Thence west along the south line of said T1S through Ranges 5, 6, 7 and 8W to the mean high water line on the southeast shore of Devils Bay in Tustumena Lake;

Thence northwesterly along the mean high water line of the northerly shore of Tustumena Lake to the outlet at the right bank of the Kasilof River;

Thence northerly along the mean high water line of the right bank, easterly side of the Kasilof River to the south line of T3N, R11W;

Thence east along the south line of said T3N, R11W, to the SE corner of Section 33, T3N, R11W;

Thence north along the east line of Sections 33, 28, 21, 16 and 9, T3N, R11W to the centerline of Coal Creek;

Thence southwesterly along the centerline of Coal Creek to the centerline of the Sterling Highway;

Thence northeasterly along the centerline of the Sterling Highway to south boundary of the Soldotna City Limits;

Thence west, north and east along the boundary of the Soldotna City Limits to the Point of Beginning;

Together with all islands in the Kenai River and Skilak Lake.

District 12. Beginning at the intersection of the north line of Section 36, T5N, R11W, with the mean high water line on the right bank, easterly side of the Kenai River;

Thence east along the north line of said Section 36 and continue east along the centerline of Redoubt Avenue approximately 4 miles to the eastern boundary of the Soldotna City Limits;

Thence following the Soldotna City Limits north, west, south and west to the centerline of the Kenai Spur Highway;

Thence leaving the Soldotna City Limits, northwesterly along the centerline of the Kenai Spur Highway to the centerline of Cheechako Drive;

Thence westerly along the centerline of Cheechako Drive to the centerline of Cheechako News Drive;

Thence southwesterly along the centerline of Cheechako News Drive to the centerline of Fish Trap Court;

Thence northwesterly along the centerline of Fish Trap Court to the southeasterly line of Tract A, M.L. Stewart Homestead, Plat No. 75-124, KRD;

Thence southwesterly along the southeasterly line of said Tract A to the mean high water line of the right bank, easterly side of the Kenai River;

Thence following said right bank of the Kenai River, southerly, westerly, and southerly to the Point of Beginning.

District 13.

Beginning at the intersection of the south line of Section 7, T5N, R10W with the mean high water line on the right bank, northeasterly side of the Kenai River, also being a point on the boundary of the Kenai City Limits;

Thence following the Kenai City Limits east, north, east, north, east and north to the centerline of Strawberry Road;

Thence west along the centerline of Strawberry Road to the SW corner of Section 5, T5N, R10W;

Thence north along the west line of said Section 5 to the NW corner of said Section 5;

Thence east along the north line of T5N through Ranges 10 and 9 W and the north line of Section 6, T5N, R8W to the centerline of the Moose River;

Thence southwesterly along the centerline of the Moose River to the confluence with the Kenai River;

Thence southwesterly along the mean high line of the right bank, northwesterly side of the Kenai River to the west line of Section 24, T5N, R9W, also being the centerline of Alderwood Road;

Thence north along the centerline of Alderwood Road to the centerline of Scout Lake Loop Road (South);

Thence westerly along the centerline of Scout Lake Loop Road (south) to the centerline of Scout Lake Loop Road (west);

Thence north along the centerline of Scout Lake Loop Road (west) to the centerline of the Sterling Highway;

Thence westerly and southwesterly along the centerline of the Sterling Highway to the eastern boundary of the Soldotna City Limits;

Thence following the Soldotna City Limits north, west, south and west to the centerline of the Kenai Spur Highway;

Thence leaving the Soldotna City Limits, northwesterly along the centerline of the Kenai Spur Highway to the centerline of Cheechako Drive;

Thence westerly along the centerline of Cheechako Drive to the centerline of Cheechako News Drive;

Thence southwesterly along the centerline of Cheechako News Drive to the centerline of Fish Trap Court;

Thence northwesterly along the centerline of Fish Trap Court to the southeasterly line of Tract A, M.L. Stewart Homestead, Plat No. 75-124, KR D;

Thence southwesterly along the southeasterly line of said Tract A to the mean high water line of the right bank, easterly side of the Kenai River;

Thence northerly along the said right bank of the Kenai River, to the Point of Beginning.

District 14.

Beginning at the intersection of the mean high tide line on the southern shore of Chickaloon Bay in Turnagain Arm with the centerline of the Enstar Natural Gas Company, Kenai River Unit Gas Field to Anchorage, natural gas pipeline easement;

Thence easterly along the said mean high tide line of Turnagain Arm approximately 32 miles to the eastern boundary of the Kenai Peninsula Borough;

Thence following the said eastern boundary of the Kenai Peninsula Borough, south, east and southerly to the mean high tide line on the shore of the Gulf of Alaska;

Thence westerly following the mean high tide line of the shores of the Gulf of Alaska to the eastern shore line of Resurrection Bay;

Thence northerly along the mean high tide line of the eastern shore of Resurrection Bay and continue northerly including the eastern delta of the

Resurrection River to a point on the northern boundary of the Seward City Limits;

Thence east along the said Seward City Limits to the centerline of Nash Road;

Thence northwesterly along the centerline of Nash Road to the centerline intersection with the Old Nash Road;

Thence west along the centerline of the Old Nash Road to the northeasterly boundary of the Seward City Limits;

Thence northwesterly along the said Seward City Limits to the centerline of the Seward Highway;

Thence northerly along the centerline of the Seward Highway to the north line of T2N, R1E;

Thence west along the north line of T2N to the 150th meridian west of Greenwich;

Thence north along said 150th meridian to a point that is due east of the most easterly point at the east shore of Skilak Lake;

Thence due west to the mean high water line of the most easterly point at the east shore of Skilak Lake;

Thence northwesterly along the mean high water line of the northerly shore of Skilak Lake to the right bank of the Kenai River;

Thence northwesterly along the mean high water line of the right bank, northerly side of the Kenai River to the south line of T5N, R8W;

Thence, west along the south line of T5N through R8W to the centerline of the Funny River in Section 36, T5N, R9W;

Thence northwesterly along the centerline of Funny River to the confluence of the Kenai River and continue across the Kenai River to the mean high water line of the right bank, northwesterly side of the Kenai River;

Thence northeasterly along said right bank of the Kenai River to south line of Section 21, T5N, R9W;

Thence west along the south line of said Section 21 to the SW corner of said Section 21;

Thence north along the west line of said Section 21 to the west $\frac{1}{4}$ corner of said Section 21;

Thence east along the east-west centerline of said Section 21 to the centerline of Lou Morgan Road;

Thence northeasterly and west along the centerline of Lou Morgan Road and continue west along the centerline of Scout Lake Loop Road (south) to the centerline of Alderwood Road, also being the west line of Section 24, T5N, R9W;

Thence south along the centerline of said Alderwood Road to the mean high water line of the right bank, northwesterly side of the Kenai River;

Thence northeasterly along the mean high water line of the said right bank of the Kenai River to the centerline confluence with the Moose River;

Thence northeasterly along the centerline of the Moose River to the north line of T5N, R8W;

Thence east along the north line of T5N to the centerline of the Enstar Natural Gas Company Kenai River Unit Gas Field to Anchorage natural gas pipeline easement;

Thence northeasterly along the centerline of said natural gas pipeline easement approximately 36 miles to the Point of Beginning.

District 15. Beginning at the intersection of the north line of T2N with the 150th meridian west of Greenwich;

Thence east along the north line of T2N to the centerline of the Seward Highway;

Thence southerly along the centerline of the Seward Highway to the northeasterly boundary of the Seward City Limits;

Thence southeasterly along said Seward City Limits to the centerline of Old Nash Road;

Thence east along the centerline of Old Nash Road to the centerline intersection of Nash Road;

Thence southeasterly along the centerline of Nash Road to a point on the northern boundary of the Seward City Limits;

Thence west along the said Seward City Limits and continue west across the Resurrection River to the mean high water line of the right bank, westerly side of the Resurrection River;

Thence southerly along the said mean high water line of the right bank of the Resurrection River to Resurrection Bay;

Thence southerly along the mean high tide line on the western shore of Resurrection Bay to the Gulf of Alaska;

Thence southwesterly along the Gulf of Alaska, including all islands between the mainland and the Kenai Peninsula Borough boundary, to the meridian line 150 degrees 30 minutes west of Greenwich;

Thence north along the meridian line 150 degrees 30 minutes west of Greenwich to the south line of T1S;

Thence east along the south line of T1S to the 150th meridian west of Greenwich;

Thence north along the said 150th meridian to the Point of Beginning.