

**KODIAK CITY COUNCIL**

**WORK SESSION AGENDA**

**Tuesday, September 24, 2013**  
**Kodiak Island Borough Conference Room**  
**7:30 p.m.**

*Work sessions are informal meetings of the City Council where Councilmembers review the upcoming regular meeting agenda packet and seek or receive information from staff. Although additional items not listed on the work session agenda are sometimes discussed when introduced by the Mayor, Council, or staff, no formal action is taken at work sessions and items that require formal Council action are placed on a regular Council meeting agenda. Public comments at work sessions are NOT considered part of the official record. Public comments intended for the "official record" should be made at a regular City Council meeting.*

**Discussion Items**

- 1. Public Comments (limited to 3 minutes)
- 2. New Library Update (Project Manager Roe Sturgulewski).....1
- 3. Pier III Project Update (Project Manager Roe Sturgulewski) .....4
- 4. Discussion of Existing Sales Tax Exemptions..... No Backup
- 5. Discussion of Park Hours.....13
- 6. Discussion of FY2015 CIP Funding Request .....17
- 7. Discussion of Horizon Lines Contract Renewal..... No Backup
- 8. September 26, 2013, Agenda Packet Review ..... No Backup

**To Be Scheduled**

- 1. iPad Use Policy for Elected Officials



## Memorandum

**TO:** Aimee Kniazowski  
**FROM:** Roe Sturgulewski  
**DATE:** September 16, 2013  
**RE:** Kodiak Public Library – Update

---

This memo provides a Kodiak Public Library project status update.

Construction is nearing completion with a small amount of finish activities remaining. Completion of the final mechanical and electrical elements required for the certificate of occupancy is in process. The substantial completion inspection is currently tentatively scheduled for between September 24 and 27, 2013. Completion of the mechanical and electrical systems are the long lead items in targeting the inspection date. The design team has inspected the ceiling work with Cornerstone completing identified punchlist items. In an effort to reduce the magnitude of the owner-developed punch list and shorten the completion time, MRV did a preliminary review of the work on September 12, 2013. Cornerstone is drafting a formal written list for substantial completion inspection.

Operations and maintenance training sessions are being held. The fire alarm and sprinkler systems training is complete. Remaining training is scheduled to be completed in September. The City has hired a videographer to film and edit training DVDs for future use by City staff.

Furniture procurement award occurred on July 25, 2013 and installation remains on track to install by October 23, 2013.

Discussions with AT&T have continued regarding removal of the east dish. While it is anticipated it will be removed by opening, no formal agreement with AT&T has been reached. A tentative internal target has been reached for presentation of a formal agreement to the Council in early October.

Increased efforts are occurring on library activation. Judi Andrijanoff has been coordinating with acting Library Director, Barbara Rudio and Lee Peterson on City miscellaneous FFE (Furniture, Fixtures and Equipment) procurement. Coordination has also occurred on move planning and other elements needed to open the library. Judi and Glenn Melvin are also coordinating on the artwork and all installations should be complete in October. A tentative opening date has been identified and will be formalized after discussions with the Mayor and Council.

The project remains under budget. Unallocated contingency exceeds \$400,000. The fundraising campaign has been highly successful with the local fundraising effort raising \$688,235 in pledges of which \$613,406 has been received in cash. The fundraising effort has fully funded the Project Contingency and a significant portion of the Enhancements budget items. The capital campaign is moving toward a successful conclusion.

The project remains on track on the expense side, with no major surprises. The Cornerstone contract included contingencies and allowance provisions to accommodate uncertainties. The contract also allocated all GMP savings to the owner. While none of the final costs for these items are fully known at this time, the allowance and owner contingency elements have overrun but will be partially offset within GMP savings. A reconciliation change order is anticipated to be presented for Council approval in the next 1 to 2 months.

Please contact me at (907) 343-3013 if you have any questions.



## New Kodiak Public Library Project Budget Update 9/10/13



Site Acquisition	1/17/12 Budget	10/28/12 Revised Budget	9/10/13 Obligations	9/10/13 Spent	Estimate at Completion
Lots 6B-1A+1B "Barrn Site" *	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000
Potential Additional Parcel	\$230,000	\$40,000			\$45,000
<b>Subtotal</b>	<b>\$880,000</b>	<b>\$690,000</b>	<b>\$650,000</b>	<b>\$650,000</b>	<b>\$695,000</b>
<b>Soft Costs</b>					
Pre-Development Costs *	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000
Miscellaneous Professional Services	\$80,000	\$120,000	\$158,378	\$123,003	\$170,000
Miscellaneous Administrative	\$35,000	\$35,000	\$43,619	\$43,619	\$50,000
1% for Art	\$80,000	\$80,000	\$23,850	\$23,850	\$80,000
<b>Subtotal</b>	<b>\$280,000</b>	<b>\$320,000</b>	<b>\$310,847</b>	<b>\$275,472</b>	<b>\$385,000</b>
<b>Management and Design</b>					
Architecture/Engineering	\$1,050,000	\$1,050,000	\$1,027,385	\$960,245	\$1,050,000
Project Management	\$350,000	\$350,000	\$465,762	\$386,233	\$466,000
Special Inspections	\$25,000	\$33,000	\$32,306	\$32,306	\$36,000
<b>Subtotal</b>	<b>\$1,425,000</b>	<b>\$1,433,000</b>	<b>\$1,525,453</b>	<b>\$1,378,783</b>	<b>\$1,552,000</b>
<b>Construction</b>					
General Contractor	\$8,000,000	\$8,485,000	\$8,485,495	\$7,104,562	\$8,635,000
Furniture, Fixtures and Equipment	\$400,000	\$350,000	\$311,711	\$140,604	\$425,000
<b>Subtotal</b>	<b>\$8,400,000</b>	<b>\$8,835,000</b>	<b>\$8,797,206</b>	<b>\$7,245,167</b>	<b>\$9,060,000</b>
<b>Enhancements</b>					
	\$263,372	\$263,372			\$263,372
<b>Project Contingency</b>					
	\$1,200,000	\$907,000	\$0	\$0	\$493,000
<b>Total Project Costs</b>	<b>\$12,448,372</b>	<b>\$12,448,372</b>	<b>\$11,283,506</b>	<b>\$9,549,421</b>	<b>\$12,448,372</b>
* Pre-funded Items Totaling \$735,185					

(This page left intentionally blank.)

## Memorandum

**TO:** Aimee Kniazowski  
**FROM:** Roe Sturgulewski  
**DATE:** September 16, 2013  
**RE:** Kodiak Pier III  
Status Update

---

This provides a Pier III project status update.

PND submitted their 35% schematic design drawings in mid-August. They have provided a status update in the attached report entitled 35% Design Update (dated September 24, 2013). The 35% drawings were reviewed by the project team. Comments have been provided and some minor changes will be presented in the 65% drawing submittal. Much of the discussion related to elements that will be detailed in the next version of the drawings. Substantial discussion occurred on how to best provide drainage on the pier surface and the elevation of the crane rails. A consensus decision has been reached which balances costs, operational efficiency, and future maintenance requirements. It is significant to note that, as part of the solution, Horizon agreed to add shims to their crane which will add an estimated \$250,000 to their costs.

Much of PND's design efforts focused on optimizing the pier structural solution. The drawings reflect elimination of the field batter piles and the addition of a sheetpile wall under the shoreside rail. The solution reduced about 50% of the \$4M construction cost overage that existed at the start of design. PND is still optimizing pile sizes, which has the potential to further reduce construction costs. The revised solution also changed the orientation of the pile bents which are now 16 feet on center along the face of the dock. One of the benefits of this revised orientation is that it allows reduction of the dock in 16 foot increments to balance scope and budget.

Weekly coordination meetings have been held with Horizon Lines and City Port staff. Other meetings were held to discuss specific design topics. Discussions have occurred on operations, electrical requirements, crane related interfaces and uplands layout. Recent coordination has focused on design alternatives for the deck slope and drainage, lighting, interim construction sequencing and ways to align scope and budget. Generalized lighting layout has been defined.

Planning has occurred on the uplands development. Horizon is considering the addition of a new operations / longshore building that would be constructed outside the budget as a tenant improvement.

Substantial discussions have occurred with Horizon related to their anticipated crane loads, particularly electrical demand. Horizon has confirmed that they will provide a 100 gauge AC-powered crane. This is significant in that it defines the medium voltage power requirements. It appears the most likely scenario is that Horizon will provide one of the three cranes built for the Anchorage Port project that are currently staged in Shanghai. In the event of sale of the remaining crane, it is anticipated a used refurbished crane would be provided within the defined electrical parameters.

Coordination has continued with KEA and Horizon regarding the offsite crane electrical power supply. KEA has worked with Horizon and done a preliminary system analysis. It is anticipated that KEA will install a new 12.47 kW circuit to Pier 3 and adjoining areas. KEA's solution would include nominal 1MW flywheel(s) which would capture and reuse regenerative power created by crane operations and also serve as an overall system buffer. It is anticipated KEA, Horizon and the project budget would contribute to this upgrade. The City's project component is estimated to be about \$400k. Darron Scott, of KEA, is pursuing information to include in an AEA Renewable Energy grant request. The flywheel is a long lead item that KEA would need to be order about December 2013 to meet the anticipated commission schedule. An agreement with KEA is anticipated to be drafted and presented to the Council in about 6 weeks.

Progress has been made on understanding land and ROW constraints. Further review is still required.

Golder & Associates is proceeding with additional analysis of the Pillar Mountain slopes. They have acquired aerial mapping and LIDAR data and have started work on the rock stability modeling. On site review is expected this week. A preliminary report is expected by early October.

A Draft Budget showing allocation of the State grant funding is attached. \$33.1M in State FY13 appropriations has been allocated towards the project. From the City accounting perspective, the State funding has been combined with the \$712,000 earlier Pier III inspection project. With City appropriations, this will increase funds available to the Pier 3 buildout by a nominal \$500k or a total of about \$33.6M. Review and coordination with the City is being done to define the exact available funding on a go forward basis. PND's refined structural solution has reduced costs since their June 2013 estimate. Their latest estimate for the base project scope (420LF) in the 35% document is \$35.3M. This exceeds the available budget by about \$1.7M. This estimate includes about \$4M in contingency. PND is still looking at pile optimization, which could reduce the overage by up to about 50%. Additional review is being done to verify the unit prices used in the estimate. Soft costs are also being reviewed. Depending on the outcome of these efforts and the level of savings, the project could be brought within budget by reducing the length of the dock by between 16 to 48 feet. It is anticipated a bidding strategy using alternatives will be employed to align construction bids with available funding. While the exact strategy has not been developed and is dependent on receipt of additional information, one concept would be as follows; make the base bid the entire 420LF structure and create three deductive alternates. Deductive Alternate No. 1 would be a 16 foot reduction in the dock face and Deductive Alternate No. 2 would be a 32 foot reduction in the dock face. Deductive Alternate No. 3 would be a 48 foot reduction in the dock face. This would allow the awarded scope to be aligned with available funds. This strategy will be refined as the level of pricing becomes more firm.

An updated schedule is attached. The 35% design completion date target was essentially met. There is a possibility the 65% design completion date may slip by one to two weeks from the end of September target. This is new information and the project team is working to mitigate any slippage. Critical path items to complete the design submittal relate to definition of secondary electrical requirements and preparation of the electrical drawings. Discussion has occurred about separating the structural and electrical submittals to better maintain the overall design schedule. PND believes it is likely they will be able to maintain the current bid/award schedule. Other schedule changes were the crane decisions by Horizon moved to the September timeframe and the associated KEA electrical planning timeline also extended. The permitting submittal date slipped partially due to extended discussion on the pier deck slope. This absorbed float and has the potential to affect the bid date. Extra effort will be taken to manage timely delivery. Negotiations with Horizon Lines on the Preferential Use Agreement have not started and the start date has been adjusted accordingly.

Please contact me at (907) 343-3013 if you have any questions.



# 35% Design Update

## Pier 3 Replacement

Prepared for:  
**City of Kodiak**  
710 Mill Bay Road  
Kodiak, AK 99615

Prepared by:  
**P | N | D**  
ENGINEERS, INC.  
1506 W. 36<sup>th</sup> Avenue  
Anchorage, AK 99503

**September 24, 2013**





## 1.0 Introduction

This report, prepared for the City of Kodiak (the City), by PND Engineers, Inc. (PND) outlines the work completed on the Kodiak Pier 3 replacement project to date. This document will serve as an update to the City Council on the status of the project design and budget.

## 2.0 Work Completed and Ongoing

Two milestones for the project have been completed since the last City Council update in July. First, the 35% Design drawings were submitted for the project on August 12, 2013 showing the general layout and cross section of the pile supported structure (see Figures 1 and 2). Secondly, the permit drawings and documents for the project were submitted on September 16, 2013 to the United States Army Corps of Engineers (USACE) and are currently under review.

The typical cross section shows three rows of piles at 16' +/- on center with pre-cast, pre-stressed concrete deck panels supported by steel I-girders. An OPEN CELL® backwall surrounds the shore side row of piles supporting the crane rail.

Previously the OPEN CELL was said to not be a feasible alternative for the construction of the pier due to the compressible, weak soils at the site. The OPEN CELL presented in this design is being utilized as a backwall and serves as a cost effective anchor for the shore side pile row. With the wall located closer to the shore where more structurally stable fill material is present and a substantially shorter height than the full fill dock previously proposed, the OPEN CELL outlined in the 35% drawings is able to be used to stabilize the back row of pile and maintain adequate resistance to global failure. Utilizing other backwall systems would require walls that are more costly. Also, additional restraint for the back row of piles would still be required. The OPEN CELL face intersects the armor revetment at about +9' MLLW and so the sheet pile will only be exposed to wave action on the last several feet of the upper end of the tide range. The armor revetment will reduce the majority of the wave energy. The face sheets of the sheet pile are anticipated to be galvanized.

Work continues to progress towards the 65% submittal, and PND will be addressing questions and comments from the USACE regarding the permit application as the review process moves along. The permitting process generally takes between 90 and 120 days, however can be longer in some cases. As permitting is on the critical path for this project to remain on schedule PND will work as quickly as possible to resolve any permitting questions or comments that arise during the review process.

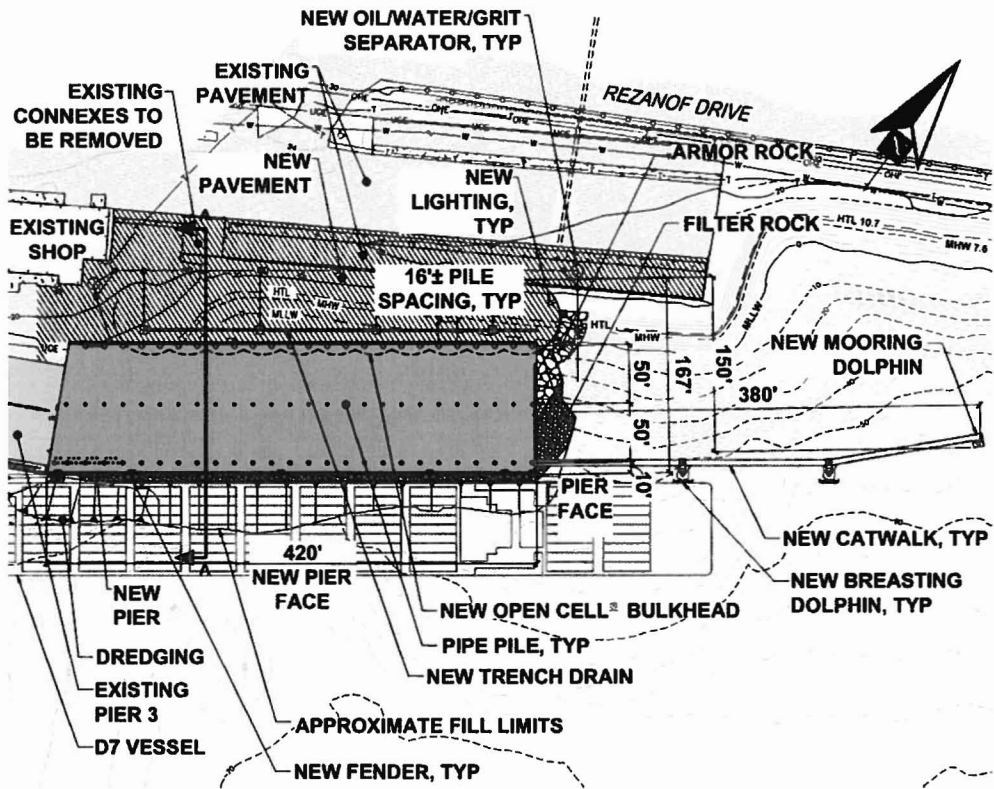


Figure 1: 35% Design Plan View

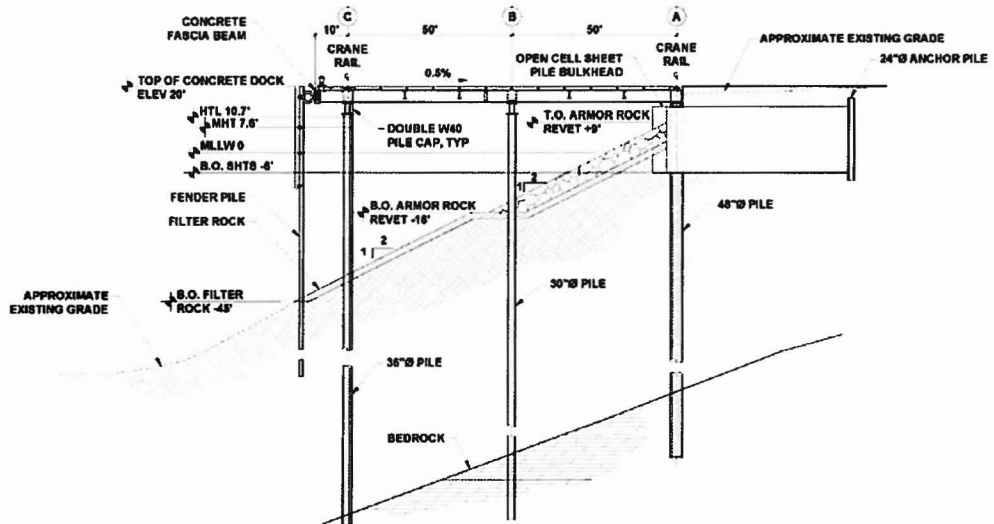


Figure 2: 35% Design Typical Section

### 3.0 Cost Estimate

At the time of submission of the 35% drawings, PND believed the project cost estimate was at or below the available funding level (\$33.1 million) for the project and the “full” 420 foot length pier was presented. Since the submission of the 35% drawings, updated unit costs and additional project requirements such as the crane flywheel, mammal observers and other incidentals have pushed the project costs beyond the available funding. At this time the current cost estimate stands at (\$35.3 million – see attached). There are still significant engineering refinement and cost estimate “pencil sharpening” exercises that are ongoing that may reduce the estimates. It is important to note that at this level of design, the construction cost estimates have not been prepared by professional bidders. As such, there is some potential that bid numbers could come in lower than expected and leave room within the budget to complete the “full” 420 foot long pier. Currently the design team is looking at strategies to remain under budget during the bidding process.

### 4.0 Path Forward

With engineering estimates currently above the available funding several steps are being taken to provide a design that falls within the budget. With drawings approaching the 65% level, a professional contractor will be utilized to provide an independent cost estimate to compare with the engineering estimates and make potential cost cutting suggestions. Additionally, at this stage it is still possible to prepare the drawings showing the “full” pier length with several options, as deductive alternates (16, 32 or 48 foot pier length reductions) to the project that could be constructed as budget allows following bid. Following the receipt of bids, the project team can determine what length of pier can be constructed under the available funding. If the length of pier able to be constructed is less than the 420 foot length in the design then the design will be adjusted to accommodate. This approach will require additional engineering effort on a T&M basis following the bids if the full 420 foot pier cannot be constructed within the available funding.

Attachments: Kodiak Pier 3 Cost Estimate – September 11, 2013

**Kodiak Pier III - ENGINEERING ROM COSTS**

Basis: 35% Design Drawings  
Date: 9-13-2013

Description	Unit	Quantity	Unit Price	Amount
<b>1 SITE MOBILIZATION AND DEMOBILIZATION</b>				
Mob & Demob	LS	All Req'd	\$ 1,700,000	\$ 1,700,000
				<b>SITE MOBILIZATION AND DEMOBILIZATION SUBTOTAL = \$ 1,700,000</b>
<b>2 DEMOLITION</b>				
Demo and Dispose all	LS	All Req'd	\$ 250,000	\$ 250,000
				<b>DEMOLITION SUBTOTAL = \$ 250,000</b>
<b>3 PILE SUPPORTED DOCK - 420' x 100' = 42,000 SF</b>				
F&I Shoreside Steel Pipe Piles	EA	26	\$ 85,000	\$ 2,210,000
F&I Middle Steel Pipe Piles	EA	27	\$ 83,000	\$ 2,241,000
F&I Water side Steel Pipe Piles	EA	27	\$ 98,000	\$ 2,646,000
Install Flinch piles	EA	22	\$ 3,200	\$ 70,400
F&I Steel Beams 215 pfl HDG	LF	5,885	\$ 340	\$ 2,000,900
F&I Waterside Steel Girders HDG	LF	420	\$ 1,280	\$ 537,600
F&I Middle Steel Girders HDG	LF	420	\$ 1,280	\$ 537,600
F&I Shoreside Girder	LF	420	\$ 1,160	\$ 487,200
F&I Precast/prestressed Concrete Panels	SF	37,370	\$ 64	\$ 2,377,600
F&I CIP Concrete Deck	SF	9,030	\$ 70	\$ 632,100
F&I Crane Rail Beam (175 lbs/yd)	LF	780	\$ 160	\$ 124,800
F&I Fender Unit (Piles/Berthing Panels/ Energy Absorption system)	EA	8	\$ 200,000	\$ 1,600,000
Asphalt (2-inch thick layer)	SF	25,000	\$ 6.35	\$ 158,800
F&I OCSP	LF	390	\$ 2,600	\$ 1,014,000
F&I Misc. (Cleats, Bullrails, Ladders, Signage, etc.)	LS		\$ 150,000	\$ 150,000
Upgrade Superstructure for Ro-Ro Ramp support & crane offload	LS	1	\$ 150,000	\$ 150,000
				<b>PLATFORM DOCK SUBTOTAL = \$ 16,938,000</b>
<b>4 DOLPHINS - (2 Breasting Dolphins, 1 Mooring Dolphins, 1 Retrofit Bolland)</b>				
F&I Steel Pipe Pile HDG	EA	9	\$ 70,600	\$ 636,000
F&I Rock anchors	EA	6	\$ 25,500	\$ 153,000
F&I Steel Dolphin Cap	EA	3	\$ 42,500	\$ 128,000
F&I Fenders for Berthing Dolphin (Piles/Panels/Energy Absorption System)	EA	2	\$ 170,000	\$ 340,000
F&I Catwalk	LF	360	\$ 600	\$ 216,000
F&I Steel Pipe Pile for Catwalk Support HDG	EA	3	\$ 70,600	\$ 212,000
Upgrades to existing mooring bollard at existing pier 3	LS	1	\$ 17,000	\$ 17,000
				<b>DOLPHIN SUBTOTAL = \$ 1,702,000</b>
<b>5 EARTHWORK</b>				
Remove / Rework Existing Armor Slope	CY	10,000	\$ 22	\$ 220,000
Structural Fill (from Near Island Quarry)	CY	38,000	\$ 22	\$ 836,000
New Armor Rock	CY	5,100	\$ 102	\$ 521,000
Filter Rock	CY	4,400	\$ 22	\$ 97,000
Dredging at Face of Dock (East of existing pier)	CY	6,400	\$ 22	\$ 141,000
Supply and Place Surfacing Material	CY	2,600	\$ 43	\$ 112,000
				<b>EARTHWORK SUBTOTAL = \$ 1,927,000</b>
<b>6 ELECTRICAL UPGRADES</b>				
Lighting and associated distribution equipment	LS	All Req'd	\$ 306,000	\$ 306,000
Cable Trench Heat Trace	LS	All Req'd	\$ 76,500	\$ 90,000
Crane Flywheel (\$1.2 M/3)	LS	All Req'd	\$ 400,000	\$ 400,000
Crane Power (1200kW)	LS	All Req'd	\$ 532,000	\$ 532,000
				<b>ELECTRICAL UPGRADES SUBTOTAL = \$ 1,328,000</b>
<b>7 MISCELLANEOUS</b>				
Fire Hydrants and extensions	Ea	3	\$ 8,500	\$ 26,000
Extend Potable Water Supply	LF	420	\$ 200	\$ 84,000
Stormdrain System	LS	1	\$ 63,800	\$ 64,000
Cathodic Protection	LS	1	\$ 63,800	\$ 64,000
Jersey barriers	LF	80	\$ 34	\$ 3,000
				<b>MISCELLANEOUS SUBTOTAL = \$ 241,000</b>
<b>8 Indirects (On items 1 to 7)</b>				
Insurance & Bonds	%	2%	\$ 450,000	\$ 450,000
Marine Mammal Observer	LS	All Req'd	\$150,000	\$ 150,000
Contractor's Overhead	%	10%	\$ 2,240,000	\$ 2,240,000
Contractor's Profit	%	7%	\$ 1,570,000	\$ 1,570,000
				<b>INDIRECT SUBTOTAL = \$ 4,410,000</b>
				<b>ROM CONSTRUCTION COST = \$ 28,496,000</b>
<b>9 CONTINGENCY</b>				
General Contingency	%	10%	\$ 2,140,000	\$ 2,140,000
Contingency on pile driving	%	25%	\$ 1,780,000	\$ 1,780,000
Marine Mammal standby days	Days	7	\$20,000	\$ 140,000
				<b>CONSTRUCTION CONTINGENCY SUBTOTAL = \$ 4,060,000</b>
<b>10 PLANNING, PERMITTING, DESIGN AND IMPLEMENTATION COSTS</b>				
Engineering Design	LS	All Req'd	\$	\$ 757,000
Surveying (Topographic/Bathymetric & Land Survey)	LS	All Req'd	\$	\$ 39,000
Geotechnical Investigation (deep water boring, test pile program, sampling, etc.)	LS	All Req'd	\$	\$ 348,000
Permitting (Time and Materials based estimate)	LS	All Req'd	\$	\$ -
Permitting Mitigation	LS	All Req'd	\$	\$ 110,155
Construction Admin and On-site Observation	LS	All Req'd	\$	\$ 980,000
Arcade Expenses	LS	All Req'd	\$	\$ 150,000
Miscellaneous City Expenses	LS	All Req'd	\$	\$ 350,000
				<b>PLANNING, PERMITTING, DESIGN, AND IMPLEMENTATION SUBTOTAL = \$ 2,734,155</b>
				<b>ROM PROJECT COST = \$ 35,290,155</b>
<b>11 Additive Alternates</b>				
Sewer Line	LS	1	\$ 325,000	\$ 325,000
Notes:				\$ 325,000

1 These estimates should be considered Engineering ROM Costs. They were not prepared by a professional estimating team.



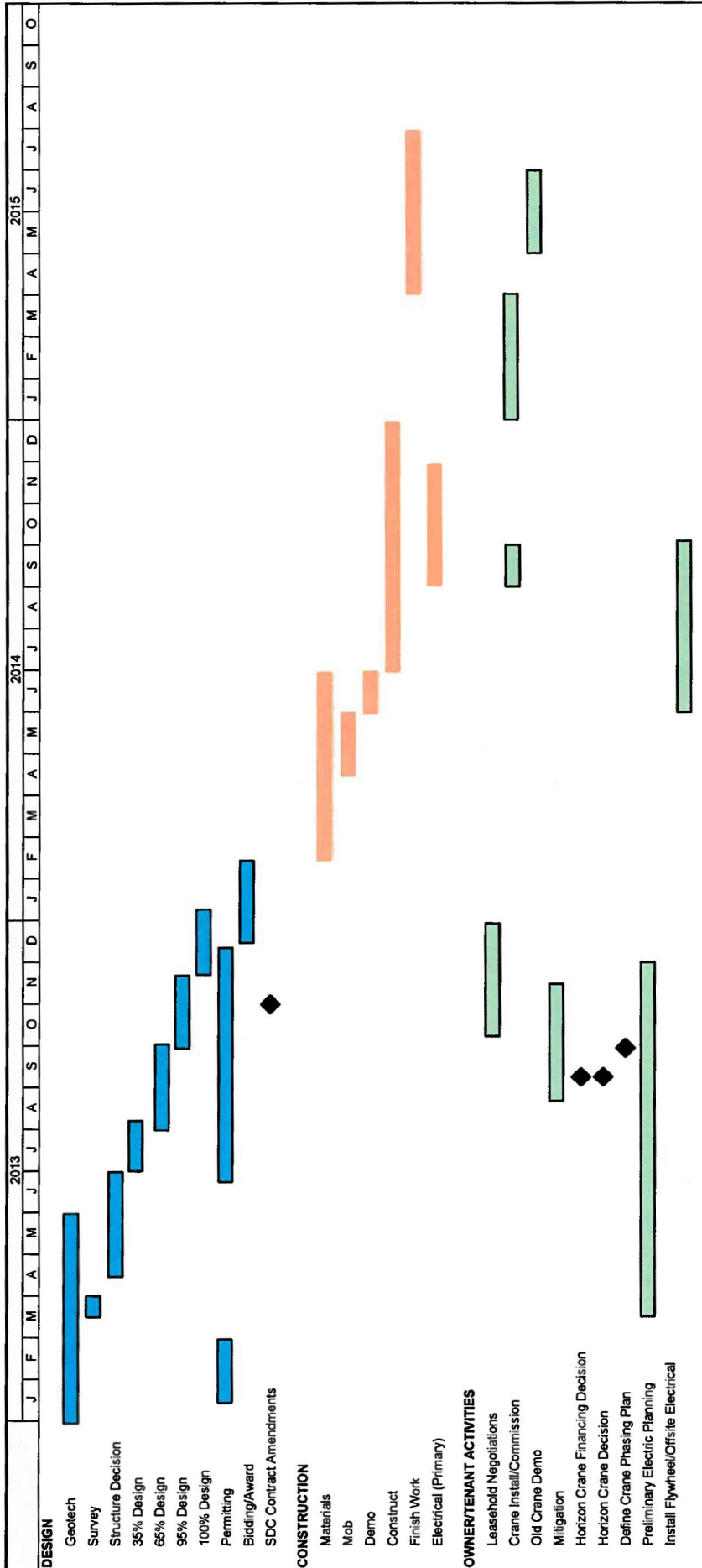
# Kodiak Pier III State Funded Draft Budget 9/13/13



	Draft Budget		EAC	Obligations		Spent (as of 9/10/13)
<b>DESIGN</b>						
Wave Modeling	\$ 64,000	\$ 64,000	\$ 64,000	\$ 63,348	\$ 63,348	\$ 63,348
Geotech	\$ 348,000	\$ 348,000	\$ 348,000	\$ 347,683	\$ 347,683	\$ 347,683
Survey	\$ 50,000	\$ 50,000	\$ 50,000	\$ 30,600	\$ 30,600	\$ 30,600
Design	\$ 691,000	\$ 691,000	\$ 691,000	\$ 690,210	\$ 690,210	\$ 690,210
Permitting	\$ 111,000	\$ 111,000	\$ 111,000	\$ 110,155	\$ 110,155	\$ 110,155
CA	\$ 750,000	\$ 750,000	\$ 750,000			
<b>Subtotal Design</b>	<b>\$ 2,014,000</b>	<b>\$ 2,014,000</b>	<b>\$ 2,014,000</b>	<b>\$ 1,241,996</b>	<b>\$ 1,241,996</b>	<b>\$ 499,703</b>
<b>ADMINISTRATION</b>						
City	\$ 50,000	\$ 50,000	\$ 50,000	\$ 7,092	\$ 7,092	\$ 7,092
Professional Services	\$ 500,000	\$ 500,000	\$ 500,000	\$ 167,660	\$ 167,660	\$ 167,660
Legal	\$ 25,000	\$ 25,000	\$ 25,000	\$ 2,296	\$ 2,296	\$ 2,296
Other	\$ 40,000	\$ 40,000	\$ 40,000			
<b>Subtotal Administration</b>	<b>\$ 615,000</b>	<b>\$ 615,000</b>	<b>\$ 615,000</b>	<b>\$ 177,048</b>	<b>\$ 177,048</b>	<b>\$ 81,981</b>
<b>CONSTRUCTION</b>						
Dock	\$ 25,568,100	\$ 25,568,100	\$ 25,568,100			
Electric (Primary)	\$ 400,000	\$ 400,000	\$ 400,000			
Mitigation	\$ 32,000	\$ 32,000	\$ 32,000			
<b>Subtotal Construction</b>	<b>\$ 26,000,100</b>	<b>\$ 26,000,100</b>	<b>\$ 26,000,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>CONTINGENCY</b>						
	\$ 3,560,000	\$ 3,560,000	\$ 3,560,000			
<b>Subtotal Contingency</b>	<b>\$ 3,560,000</b>	<b>\$ 3,560,000</b>	<b>\$ 3,560,000</b>	<b>\$ 1,419,044</b>	<b>\$ 1,419,044</b>	<b>\$ 581,684</b>



**KODIAK PIER III  
Master Schedule  
9/16/13**



(This page left intentionally blank.)

---

## MEMORANDUM TO COUNCIL

---

**To:** Mayor Branson and City Councilmembers  
**From:** Aimée Kniazowski, City Manager *AK by memo*  
**Thru:** T.C. Kamai, Chief of Police & Charlie Powers, Parks and Recreation Director *CP*  
**Date:** September 24, 2013

**Agenda Item:** Work Session Agenda Item #5, Discussion of Park Hours

---

**SUMMARY:** City staff and the Parks and Recreation Advisory Board recommend that the Council consider establishing park hours for the many large and small parks the City owns and operates. At this time, none of these parks are governed with opened and closed park hours. While Kodiak City Code exists for noise complaints and curfew hours, KPD cannot ask a person to vacate a public place without codified hours. Furthermore, the Parks and Recreation Department cannot staff the facilities in a responsible manner without fixed hours of operation for some of the parks in its care. The opportunity for vandalism and other acts harmful to the public's interest increases later in the evening. The value of the improvements on the parks with fields and playgrounds exceed \$10 million and are subject to vandalism. The most significant act of vandalism resulted in approximately \$1 million in damage to the Ice Rink. Staff recommends Council consider the establishment of park hours and any violations to be citable.

**PREVIOUS COUNCIL ACTION:** None

**DISCUSSION:** City staff and the Parks and Recreation Advisory Board believe it is imperative to establish park hours for those reasons discussed in the summary. Consensus has not been met with regard to the seasonality of hours and the breadth of application of those hours. Arguments can be made for and against the late time hours and seasonal hours. Many of the parks are within established neighborhoods which can create use conflicts during the later part of the evening. The nature of the individual parks themselves may be an important consideration when establishing hours as well. Operationally, amending the Kodiak City Code to govern all parks would help both the Police and the Parks and Recreation Departments.

**Baranof Park:** This park is the busiest public facility in the community and contains the largest level of outdoor recreational improvements. Baranof Park is home to industry leading playing surfaces including an ice rink, skate park, tennis court, playground, track, baseball field, and football field. From an operational perspective, the focused use is a good thing because it increases the quantity and quality of public enjoyment while creating efficiency in terms of upkeep and oversight. However, operating hours definitely reach a point of diminishing return and risk tolerance. The Parks and Recreation Department



will schedule a staff member to be on duty at Baranof Park to act as the City's point of contact for outdoor facilities during open park hours.

**East Addition Park:** This park has the second highest value of assets; receives the most complaints from adjacent neighbors; and is frequently vandalized. The park contains basketball courts, a baseball field, playground equipment, and a bathroom/concession building and therefore has similar challenges to Baranof Park.

**Selief and Hillside Playgrounds:** These playgrounds are designed for children and their families to enjoy however; they can be a magnet for other people to use during evening hours. The equipment in these parks have age and weight engineering constraints and are damaged or ruined when misused. A piece of playground equipment is surprisingly expensive and given the nature of these playgrounds it is likely in the public's best interest to establish policy that protects health and safety.

**Other Miscellaneous Fields:** Woody Way and Dark Lake ball fields are owned by the Kodiak Island Borough. Coon Field is owned by the Alaska National Guard. East Elementary and North Star ball fields are owned by the Kodiak Island School District. All of these fields are managed and maintained by the City Parks and Recreation Department. Woody Way, Dark Lake, and Coon fields have City owned improvements including sod, fencing and dugouts, although the City may not be able to regulate activities in facilities that are not City owned.

**Pocket Parks and Trailed Parks:** The City owns and maintains pocket parks including the Russian Well, Sargent, Gibson Cove and the Downtown Mall. The City also owns and maintains trails and three parks on Near Island. None of these parks are fenced and they are common corridors for public foot traffic.

On May 1, 2013, the Parks and Recreation Advisory Board voted unanimously to establish park hours on all parks according to two seasons coinciding with the seasonal equinoxes. The summer season would run from March 20 to September 22 and have open hours be from 5 a.m. to 12 a.m. The winter season would be the remaining year and have open hours be from 6 a.m. to 10 p.m. KPD supports a universal time for all parks and is supported by the City Manager.

#### **ALTERNATIVES:**

1. Establish hours for all parks under City ownership and/or management to be open from 6 a.m. to 10 p.m. (if possible to regulate non-City owned facilities).
2. Establish hours for all parks under City ownership and/or management to be open from 5 a.m. to 12 a.m. during the months of June, July and August. Establish hours for all parks under City ownership and/or management to be open from 6 a.m. to 10 p.m. during the remaining months (if possible to regulate non-City owned facilities).

3. Establish park hours for all City owned parks which hold substantial improvements including Baranof, East Addition, Hillside, and Selief per alternative #1.
4. Do not establish park hours.

**FINANCIAL IMPLICATIONS:** The City has over \$10 million in improvements to various parks managed by the Parks and Recreation Department. These improvements require proper maintenance and supervision to ensure the longevity of use for the public's enjoyment. Implementing park hours has a minimal impact to operating costs both for KPD and the Parks and Recreation Department. However, park hours do have a significantly favorable impact to both departments' operations in terms of protecting public welfare.

**LEGAL:** An ordinance will be drafted by the City Attorney if Council decides to proceed with this.

**STAFF RECOMMENDATION:** Staff recommends Council establish by code open park hours of 6 a.m. to 10 p.m. for all or some of the Parks managed by the Parks and Recreation Department.

**ATTACHMENTS:**

Attachment A: Park closure hours memo from Chief TC Kamai, dated 9/16/13



**City of Kodiak**  
**KODIAK POLICE DEPARTMENT**  
**Office of the Chief of Police**



Memorandum

To: City Manager Aimee Kniazowski  
From: Chief of Police TC Kamai  
Date: September 16, 2013  
Subject: Park Closure Hours

---

The KPD supports establishing park hours for all parks that fall under City ownership and/or management from 6am to 10pm.

Ten pm is recognized universally as an all quiet time. In this example, 10pm is the hour cited by law enforcement officers to abate noise disturbances emanating from public property and city parks. A person ignoring a warning can be charged with the crime of Disorderly Conduct; a Class B Misdemeanor offense which carries a fine of \$2,000 and a jail term of 0 – 90 days.

The purpose of the Disorderly Conduct law is to prevent people from disturbing the peace of others while they are tending to their daily business and personal affairs. Many of the City's parks are located within established neighborhoods. Allowing a park to remain open to the public after 10pm will cause conflict with the residents in these neighborhoods, and undermine the police department's ability to address noise disturbances.

(This page left intentionally blank.)

**CITY OF KODIAK  
RESOLUTION NUMBER 2013-02**

**A RESOLUTION OF THE COUNCIL OF THE CITY OF KODIAK  
RESCINDING RESOLUTION NO. 2012-33 AND ADOPTING A REVISED FY2014  
STATE CAPITAL IMPROVEMENTS PROGRAM LIST**

WHEREAS, the City of Kodiak uses a Capital Improvements Program planning process to identify the capital improvement project needs of the community; and

WHEREAS, this identification and planning process plays a vital role in directing the City's administration and is utilized as a long-range planning and policy setting tool for City infrastructure maintenance and enhancement; and

WHEREAS, the City of Kodiak is committed to paying its way to the greatest extent possible, but the cost of some of the City's capital project needs are greater than the resources available locally; and

WHEREAS, the Kodiak City Council previously adopted Resolution No. 2012-33 on October 25, 2012, which identified and prioritized the City's four primary capital improvement projects for submission to the Alaska State Legislature and Governor for funding consideration due to their significance and/or magnitude; and

WHEREAS, the City Council wishes to revise the FY2014 Capital Improvements Program List adopted by Resolution 2012-33 to reflect an additional capital request for FY2014.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Kodiak, Alaska, that the following infrastructure replacement/improvement projects are considered of primary importance and are hereby adopted as the City of Kodiak's FY2014 State capital improvement project list:

**1. Monashka Pumphouse Upgrades**

**Funding Request: \$5,700,000**

The Monashka pumphouse provides almost the entire water supply for the City of Kodiak's public water system, averaging 4.73 million gallons per day but can produce as much as 10 million gallons per day during peak fish processing seasons. The pumphouse was constructed in the early 1970s, and only limited changes have been made to the system since it was built. The two story concrete building houses an electrical room and four pumps of 1940s vintage for which parts are no longer made. The building is experiencing separation of wall panel connections and floor and roof systems. Some repairs to the old pumps require specialty machining which is costly since parts are no longer made. The electrical system and pump motor starts are inadequate and out-of-date. The City has been working to identify the scope of the upgrades needed to this critical facility since 2009. The total project upgrades are estimated to be \$6.3 million. So far the City has utilized \$595,000 for the feasibility and

design of the needed upgrades. The City of Kodiak is requesting State funding assistance for completed design and replacement/upgrades of this facility in the amount \$5,700,000.

**2. E911 Replacement Equipment:**

**Funding Request: \$350,000**

The City completed its new public safety building in 2010. One of the important aspects of the new facility is to continue to provide area-wide dispatch services and enhanced 911 (E911) service to the Kodiak area, including areas outside the City's corporate boundaries. The City completed a study in 2009 which advised replacement of the system. The study indicated that basic upgrades with future expansion capabilities will cost at least \$350,000. The current system is experiencing unexpected failures and replacement parts and service/maintenance agreements are no longer available due to the age of the system. The City has been unable to afford the full replacement costs or find grant funding to help offset the replacement costs. The City of Kodiak is requesting State funding assistance in the amount of \$350,000 to assist with the upgrade of this important public safety tool.

**3. Shelikof Street Bulkhead Parking**

**Funding Request: \$1,500,000**

In 2009, the City identified the need for pedestrian improvements from Pier II to downtown Kodiak to more safely accommodate pedestrian traffic and to improve facilities for local residents, workers, and businesses that use the pier, street, and access to the City's adjacent 250 slip boat harbor. The first phase of the project, construction of an ADA accessible sidewalk, improved lighting and parking, and utility relocates is under underway and will be completed in 2013. The City must plan and design the next parking improvement phase of this project, which is to construct a 30 space bulkhead parking area on the south side of Shelikof Street adjacent to St. Paul Harbor. The roadway area adjacent to the proposed bulkhead parking is dangerously congested. Due to lack of adequate parking, vehicles block walkways, equipment operates in the ROW, and access to businesses is often blocked, forcing pedestrians into the roadway. Construction of additional off-road parking will direct pedestrian traffic out of the congested roadway. The net increase in parking will benefit harbor users and retail businesses along Shelikof Street. It will provide improved and safer pedestrian access from Marine Way to the fish processors in the immediate area. Associated tasks for this phase of the project include geotechnical investigation, design, permitting, mapping, construction, improved lighting, and utility relocates. The City of Kodiak is requesting state funding assistance for planning, permitting, design, and construction in the amount of \$1,500,000 to construct this bulkhead parking project to enhance pedestrian and vehicle safety.

**4. Fire Apparatus Replacement**

**Funding Request: \$400,000**

The City of Kodiak must replace its aging Fire Engine 3, a 1986 E-Once Cyclone Pumper that was purchased in 1986. Engine 3 has exceeded its recommended replacement schedule of 20 years by more than 5 years, and is showing problems in multiple areas, including the fire pump, chassis, cab, and motor. Due to its condition and recurring maintenance needs, it

must often be taken out of service. The three sided cab is no longer a recommended configuration due to the increased rollover safety standards, and Fire Department personnel cannot ride in the two back positions. When operational, Engine 3 is used as a "third out" response vehicle and may move up in a response category if the first and/or second response vehicles are out of service. The City of Kodiak needs this third engine response capability within the City limits and in response to local Mutual Aid agreements. The estimated cost to replace this engine is \$450,000, an amount that exceeds the City's resources. The City of Kodiak is requesting state funding assistance in the amount of \$400,000 with the remainder of the funds coming from local appropriations.

**5. Shelikof Street Pedestrian Improvements  
Pier II to Downtown**

**Funding Request: \$3,500,000**

In 2009 the City of Kodiak started work to improve pedestrian and roadway improvements along Shelikof Street (Cannery Row) from Pier II to downtown Kodiak to more safely accommodate cruise ship passengers who walk along the street and to improve the roadway and parking facilities for local residents and businesses that use the highly congested street and pier year round. The first phase, construction of an ADA accessible sidewalk, improved lighting and parking, and utility relocates is scheduled to be completed in 2013. The City is wishes to plan the next phase of the project, which will carry pedestrian improvements further along Shelikof Street from Jack Hinkle Way to Marine Way. This phase includes a visitor shelter-information kiosk-public restroom facility at Pier II, rehabilitation of the sidewalk from Jack Hinkle Way to Marine Way, improved lighting, landscaping, benches, signage, redesign of existing on-street parking, a walkway along the harbor side of the street, and a scenic trail along the St. Paul Harbor breakwater. Additional tasks include permitting, ROW acquisition & mapping, geotechnical investigation, and utility relocates. The City of Kodiak is requesting state funding assistance in the amount of \$3,500,000 through the cruise ship excise tax fund for planning, permitting, design, and construction of this project for the community of Kodiak, its visitors, and residents.

CITY OF KODIAK



MAYOR

ATTEST:

  
CITY CLERK

Adopted: January 24, 2013

