

KODIAK CITY COUNCIL

WORK SESSION AGENDA

Tuesday, June 23, 2015

Kodiak Public Library Multi-Purpose 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. Pier III Update1
3. Kodiak Coordinated Public Transit-Human Services Transportation Plan Approval Review4
4. Economic Development Meetings Update No Backup
5. Recommendation of Dog Park at East Addition.....19
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7. Elected Officials Training/Travel Requests..... No Backup
8. June 25, Agenda Packet Review

Memorandum

TO: Aimee Kniazowski
FROM: Roe Sturgulewski
DATE: June 15, 2015
RE: Pier III Status Update

This provides a status update for the Pier III project.

Construction

Substantial progress has occurred since the mid-March Council update. The two new dolphins and interconnecting portion of the catwalks have been placed. The land side half of the pier deck has been placed and grouted with about 50' of the shore side concrete pile cap remaining. All but one of the waterside grid C piles have been completed. The north girders (grids C16-C29) on the waterside half of the pier have been placed with pile cap forming and rebar following.

Schedule

PPM has a milestone completion date of July 8, 2015 to provide sufficient dock to allow the Matson crane offloading. They appear to be on track to achieve this milestone. There is a contractual requirement for PPM to be Substantially Complete by August 31, 2015. It appears questionable if they will make this milestone with work on the uplands behind schedule. A detailed schedule has not been provided showing how they will realistically complete the uplands work. Their current schedule shows the civil paving work completing at the end of September and the electrical work completing October 12, 2015. PPM has been coordinating with their subcontractors and they have indicated they will be able to finish earlier than these dates.

PPM has submitted a four day time extension request related to work done at the sheet pile and submitted notification they may potentially be requesting for up to 14 additional days for work on the concrete deck structure.

Pipe Pile Roundness

Discussions have been held with Dominion regarding their obligations to compensate the City for furnishing out of round pile. Dominion has committed to provide additional information detailing their position, but it has not yet been received. A request has been drafted to be sent to their bonding company in an effort to get them to provide the additional information in a timely manner.

Budget

The budget is about 85% spent with about \$4.5 M remaining in the PPM contract. As noted in the attached budget updated dated June 11, 2015 there currently is about \$320,000 remaining in

contingency. There is about an additional \$100,000 in credits and offsets not yet reflected in that amount. PPM has submitted requests for additional compensation which are under evaluation.

Crane Offload

The scheduled date for the Matson crane offload has shifted to 7/20/15. Coordination has occurred with Matson and ZPMC to identify specific requirements. Weekly coordination offload meetings have been initiated.

Offsite Electrical

The KEA flywheels have been installed. KEA has completed the majority of the offsite installation related to accommodating the new electric crane loads. KEA has a small amount of onsite installation to perform but needs PPM to complete preparatory work prior to finalizing the Pier III utility infrastructure.

Other

The rock anchor work at the dolphins has been completed. Issues arose during construction regarding the depth to bedrock and drilling efforts required during installation. The rock anchors passed the structural loading requirements, which is a positive achievement. PPM recently did an initial demobilization of their barges and equipment. They had intended to leave one of their smaller cranes and hammers to complete remaining pile driving and lifting work. They had planned to demobilize their large land based 425 ton crane but it broke down while driving their final pier structural pile. The crane was repaired this weekend and PPM is socketing the last pier structural pile.

Please contact me at 907.343.3013 if you have any questions.



Kodiak Pier III Budget 6/11/15



	Revised Budget	Obligations 6/11/15	Spent (as of 6/11/15)
DESIGN			
Wave Modeling	\$ 64,000	\$ 63,348	\$ 63,348
Geotech	\$ 348,000	\$ 347,683	\$ 347,683
Survey	\$ 31,000	\$ 30,600	\$ 30,600
Design	\$ 691,000	\$ 690,210	\$ 690,192
Permitting	\$ 111,000	\$ 110,155	\$ 110,131
CA	\$ 1,580,000	\$ 1,576,021	\$ 1,424,367
Subtotal Design	\$ 2,825,000	\$ 2,818,017	\$ 2,666,320
ADMINISTRATION			
City	\$ 90,000	\$ 70,489	\$ 70,489
Professional Services	\$ 830,000	\$ 829,815	\$ 684,119
Legal	\$ 60,000	\$ 43,692	\$ 43,692
Other	\$ 15,000	\$ 11,914	\$ 4,881
Subtotal Administration	\$ 995,000	\$ 955,911	\$ 803,182
CONSTRUCTION			
Dock	\$ 28,865,000	\$ 28,864,492	\$ 24,308,170
Material	\$ 2,800,000	\$ 2,796,897	\$ 2,791,896
Subtotal Construction	\$ 31,665,000	\$ 31,661,389	\$ 27,100,066
CONTINGENCY			
	\$ 322,445		
	\$ 35,807,445	\$ 35,435,317	\$ 30,569,568

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Kodiak

Kodiak Coordinated Public Transit-Human Services Transportation Plan

Senior Citizens of Kodiak, Inc.

2015

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I. Introduction/Executive Summary

The intent of this plan is to document the efforts of the Kodiak community to coordinate transportation for our residents, especially the elderly and individuals with a disability. In order to be eligible for Federal Transit Administration (FTA) or Alaska Mental Health Trust funds through the Alaska DOT&PF Alaska Community Transit office (ACT), projects must be derived from a locally developed coordinated plan. These funding sources focus on the transportation needs of disadvantaged persons and those with special transportation needs that cannot be met through traditional personal automobile or public transportation means. The coordinated plan identifies existing transportation providers, unmet transportation needs and duplications in human service and public transit service. The plan also identifies goals and strategies to decrease duplication, address the gaps in service, and provide better transportation options for our community.

KATS was originally set up through a pilot project through the Kodiak Island Borough (KIB) in 1997 with funds coming from several sources to establish a public transportation system with minimal service in the middle of the day for social service agencies and their clients. KIB contracted with Laidlaw to operate this pilot project which consisted of one bus doing an express route from Monashka Bay to Women's Bay and another bus running an in town route. In late summer, 1999, the KIB Assembly decided not to continue funding for the pilot project to continue.

Kodiak social service agencies knew the need for transportation for seniors, low income developmentally disabled and other Alaska Mental Health Trust beneficiaries. SCOK having met with each social service agency about a coordinated transit system for their clients and being designated as the lead agency, wrote a grant to the Alaska Department of Transportation (DOT) for funding a coordinated transit system, was awarded that grant and began KATS coordinated service in August, 2000 with one bus being operational five days a week. SCOK contracted with Laidlaw for operations, insurance, fuel, dispatch and a coordinator for the coordinated KATS service. A minimal public service was available in the early morning and late afternoon.

Since 2000, KATS has successfully operated as a coordinated transit system six days a week representing the 15 local non profits that use the system for their clients as well as low income, veterans and welfare to work residents and the public. SCOK continues to contract with now First Student, formerly Laidlaw, to provide the same service as described above. New buses were purchased in 2002, 2007 and 2015 with funding mainly from DOT and other support from Rasmuson Foundation, Kodiak Island Borough and City of Kodiak.

The Kodiak Human Services Coalition, which meets quarterly, oversees KATS with discussion about KATS held at each of their meetings for input on gaps in services, how services could be improved and grant and budget reporting. The SCOK Board of Directors also receives this input on a monthly basis as well as quarterly reports being given to the City of Kodiak and Kodiak Island Borough Assembly. With KATS now having two buses and having completed a Mobility Management Report by RLS in 2012, plans are to expand the public service and to continue to serve residents with the coordinated service seven days a week.

II. COMMUNITY INFORMATION

A) Location

Kodiak is the second largest island in the country and is located 252 miles southwest of Anchorage in the middle of the Gulf of Alaska. The island's population is 13,592 and it has six outlying communities or villages and the country's largest Coast Guard base. All Kodiak communities are accessible only by either boat or plane. The City of Kodiak is the island's hub community with a population of 6,130, 62 miles of roads, and ferry service on the Alaska Marine Highway ships Tustumena and Kennicott. Geographic barriers from each of the island's communities include mountains, lakes, rivers and no roads connecting them. Ferry service is only to Kodiak with some service to Old Harbor, Ouzinkie and Port Lions.

Kodiak is located in a rain forest having an average snowfall of 77 inches and rainfall of 67 inches. Average summer temperature is 55 and winter temperature is 32 with most yearly temperatures between 32 and 65 degrees. Mild temperatures are accounted for by the Japanese current with most winters being mild. Kodiak can be quite windy with the average wind speed at 11 miles per hour. Clear days are rare with only an average of 59 annually; partly cloudy days are 74 days and cloudy days at 232 days.

B) Population

Population of Service Area: Kodiak

Kodiak Island has 13,592 people with most living in the City of Kodiak and on the road system. Residents of the six island villages use the KATS system when they are in town. Most users of KATS reside in the city limits though there are residents outside the city limits in Monashka Bay all the way out to Women's Bay who use the transit system especially the public service. There are no transit services in each of the outlying communities.

C) Map of Community

A map is attached of the transportation area in the Appendix.

III. Assessment of Available Resources & Services

A) Coordination Working Group

The Kodiak community and 15 local non profits have come together to pool our resources and work as a team to provide enhanced mobility for our seniors and individuals with disabilities with KATS since August, 2000. Since that time, Senior Citizens of Kodiak, Inc. (SCOK) has been the lead agency for this coordinated transit system with Pat Branson, SCOK Executive Director, as the contact person and participation from the Kodiak Human Services Coalition. Jonathan Strong has been added to the SCOK employment as the Project Specialist and is assisting with KATS. The Human Service Coalition members include Providence Kodiak island Medical Center, Providence Kodiak island Counseling Center, Providence long term care facility, Island Cove Adult Day Program, Kodiak Senior Center, Hope Resources, Kodiak Women’s Resource & Crisis Center, Kodiak Island Housing Authority, Vocational Rehabilitation, Kodiak College, Kodiak Area Native Association, Alaska Public Housing, Salvation Army, Suun’aq Tribe, WIC, Kodiak Job Service, Threshold Vocational Services, Kodiak Food Bank, Kodiak Baptist Mission, Brother Frances Shelter, The Kodiak Human Services Coalition meet quarterly to discuss social services so they are not duplicated in our community as well as KATS and the needs or issues for the transit system.

B) Current Transportation Options

Kodiak is the second largest island in the country and is situated in the middle of the Gulf of Alaska with accessibility only by the marine highway system or by airplane. The six island villages are only accessible by the same ways. There are only 62 miles of road in the Kodiak urban area with most of the roads inside the city limits. The marine highway system is served by the ferries, Tustumena and Kennicott. The Tusty docks at Pier 1 and the Kennicott at Pier 2, both in the City. Both ferries go from Kodiak to Homer with some stops in Port Lions, Old Harbor and Ouzinkie. Both ferries transport vehicles. Both ferries visit Kodiak about twice a week but with repairs and maintenance, those schedules at times do not hold up nor do stopping in the smaller communities. Barge service is only through Horizon Lines which docks at Pier 3 and which serves the community twice weekly. The airport is owned by the State of Alaska and is located outside the city limits near the Coast Guard base. The Alaska Airlines and Ravn planes mainly fly to and from Anchorage. There are smaller private airlines which fly to the smaller communities on a regular basis. Presently, KATS with their public transit service only takes people to and from the airport to meet the morning and afternoon Alaska Airlines jets. Most Kodiak residents fly to and from Anchorage and catch other airlines to the lower 48. Residents also use the ferry system regularly (but it fills up quickly in the summer) to get to Anchorage for appointments and shopping. Kodiak has rivers but they are not for transportation, only for fishing.

C) Inventory of Available Resources and Services

Below is a listing of the agency vehicles available and current transportation services within the community.

Vehicle Inventory:

Year	Make, Model	Status	Condition	Seating	Wheelchair Y/N	Owner of Vehicle
2015	F550 Ford Aero Elite	Full time	Excellent		Y	SCOK
2011	Ford Bus	Back up presently	Good		Y	SCOK
2010	Ford Flex	Pt hd meal delivery	Good	5	N	SCOK
KANA	2 Minivans	Full time	Good	7	1-Y	KANA
RuralCap Headstart	Bus	Part time	Good	24	Y	RuraLCap
Kodiak Island Housing Authority	Bus & 2 cars	Part time	Good	15	Y-bus only	KIHA
23 Taxis	Various	various	various		N	Various
Hope Resources	1 car 1 van	Clients only	Good			Hope Resources
Providence Kodiak Counseling Center	2 sedans, 2 mini vans	Clients only	Good	23	N	PKCC
Providence Kodiak Island Medical Center	1 bus	Long term care residents	Excellent	6	Y	PKIMC

Services Inventory:

Agency	Clients	Operating Days	Operating Hours	Annual Vehicle Miles*	Annual Passenger Trips*	Destinations
SCOK/KATS	AMHTA, seniors, welfare to	M-F Sat. 10-3	8-5	26,000	15,000	Social service agencies, hospital, medical clinics, shopping, work

	work etc.					
SCOK/KATS	public	M_F	6:30-8; 5-6:30	10,200	2000	MonashkaBay-Women's Bay
KANA	KANA beneficiaries	M-F	8:30-4:45			KANA Clinic
HeadStart	Headstart	M-F	Am & pm school hours			Headstart
KIHA	Students	M-F	School pick up			School and home

*Estimated or actual

IV. Assessment of Transportation Needs

A) Demographics

FTA defines a “coordinated public transit-human service transportation plan” as a plan that “identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” The following tables depict detailed demographics of these group types for Kodiak area.

Table 1

Community Demographics	
2010 Population	13,592
Population 65 and over	1915
Percent Population 65 and older	14%
Per Capita Income	\$22,195
Median Family Income	\$58,834
Median Household Income	\$68,718
Persons in Poverty	901
Percent Below Poverty	7%

Source: U.S. Census Bureau Census 2010.

Table 2

Commuting to Work	
Workers 16 years and over	6,632
Car, truck, van – drove alone	4,166
Car, truck, van – carpooled	1,247
Public transportation (excluding taxi)	79
Walked	658
Other means	303
Worked at home	179

Source: U.S. Census Bureau Census 2010.

Table 3

Household Income	
Total:	4,431
Less than \$10,000	159
\$10,000 to \$14,999	212
\$15,000 to \$24,999	459
\$25,000 to \$34,999	485
\$35,000 to \$49,999	643
\$50,000 to \$74,999	961
\$75,000 to \$99,999	653
\$100,000-149,999	613
\$150,000-\$199,999	171
\$200,000 or more	75

Source: U.S. Census Bureau Census 2010.

Table 4

Household by Type	
Total Households	2,039
Households with individuals 65 years and over	403
Percent Households with individuals 65 years and older	20%
Average household size	2.9
Average family size	3.5

Source: U.S. Census Bureau Census 2010.

Table 5: U.S. Department of Health and Human Services Poverty Guidelines, 2015

Size of Family Unit	48 Contiguous States and D.C.	Alaska	Hawaii
1	\$11,770	\$14,720	\$13,550
2	\$15,930	\$19,920	\$18,330
3	\$20,090	\$25,120	\$23,110
4	\$24,250	\$30,320	\$27,890
5	\$28,410	\$35,520	\$32,670
6	\$32,570	\$40,720	\$37,450
For each additional person, add	\$4,160	\$5,200	\$4,780

Source: Federal Register, Vol. 80, No. 14, January 22, 2015, pp. 3236-3237

B) Gaps in Service

Since its inception in August, 2000, KATS Coordinated and Minimal Public transit system has served Kodiak residents who need transportation the most. i.e AMHT beneficiaries, seniors, low income, veterans, college students etc. Transportation assistance and escort services are available at all times on the coordinated piece of the transit service which goes from 8-5 Monday-Friday and presently 10-3 on Saturday as the coordinated service is door to door service with assistance with luggage, shopping bags etc. to the resident's door. Any AMHT beneficiary or resident affiliated with a local non profit can use the coordinated system any time of the year regardless if they are able to drive or not. Village elders and residents can use KATS when they come to town and the KANA van is not available. With limited funding, KATS coordinated system is very overloaded meeting the needs of those riders and having scheduled weekly stops at the senior center, food bank, Walmart, Safeway while meeting riders' needs for medical, dental, physical therapy and hospital appointments. No Sunday service is available.

The minimal KATS public service is available only Monday-Friday from 6:30am to 8am and then again from 5-6:30 pm. so public riders use is very limited with most transit hours devoted to the coordinated transit piece and those riders who are AMHT and affiliated with a local non profit.

KATS fare is \$2 each way and has been at that same fare price since 2000. The fare is very reasonable and, of course, does not come close to paying for operations match. Nonprofits can purchase bus passes or bus tickets at \$2 a ride for their clients.

SCOK did an extensive survey of the Kodiak community, local businesses and clinics in February, 2015 to find out which gaps in the present public services existed and which expanded service might be requested and where it might go. The survey was conducted to the Human Services Coalition members as well as on line in Survey Monkey and hard copies being delivered to 41 different locations in the community. We received 227 survey responses: 24 from the business community (Chamber members), 85 hard copies and 118 from survey monkey on line.

Summary responses from the business community included: all respondents stated reliable public transit service would benefit their customers and their employees as well as be beneficial to our community; Chamber members wanted the public transit to expand to were downtown, Walmart & Safeway, the new library and Cannery row.

Summary responses from hard copy surveys were: 93 were aware of KATS coordinated system; 60 did not use the public system; those who used the KATS public service used it in the morning and evening; 45 stated they would use KATS mid-day for shopping and appointments and 45 stated they would use KATS after work and in the evenings, 39 stated they would use KATS on the weekends; 71 stated they would use KATS to get to Safeway and Walmart, 43 stated they would the public service for appointments or work and 47 stated they would use KATS to go to the library; 66 stated they would pay \$3 fare for the public service; 71 stated they would use KATS if they could reserve a seat 24 hours in advance; 93 stated they would use KATS public service if there were specific stops in town; public service priorities were shopping, getting to work, medical appointments and to social services.

The survey monkey on line responses were: 78 knew about coordinated KATS service; 56 stated they were interested in using KATS but weren't sure when they would use it and 31 stated they would use the service after work and in the evenings; 50 said they would use the service for shopping to Safeway and Walmart, 39 to the library, 38 to shopping and appointments; 66 stated they would pay \$3 for a ride; 97 said they would use KATS if the system had specific stops; 56 said they would KATS to get to work or to shopping with 40 stating they would KATS to get to hospital and appointments.

In summary, the survey responses in asking about expanded public KATS service were: people were interested in having a public transit system each day and it would be an asset; people were interested in using the public service each day in getting to work, shopping and medical and dental appointments as well as the food bank. Having a regular route with pick up every hour would be beneficial; it is a greatly needed service especially for cannery workers; weekend service would be great especially for church and eating out afterwards.

The Human Service Coalition members were also surveyed in asking for gaps in the coordinated KATS service. Their responses were to: increase service in the evening and Sunday so people could get to and from church, activities and events at the auditorium and to the library. Most members were very satisfied with the present coordinated service and it serving their clients well. They did note that during the weekdays the coordinated system is at time overwhelmed with the number of riders and at times the wait for the door to door service can be long. Kodiak Island Housing Authority requested more service for their residents in Woody Way apartments, for youth and for seniors in the new Near Island apartment complex. KANA requested more service for their beneficiaries.

A survey was also conducted with KATS coordinated riders and those had these responses: most riders use the service to get to Safeway and Walmart and to dental and doctor appointments; most use the service more than 5 days a month; most stated KATS enabled them to live independently and it was a very important service.

V. Goals & Strategies

GOAL 1:		Maintain coordinated KATS service for AMHTA beneficiaries		
STRATEGY		ACTION	PROGRESS	NOTES
1.1:	Improve hours & days of service	Assess budget to expand daily & Sunday service	Will do by fall, 2015	
1.2:	Human Services Coalition involvement	Meet quarterly to discuss KATS & clients' needs		
1.3:	Plan to purchase another bus in 2017 and every two years	Write capital grant for new bus	2016	

GOAL 2:		Expand public service using 2nd bus		
STRATEGY		ACTION	PROGRESS	NOTES
2.1:	Improve outreach education marketing plan	Do marketing plan & develop KATS own website	Complete by summer, 2015	
2.2:	Assess budget for expanded public service	Review FY16 budget, fares, local contributions	July, 2105	
2.3:	Conduct survey for public service riders	Do survey in spring, 2016	Spring 2016	

GOAL 3		To improve public awareness		
STRATEGY		ACTION	PROGRESS	NOTES
3.1:	Create KATS website	Contract to design & implement website	Complete by summer, 2015	
3.2	Develop marketing materials	Design & print materials	Complete by summer, 2015	
3.3	Hold public meetings	Invite & advertise	Fall, 2015	
3.4	Create big annual KATS event	Fundraiser	2016	



VI. Priority of Projects

Priority	Project	Goal, Strategy
1	Expand coordinated and public KATS service	1.1
2.	Develop marketing, outreach education & website for expanded service	3.1 3.2 3.3 3.4
3.	Purchase new bus 2017 and every two years	1.3
4.	Continue to survey riders, community & businesses	2.3

VII. Appendix

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MEMORANDUM TO COUNCIL

To: Mayor Branson and City Councilmembers
From: Aimée Kniazowski, City Manager 
Thru: Corey Gronn, Parks and Recreation Director
Date: June 23, 2015 

Agenda Item: **Agenda Item # 5-1 Recommendation of Dog Park at East Addition**

The Parks and Recreation Department has received requests from community members to add a leash free dog park to the Kodiak park system for some time now. The Parks and Recreation Department placed this on the agenda for the Parks and Recreation Advisory Board to discuss. The area identified as most suitable for this type of recreation is the north end of East Addition Park (Attachment C). The P&R Advisory Board supports the dog park and made a motion to support a dog park at the north end of East Addition Park at their April 1, 2015, meeting. The motion passed unanimously.

Staff worked on researching issues such as location, funding, insurance, operational policies or rules, etc. The Department has funds available to erect a fence that would segregate the leash free dog park area from the regular park. Staff contacted other municipalities about the rules & regulations that those departments utilize at their dog parks. Staff also sent letters or talked directly to neighbors next to the proposed area to ask for feedback. Numerous emails were received in support of a dog park, and staff did not receive any negative feedback about the installation of a leash free dog park. Attached is a set of rules and regulations that staff recommends the City implement once an ordinance amending the City Code is adopted to allow a leash free area at this location (Attachment B).

Materials for this project are estimated at \$1600. This consists of the fencing material and a couple doggie waste stations. The Department has room in its operational budget for the project. No additional insurance would be required to have a dog park as proposed, but the City Code would have to be amended to allow dogs to be off leash at this location and to be cited and/or fined for violations when necessary. Staff recommends the ordinance be introduced for first reading at the July 23 meeting if Council concurs with this recommendation.

ATTACHMENTS:

- Attachment A: April 1, 2015 Advisory Board minutes
- Attachment B: Letter to residents
- Attachment C: Photo of recommended area
- Attachment D: Proposed dog park rules

June 23, 2015
East Addition Dog Park Memo Page 1 of 1

Minutes
PARKS & RECREATION ADVISORY COMMITTEE
Wednesday, Apr, 1, 2015
Baranof Park Office, 6:00 p.m.

I. ROLL CALL

- | | |
|-------------------------|-------------------------------------|
| 1. Natasha Hayden H | 6. Amy Fogle H |
| 2. John Butler A | 7. Helm Johnson H |
| 3. Marcus Dunbar H | 8. Jeremiah Gardner A |
| 4. Jim Willis H | 9. Ryan Murdock H |
| 5. Andy Joca USCG Rep H | 10. Deborah Bitanga-Student KIBSD A |

II. PUBLIC TESTIMONY OF NON-AGENDA ITEMS

1. Mr. & Mrs. Bradbury, Chaco Perman
 - a. Voiced their concerns concerning Baranof park noise late at night

III. APPROVAL OF PREVIOUS MINUTES

Approved

IV. APPROVAL OF AGENDA

Approved

V. AGENDA ITEMS

1. Baranof Park Hours- Discussion
 - Discussion: for solutions from increased noise especially during late night use
 - a. Further discussion with the inclusion of KPD
 - b. Employee on duty
 - c. Fence slats in skate park and/or track fence
 - d. Limiting hours
2. Old Swim pool to new rec gym- Update
 - a. Estimated 600K needed for gym conversion
 - b. Number ten borough capital projects list
 - c. Agenda item April 30 Borough work session - P & R Ad board support needed
 - d. Letter of support
3. East Addition Dog Park Designation
 - a. Parks crew erecting fence using existing materials
 - b. **Board Motion:** Request council designate the North end of East Addition Park as a no leash Dog Park, Approved.

VI. CHAIR REPORT

1. Nice improvements with turn carpet installed near tire wall to keep rocks off track would like that around entire track to keep track clean and reduce time to clean track.

VII. DIRECTOR'S REPORT

1. Rink Closed getting ready to install flooring for summer activities
2. Ice rink had a good year especially with the new hockey league in place
3. Skaters edge will be closing so skate sharpening will be a problem until someone takes over
4. Summer programs are being scheduled
5. Outside volleyball lines going in as weather permits
6. Budget:
 - a. Requesting 20k for town clean up and replace waste management services
 - b. Increase for pool due to higher wages mandated from wage compensation adjustment
 - c. Request 1 new vehicle as several current vehicles are beyond repair by city mechanic

VIII. ACTION ITEMS

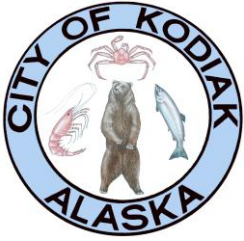
1. Marcus: Crank for outdoor volleyball net system
2. Corey: Letter of support for Gym complex
3. Jim: Retire KIBSD student rep. and contact KIBSD faculty concerning student for next year
4. Corey: Park signage

IX. BOARD COMMENTS

1. Skate project: 3 phase
 - a. Phase 1 complete
 - b. Phase 2 & 3 add different apparatus, add picnic bench for old skaters to rest
2. Implement employee wage structure at pool to provide manager with tools to control wages and provide equitable compensation based on skills and experience.
3. **Motion:** Retire KIBSD student representative Deborah Bitanga and work with KIBSD faculty representative to elect a new student representative for the next school year.

X. ADJOURNMENT 7:30 p.m.

Next meeting: Tuesday May 12, 2015 6:00p.m.



Parks and Recreation Director

410 Cedar Street, Kodiak, Alaska 99615

June 1, 2015

Dear Residents,

The City of Kodiak and the Parks and Recreation Department is proposing to develop a fenced, leash-free dig park at the north end of East Addition Park. Staff and the Parks and Recreation Advisory Board believe that area is best suited for this activity. The park activity would have rules and would operate under current park hours. Park hours are from April 15- September 14 5 am – 12am, and from September 16- April 14 5 am – 10 pm. This area is a prime piece of land that dogs could enjoy while off of a leash.

The City of Kodiak always strives to best serve the needs of this community. We are asking if you have any feedback about the installation and adoption of a leash free dog park that you contact me at cgronn@city.kodiak.ak.us or by phone at 486-8670 or cell at 654-7559. We would appreciate your feedback as to whether you support a dog park at this location by June 15 so we can continue our planning and preparation process.

Best Regards,

Corey Gronn
Director Parks and Recreation
City of Kodiak



Welcome to the East Addition Dog Park

Please observe the following dog park rules:

Dogs shall be leashed upon entering and leaving the dog park;

Dogs may be unleashed while in the dog park, but must be under control of the keepers and/or custodians;

Keepers and/or custodians shall keep their dogs in sight and under voice control at all times that their dog is entering, leaving or using the dog park;

Keepers and/or custodians shall remain with their dogs in the dog park area;

Keepers and/or custodians shall clean up and remove any dogs' feces left by their dog while entering, leaving, or using the dog park;

Holes dug by dogs must be filled by the keeper and/or custodian;

Keepers and/or custodians shall be responsible for all actions of their dogs while their dogs are entering, leaving, or using the dog park;

Aggressive or unruly dogs, including dogs that play roughly, are not allowed to enter or use the dog park; and

Children must be supervised by a parent or guardian while at the dog park.

Female dog in season are not permitted in the dog park.

Feeding dogs is not permitted in the dog park\.

Puppies under 4 months in age and sick or injured dogs are not permitted in the dog park.

Violators may be asked to leave, receive a citation or be expelled from the park.

City Kodiak, Parks and Recreation, 486-8670.

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Chapter 18.28

PORT AND HARBOR FACILITIES

Sections

- 18.28.010 Definitions
- 18.28.020 Mooring without registration and other prohibited acts
- 18.28.030 Exclusive moorage
- 18.28.040 Open mooring
- 18.28.050 Ferry dock moorage
- 18.28.060 Multiple boat moorage
- 18.28.065 Auxiliary vessels
- 18.28.070 Loading docks and floats
- 18.28.080 Gridirons
- 18.28.100 Mooring buoys
- 18.28.110 Dry storage area—short-term
- 18.28.120 Gravel ramps
- 18.28.130 Charges for facilities and services
- 18.28.140 Denial of facilities, equipment, or services
- 18.28.150 Harbormaster
- 18.28.160 Authority to board vessels
- 18.28.170 Safekeeping of vessels
- 18.28.180 Disclaimer of liability
- 18.28.190 Operation of vessels
- 18.28.200 Blinding lights
- 18.28.210 Vessel restrictions
- 18.28.220 Securing of auxiliary vessels
- 18.28.230 Occupancy of vessels
- 18.28.240 Disposal of waste, litter, and garbage
- 18.28.250 Storage on floats or docks
- 18.28.260 Tampering with the facilities
- 18.28.270 Float bumpers
- 18.28.280 Use of loading ramp and docks
- 18.28.290 Accident reports
- 18.28.300 Fire hazards prohibited
- 18.28.310 Responsibility for animals
- 18.28.320 Responsibility for children
- 18.28.330 Wheeled vehicles prohibited
- 18.28.340 Regulation of signs
- 18.28.350 Fishing prohibited**
- 18.28.355 Regulation of diving and water contact sports
- 18.28.360 Commercial repair of vessels
- 18.28.370 Unlawful acts—remedies
- 18.28.380 State of Alaska lease policy
- 18.28.390 Impoundment, sale, or disposal of vessels
- 18.28.400 Disposition of scheduled offenses
- 18.28.410 Failure to obey citation
- 18.28.420 Port and harbor offenses—fine schedule

For statutory provisions regarding extraterritorial jurisdiction relating to harbor facilities and release or threatened release of oil or a hazardous substance, see AS 29.35.020.

18.28.350 Fishing prohibited

No person may fish from any dock, float, ramp, or any mooring facility operated by the city, nor may any person fish within a waterway in a manner which may interfere with movement of other vessels. [Ord. 653, 1982]