

KODIAK CITY COUNCIL

WORK SESSION AGENDA

Tuesday, July 11, 2017

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. Update on Near Island Comprehensive Plan1
3. Review Nonprofit Grant Applications (Included Separately)
4. Budget Discussion104
5. Elected Officials Training/Travel Requests
6. July 13, 2017, Agenda Packet Review

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TO: City of Kodiak City Council members
FROM: Michelle McNulty, AICP – DOWL
DATE: July 3, 2017
SUBJECT: Near Island Development Plan Update

Hi All,

Below is a list of all of the comments received throughout the final public comment period on the Draft Near Island Development Plan Update. Also attached is a copy of the draft plan for your review. Public comments are provided first in bold font with proposed responses immediately following.

Pg 4. No mention of the 2002 Design Workshop's discussion of housing on near island.
Near Island Housing is identified as being examined as part of the 2002 Design Workshop.

Pg 9. Errors in zoning legend
Noted – these will be revised.

Pg 15. How many unique participants did DOWL get feedback from? Was there a range of economic, cultural, and geographic diversity? How many people commented by email? How many people did DOWL actually talk to during this project?

Before each public meeting over 300 public meeting postcards were sent out to Kodiak residents, flyers were posted around town, advertisements were ran in the Kodiak Daily News as well as several public service announcements on the local public radio.

We received feedback from over 45 residents through public meetings and one-on-one discussions. After the first public meeting 9 email comments were received and after posting the draft plan for public comment 5 email comments were received.

Economic, cultural, and/or geographic data was not specifically requested of respondents.

Pg 16. What is the basis for a 21' deep parking stall?

The referenced parking stall was included in a proposed concept for the small boat harbor. Standard parking stall dimensions for harbors are typically at least a minimum 10 feet wide by 20 feet long. A 21-foot stall has been provided on the proposed concept as a Quad cab pick-up truck with a standard 8-foot bed is 21 feet. This represents a typical vehicle that would be using the small boat harbor.

Pg 17-22. Why not have maps next to each other to facilitate comparison? Why isn't there any residential on the map?

We previously looked at this option however placing the maps next to each other resulted in the text and details of the graphics being too small to read. We can add an overview sheet (11x17) that has each map laid out side by side followed by the individual maps that provide clearer font and details.

Residential has been looked at over the years but due to slope and costs associated with utility services the cost to develop affordable or even moderate-priced housing would be prohibitive in most areas. This was

discussed at both public meetings. In addition to the cost considerations, there was also concern that residential development could introduce conflicting uses between new residences and the existing seaplane base and water-dependent industrial uses, that often have hours of operation that are not necessarily compatible with residential development.

Pg 25. "Specifically excluded from the commercial designations are all industrial land uses and residential development." The future land use map shows this area as general commercial, and then as zoned in the future as business. Multi-family dwellings are allowed in business zoning...what is the reason for the exclusion? And how do you expect to exclude a permitted use in the business zone?

The land use map does not prohibit any uses – its purpose is to guide the type of development that is preferred within all allowed uses.

Pg 25. "Commercial areas should be designed to accommodate adequate off-street parking, limit the visibility of structures from Kodiak through height restriction, and provide sidewalks for pedestrians." Is there any evidence-based data for what "adequate off street parking" is? Off-street parking requirements are not an efficient way to regulate street space and make development more expensive.

Adequate parking is intended to mean meet the required parking standards of the Kodiak Island Borough land use code, Title 17.

Pg 25. "Institutional This designation is intended to support the Fishery Industrial Technology Center by related development. This may include, but is not limited to, a museum, a convention center, mutli-family residential, student-related activity buildings, and a possible area for commercial development."

In Kodiak, Institutional tends to correspond most closely with the PL-Public Use Lands zoning district. However, PL does not allow multi family residential, as suggested. PL does allow nursing homes and dormitories (conditional)—is what the plan means?

The plan intends to allow for dormitory-style residential to support the institutional use. The language will be revised to clarify intent of the plan.

Pg 29. "Adopt standards for road improvements that consider drainage and trails along roadways" What about adopting standards for considering drainage effects from hardscape areas?

Good recommendation. This will be included as part of the implementation plan.

Pg 29. "Provide light duty crane for small boats at the harbor" This might be a higher priority. How many working fishermen attended the meetings?

It is agreed that this is likely a higher priority (Near-term). This was identified as a Mid-term priority in recognition of the current financial situation of the City of Kodiak and the high-cost of a light duty crane. Due to the cost, this will need to be incorporated into the City's Capital Improvement Program so that funding can be identified. As noted on page 28, these goals are important to the City and should be addressed as time, money, and other resources allow. If funding becomes available within the next five years, the City should move this up in priority. To better demonstrate the importance of this need (which we heard from several community members) we will revise this to be a Short- / Mid-term priority.

There were representatives from the fishing community included as part of the Technical Advisory Committee as well that attended the first public meeting. In total there were 3 individuals who clearly identified themselves as working fishermen that attended the public meetings. Based upon sidebar discussions going on there may have been more in attendance.

Overall---this plan seems to lack acknowledgment of how Near Island connects to the rest of the urban area. How are people going to get to these businesses/uses?

There is discussion throughout the plan identifying the primary access onto Near Island as the bridge and speaks to the various modes of travel (vehicles, bicycle, and pedestrian). The plan also calls for enhanced lighting improvements for pedestrians and trails to provide better safety for non-motorized travelers.

Why has Near Island developed so slowly?

There are likely various reasons for slow develop of Near Island, including high development costs. Like any development there needs to be a demand, the costs need to be feasible, and the process to lease or purchase the land must be clear. This plan is working towards providing that framework to help facilitate appropriate development.

Why aren't there plans to cluster housing around the existing multi family units?

Most of the adjacent lots are either developed or are in private ownership. Much of this area serves as support to the small boat harbor and associated uses. Residential is not the highest and best use for this location.

Why is there a retail business district completely separated from the areas where there might be other businesses or larger scale residential?

The plan focuses on this site for "tourism related" retail business. It is not proposed to be a commercial district competing with Safeway or Walmart.

The plan credits the City of Kodiak GIS--there is no GIS department in the City. Did the city provide old GIS data? Or did DOWL use Borough GIS resources?

Borough GIS resources were used – the sources will be revised.

The plan calls for new development on greenfield sites but doesn't really address that some of the most heavily trafficked areas are currently vacant or underused. Wouldn't it make more sense to concentrate development incrementally?

Most of the vacant and underused development is privately owned. The plan focuses development where there are existing utilities and rights-of-way and by withholding two key areas in the conservation district for future development, based upon continuing demands.

The plan does not address the issue of people living/camping on Near Island. This seems like something that should at least be mentioned.

Language will be added to the land use section stating that unlawful camping along trails and within vegetated areas and should be addressed by appropriate enforcement.

The plan is missing some trails data for the North End (and maybe elsewhere).

We have worked with Island Trails Network to get the most current and accurate data and believe the maps are accurate. Only main trail routes were included. Social trails were not included.

I walk Near Island Trails nearly every day, so my first preference is Option A Minimized Development. My second preference is Option B Moderate Development. However, I do not understand the expansion of the institutional boundary to the east into the North End Park area.

Option preferences noted.

The expansion of the institutional boundary was in recognition that the Kodiak Seafood and Marine Science Center is an important economic generator and research facility for the area and that if future growth is necessary or another state or federal research, education, or other appropriate institutional use comes along, that it should be accommodated. Understanding that, at this time there is no need for additional lands; the final Proposed Land Use Plan Map identifies this area as a "Study Area" which requires justification prior to any additional lands being released for institutional development.

An issue not covered by the Near Island Development Plan is how to address homeless camps around the trails. There are currently two abandoned camps tucked into the trees near the entrance of North End Park. A few months ago, officers from Kodiak Police Department were walking the trails looking for camps. Last night, a man slunk into the woods at the western fork of the North End Park Loop.

Language will be added to the land use section stating that unlawful camping along trails and within vegetated areas and should be addressed by appropriate enforcement.

A few corrections I noted:

Page 5: Alutiqmuseum.org should be www.alutiiqmuseum.org

Noted – will be revised on final plan.

On all maps that show existing trails - one trail is missing near the North End Park trail head and there's a slight offset between South End Park and Rotary Park trail access points.

We have worked with Island Trails Network to get the most current and accurate data and believe the maps are accurate. Only main trail routes were included. Social trails were not included.

I am not sure what City of Kodiak GIS is. It appears as the source on the maps. I work in the GIS Department at Kodiak Island Borough and have been asked on occasion to provide GIS services for the City of Kodiak since they don't have a GIS Department.

Borough GIS resources were used – the sources will be revised.

I've lived in Kodiak for over 25 years now and seen the drastic changes occurring with the development of Near Island. Near Island represents the only easily accessible green space in the downtown area. It's very popular and heavily used by hikers and the public seeking a place to walk. The area adjacent to Trident Basin hosts a variety of wildlife, including deer, eagles, and a group of Blue Herons that overwinter. The development allowed in the Dog Bay Harbor has systematically impacted destroyed the adjacent conservation land and southend park trail with tree blowdowns. I'm in favor of Plan A that leaves a continuous corridor of conservation land to the public to access. Any further development would jeopardize the remaining green space on the island. This current downturn in the economic environment and this fallacy that Near Island needs to be developed, contradicts the reality, as downtown business continue to leave and buildings remain empty. Also as the city promotes more tourism, gravel pits, logging, and industrial development conflict with the user group. We have to look into the future and this space is going to become increasing important for public conservation land access and we need to remember why people live in Kodiak, for the beauty, wildlife, and rural nature of this town.

Thank you for your feedback regarding your preference for Option A. A proposed land use plan map has been selected to move forward as part of this draft plan. We believe the selected plan represents a balance of all three options that were evaluated.

I have a quick comment which really is more of a question, which is best illustrated by the attached photo. Was there a public comment or direction from City staff that resulted in the highlighted trail segment being removed from the final draft plan? This trail segment appeared in all three concept maps, and is indeed already under construction.

Thank you for the comment/question. The removal of the trail was an oversight. It looks like the line work may have been linked to the waterfront trail connection, which was removed and added as a potential trail in the future, after quarrying activities have been completed. We will add that segment back into the proposed land use plan.

Where or why did the seasonal closure of certain section of trails occur? The gates or chain we have currently are only used to prevent vehicle traffic.

These were provided assuming that there are times when research needs to occur and having the public through certain areas might create a conflict. If seasonal closure is not necessary, we can remove.

Future trails are great however, we currently struggle maintaining the trails we have on Near Island. The revenue stream is challenging already but I really like that is mentioned.

Noted.

As potential development becomes a reality we might consider a park/playground especially considering the housing development already on Near Island.

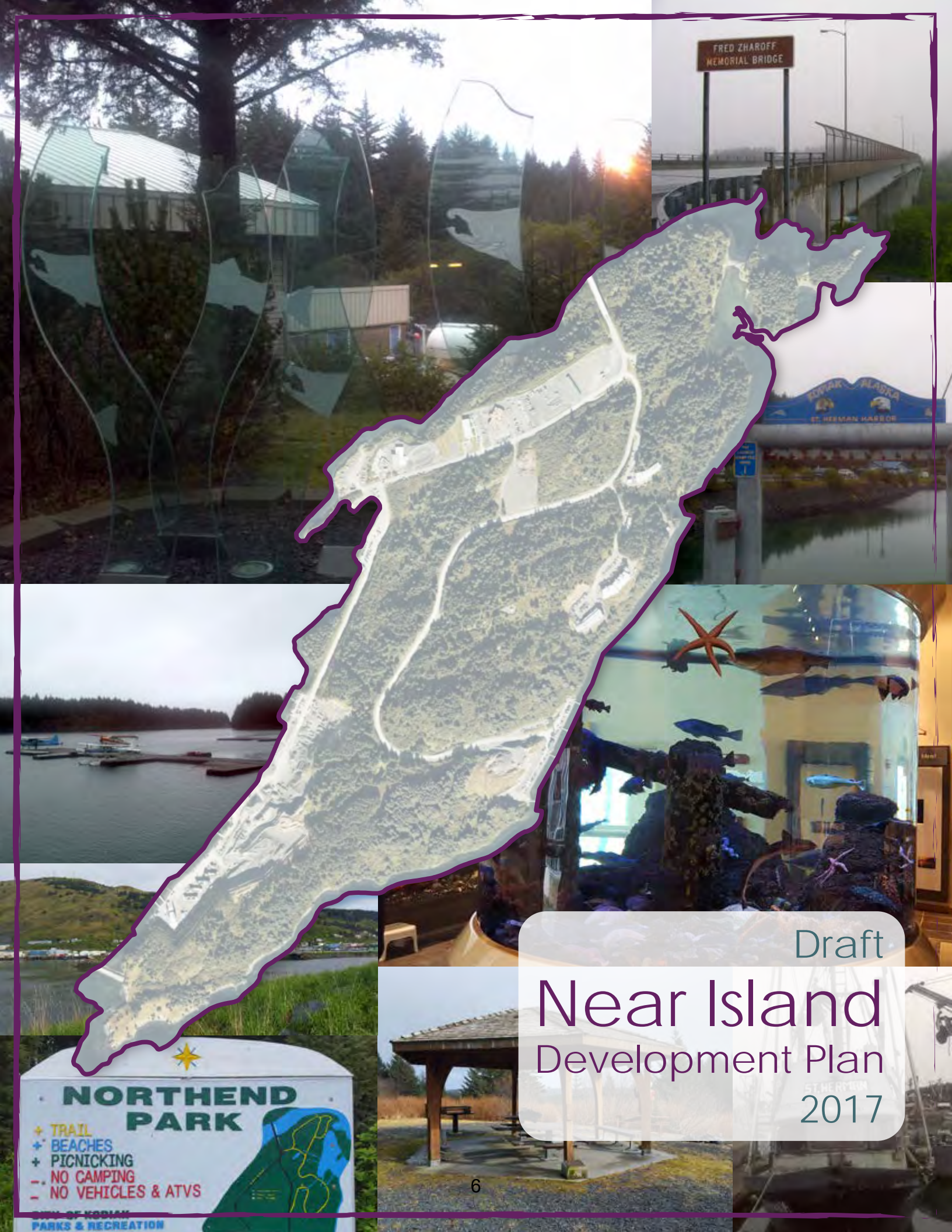
A priority will be added to the Implementation Plan that as development of the island occurs a site selection for a new playground should be completed and should also identify what playground equipment and/or improvements should be provided.

I have reviewed the plan and overall find it to be good from my prospective. I do note that there is little or no reference to the shipyard that has been in place since 2009. Basically it is just included in the industrial area/ quarry adjacent to the harbor. This is a major existing industrial use on Near Island.

Noted.

After looking over the map of the proposed plan, I feel that is a good compromise of various stakeholders. As a frequent Near Island trail user, I'm glad to see that more land is allocated to public use with the hope of expanding and connecting more trails on Near Island.

Thank you for the feedback.



FRED ZHAROFF
MEMORIAL BRIDGE

KODIAK ALASKA
ST. HERMAN HASBEE

Draft

Near Island Development Plan

ST. HERMAN
2017

NORTHEMND PARK

- + TRAIL
- + BEACHES
- + PICNICKING
- NO CAMPING
- NO VEHICLES & ATVS

CITY OF KODIAK
PARKS & RECREATION

DRAFT

Near Island Development Plan

Prepared For:

The City of Kodiak

MAY 2017

Prepared by:



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Appendices

Appendix A: Updated Conditional Use Permit

Appendix B: Public Involvement Materials

Introduction

Near Island is part of the Kodiak Island Archipelago, which for over 7,500 years has been inhabited by the Alutiiq people or Sugpiaq as they are known in their native language (Alutiqmuseum.org). The original inhabitants subsisted by hunting, fishing, farming, and gathering. The first known outsiders to settle on the island were Russian explorers in 1784. Following the 1867 Alaska purchase by the United States, the island became part of the United States.

Near Island was owned by the State of Alaska until 1968 when the City of Kodiak acquired it. Until 1974, there had been no development on Near Island, although there had been development on several of the other islands in the surrounding area. The island had been used for livestock grazing and some recreational uses, but these uses were relatively light as they were restricted by lack of a connection to the main island.

Since 1974, the island has been developed with a small boat harbor, Trident Basin Seaplane Base, the Kodiak Seafood and Marine Science Center (formerly the Fishery Industrial Technology Center (FITC)), commercial and office uses, a multi-family residential building, quarry operations, parks, and a recreational trail system. The Fred Zharoff Memorial Bridge (Near Island Bridge) was constructed in the Mid-1980's, connecting Near Island to the City of Kodiak. Utilities have also been extended across the island.



Image 1: Fred Zharoff Memorial Bridge



Image 2: Boats Docked at St. Herman's Harbor

Background

Various large-scale planning efforts addressing the future growth and development of Near Island have occurred since 1974. Each of these efforts has built off of the previous plans and has intended to provide flexibility so that development could be responsive to future growth and needs of the community.

1974 Near Island Comprehensive Development Plan

The first comprehensive development plan for Near Island was completed in 1974 in preparation of impending land demands associated with the proposed new small boat harbor in St. Herman's Harbor (formerly Dog Bay). The 1974 Near Island Comprehensive Development Plan (CDP) was adopted by the Kodiak Island Borough (KIB) in 1980. The next few years saw the development of the small boat harbor, the linking of Near Island and the City of Kodiak by bridge, and the siting for the proposed Kodiak Seafood and Marine Science Center. These new developments, paired with the proposal of other suggested uses on Near Island, demonstrated the need for a comprehensive strategy to manage future development on Near Island. The proposed 1974 Land Use Plan is shown in Figure 1.

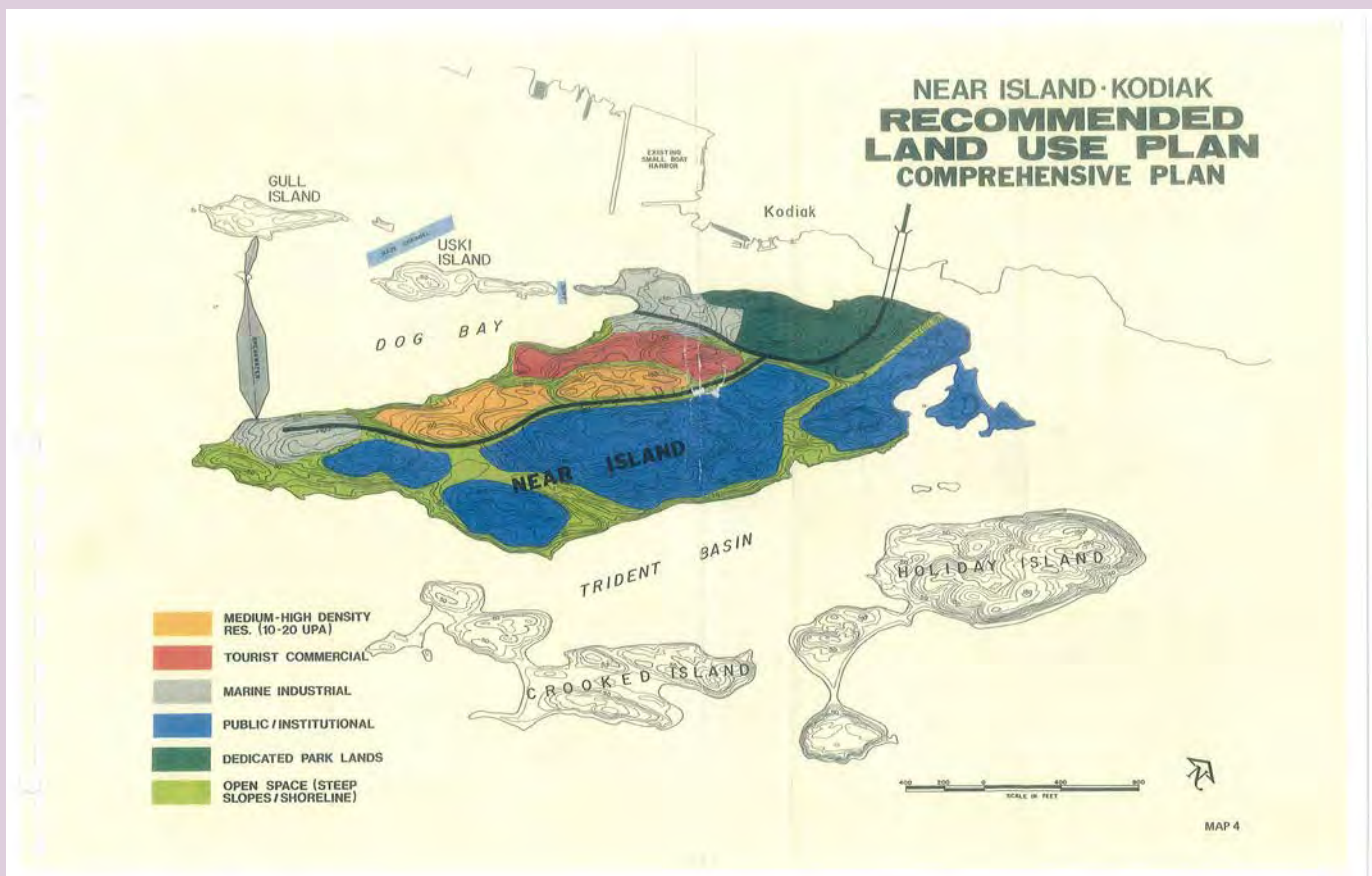


Figure 1: 1974 Recommended Land Use Map

1987 Near Island Comprehensive Development Plan

The most current CDP for Near Island was adopted by the Kodiak Island Borough in 1987. The City of Kodiak, as property owner of Near Island, recognized the need to manage future growth of the island and created the Near Island Task Force in 1985. Task Force Members were given the charge of making recommendations to the City Council for future development of Near Island.

The 1987 CDP provides a variety of land uses for specific areas of the island including commercial, industrial, residential, institutional, future development reserve, greenbelts, and parks (Figure 2). However, large portions of the island were left undesignated with the intent to allow future decision makers the flexibility of developing these portions of the island as the infrastructure and needs of the community grew. In addition, the 1987 CDP prioritized developing a plan for disposal of property.

The 1987 CDP also identified the need for a Near Island Recreational Trail that would circumnavigate the perimeter of the Island as well as a trail bisecting the island through various observation points which would later be identified in the 1999 Trails Development Plan. The intent of the trail was to allow community access to major portions of Near Island. The trail was intended for hiking, biking, and jogging. All motorized vehicles were proposed to be prohibited. Acknowledging the benefits of both the trail system and potential future development, the CDP stated that if a trail was to be interrupted by a specific development, then an alternative route should be established within reasonable proximity of the existing trail.

1999 Trails Development Plan

Recreational use of Near Island by residents of Kodiak rose considerably after the completion of the Near Island Bridge. Meeting minutes from the January 9, 1990 city council work session indicates that the City Council repeated the notion that the trail and development had equal priority. A trail committee was established to look at the concept of formalized trails on Near Island and to develop goals and objectives as part of a draft Trails Development Plan (TDP). During work sessions for this plan considerable discussion identified the need for Near Island development standards. The TDP ultimately identified a trail that circumnavigates Near Island and that provides connections to prominent observation points, to the small boat harbor, and the Kodiak Seafood and Marine Science Center.

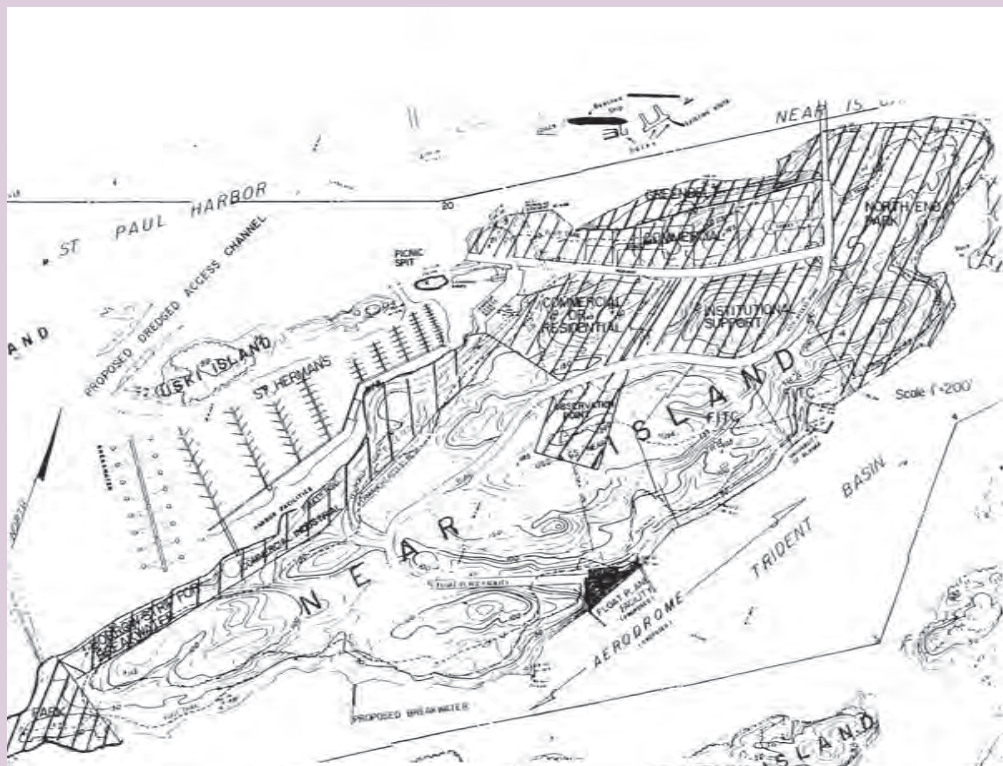


Figure 2: 1987 Recommended Land Use Map

2002 Design Workshop

In 2002, a group of design professionals from across the country hosted a four-day workshop where they spent two days learning as much as possible about the community and another two days to take a step back and provide fresh perspective on identified issues. The intent of the workshop was not to provide solutions but rather to identify avenues for further examination. Three general areas were examined, including: the selection of sites for facilities, the development of Near Island, and pedestrian circulation. Regarding Near Island, the areas examined included: recreational value of the island, St. Herman Harbor, Trident Basin, Near Island Housing, uses for Quarried Area adjacent to Dog Bay Road, and the area between Dog Bay Road and Trident Way.



Image 3: Proposed Trident Basin Expansion from 2002 Design Workshop

Current Plan Objectives

Since the 1987 CDP was completed, the City of Kodiak has sold land to private entities, development has occurred along Alimaq Drive, and gravel extraction has occurred outside of the original approved Conditional Use Permit boundary at the St. Herman's Quarry which resulted in impacts to a portion of the trail system near South End Park. A new conditional use permit has been put into place (Appendix A). Once land is sold off to a variety of private interests it is more difficult to control development patterns, including protecting areas for non-development. The Near Island Development Plan update is intended to provide the City of Kodiak a plan that:

- Encourages revenue generation via balancing development and land conservation.
- Allows the City of Kodiak to anticipate and plan for the future development of Near Island. Specifically, which types of uses are desired and where areas of development and non-development should occur.
- Provides clear goals and recommendations with clear steps for implantation.

Existing Conditions

Near Island is approximately 1.5 miles long and has a land area of almost 280 acres. The island is connected to the City’s downtown area via the Near Island Bridge. Near Island has mixed land uses, zoning districts, and levels of development. The island is oblong-shaped and is oriented in a northeast-southwest direction.

Existing Soils

The soils on Near Island are similar to those typically found in the surrounding Kodiak area. They are relatively shallow, volcanic in origin and underlain by bedrock relatively close to the surface. New topsoil ranges in depth from 2- 6 inches in the area. This is underlain by 6- 10 inches of volcanic ash that was deposited as a result of the eruption of Katmai Volcano in 1912. Beneath this ash there is up to 2 feet of dark organic topsoil that was originally at the surface throughout the area. This topsoil is generally plastic and wet in nature and grades into leached fine grain clay. Beneath that is a thin layer of glacial till with rock fragments and highly compacted clay and silt. Tight soils and shallow bedrock on the island precludes the use of on-site sewage disposal systems.

Topography

Topography on the island varies from sea-level to slightly over 200 feet above sea-level. These topographic characteristics create challenging conditions relative to the development potential of the island (Figure 4). Industrial development requires relatively flat lands (0-3% slope). There are few large areas of naturally occurring “flat” areas on Near Island, most land suitable for industrial development has occurred through mining activities. Slopes from 3-5% can accommodate residential and commercial development; only a small portion of the island is within this range. Residential development can typically be constructed on slopes anywhere from 0% up to 25%, however, as slope increases creative design becomes necessary such as daylighting and removal of large cuts of lands which greatly increase the cost of development.



Image 4: Typical coastline along Near Island



Land Use

Much of the undeveloped lands are covered with natural vegetation and used for public recreation and a network of official and unofficial trails. Several roads provide access from the Near Island Bridge to the southern and eastern portions of the island. Some portions of the roads are not within platted right-of-ways. A few of the parcels adjacent to Alimaq Drive are used for commercial business, a multi-family residential building and an office building. However, many parcels remain undeveloped. Alimaq Drive also provides access to St. Herman Harbor and an area currently used for gravel extraction and marine industrial uses.

Trident Way provides access to the Trident Basin Seaplane Base on the east side of the island. Trident Basin Seaplane Base is a city-owned, public-use seaplane base that provides the only float plane access accessible year-round by road on Kodiak Island. This is an essential seaplane base given its sheltered location and year-round ice-free waters. The area adjacent to Trident Basin is used for light industrial land uses. Additionally, institutional land uses have been developed on the east side of the island including Kodiak Seafood and Marine Science.



Image 5: Seaplanes Docked at Trident Basin



Image 6: Entrance to Kodiak Seafood and Marine Science Center



Image 7: Trail (on Near Island passing beneath the Near Island Bridge



Image 8: Trail Improvements on Near Island

Zoning

There are several zoning districts on Near Island. The zoning districts overlay areas that are intended for specific land uses and do not follow the property lines at all locations (Figure 4).

There are two commercial zoning districts on Near Island: Business District and Retail Business District. The intent of the Business District is to protect and encourage the development of community business core areas that function efficiently as centers of retail business and retail service activities. The Business District is mostly confined to the parcels along Alimaq Drive although a few of the parcels also front onto Trident Way. Some of the parcels in the Business District remain undeveloped and some have been cleared of natural vegetation and are being used for commercial purposes. Several of the parcels have been developed with office buildings

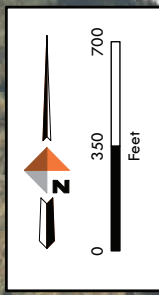
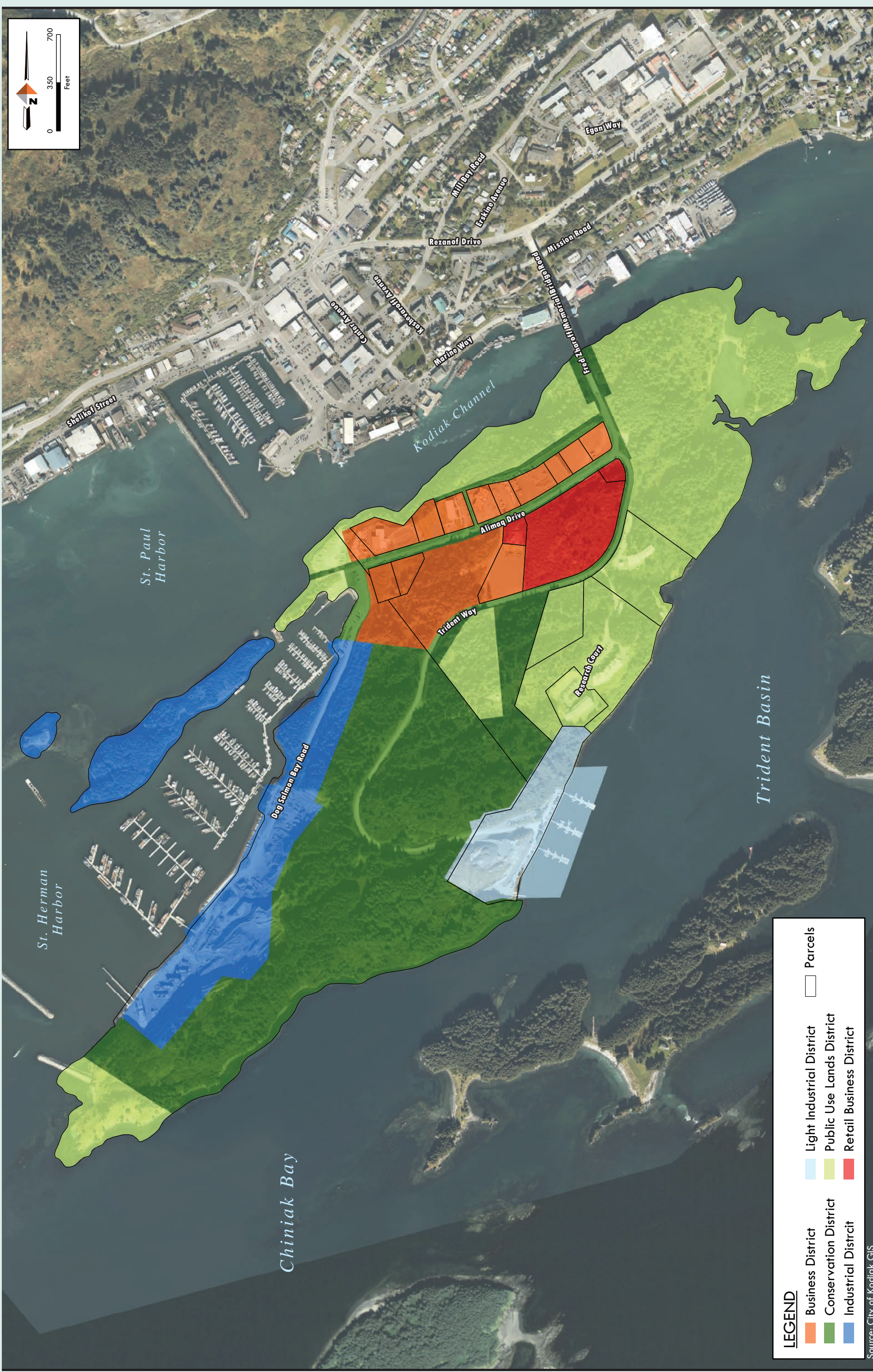
The Retail Business District is established for the purpose of providing for a wide range of retail and service businesses for the consumer population. Due to the potential for high traffic associated with these uses, the Retail Business District is limited to three parcels located near the intersection of Alimaq Drive and Trident Way. These parcels are currently undeveloped.

The Industrial District is established as a district in which the principal use of the land is for business, manufacturing, processing, fabricating, repair, etc. which may create some nuisance, but are neither properly associated nor compatible with residential land uses. The Industrial District is located adjacent to the Saint Herman Harbor and is currently used for a gravel extraction operation with the sole purpose of creating flat land to develop industrial lands to support the harbor and marine industrial uses.






The Light Industrial District is established for the purpose of providing for most commercial uses. It is intended specifically to provide land-intensive commercial uses, including some types of manufacturing, repairing, and assembling of goods, particularly those related to the fishing industry. The Light Industrial District on Near Island is located at the end of Trident Way and includes the Seaplane Base and surrounding parcels. The KIB Land Use Code requires airports to be with a Light Industrial zoning designation which is why this area was rezoned to Light Industrial.

The Public Use Lands District is established as a land use district for publicly owned land containing recreational, educational, and institutional uses. The district includes the South End Park, North End Park, and Rotary Park as well as the parcels on the east side of the island that have been developed with educational and institutional uses.

The Conservation District is established for the purpose of maintaining open space areas while providing for single-family residential, and limited commercial land uses. The Conservation District is located, primarily, on the southern portion of the island, and includes Trident Way, Alimaq Drive, and Near Island Bridge right-of-ways. The land is largely undeveloped apart from the roads and trails.



LEGEND

| | | | | | |
|---|-----------------------|---|---------------------------|---|--------------------------|
|  | Business District |  | Light Industrial District |  | Parcels |
|  | Conservation District |  | Public Use Lands District |  | Retail Business District |
|  | Industrial District | | | | |

Source: City of Kodiak GIS

FIGURE 4: Existing Zoning Map

Ownership and Leases

The majority of the land on Near Island is owned by the City of Kodiak (Figure 5). This includes the public parks, right-of-ways, Trident Basin Seaplane Base, St. Herman's Harbor, and several of the parcels along Trident Way and Alimaq Drive. All of the parcels along the west side of Alimaq Drive are privately owned as are a few of the parcels on the east side. The KIB owns the parcels occupied by the Kodiak Seafood and Marine Science Center.

The City of Kodiak leases two areas to private entities consisting of one property within the Light Industrial District adjacent to the Trident Basin Seaplane Base. Within the Trident Basin Airport there are leases to Island Air, Andrew Air, and Seahawk Air. The quarry is not a lease. A small area adjacent to Afognak Near Island, LLC's office building.

Utilities

Over the years a range of utilities have been extended to Near Island (Figure 6).

Electrical Service

Kodiak Electric Association (KEA) provides electric service to Near Island via two main feeds, one feed extends from Rezanof Drive, across the Near Island Bridge and the second feed consists of a submarine cable extending from downtown Kodiak and across the channel. After crossing the bridge the first feed extends, through a combination of above and below ground facilities, southeast along Trident Basin Way and provides electrical service to the University of Alaska Fishery Industrial Technology Center buildings, the Alaska Department of Fish and Game Building as well as the Float plane facilities located at the end of Trident Basin Way. After crossing the channel by submarine cable the second feed extends via above and below ground facilities northeast along Alimaq drive feeding the existing business and housing development. It also branches southwest and feeds the small boat harbor and harbor master office. There is an existing 15kV junction between the two main feeder circuits creating a looped circuit on the island.

After discussions with KEA it is anticipated that the existing electric system on Near Island is sufficient for substantial growth on Near Island.

Communications Service

Both Alaska Communications (AC) and GCI own buried and overhead telecommunication cable and fiber on Near Island. AC's facilities run from the main island of Kodiak across the bridge and branch at the intersection of Alimaq Drive and Trident Basin Way. The system extends south along the length of Alimaq Drive and provides service to the small boat harbor and several businesses. The feed which extends along Trident Basin Way feeds the research court and the float plane facilities at the end of Trident Basin Way.

GCI owns a cable communications system extending from the City of Kodiak and across the bridge. At the intersection of Alimaq Drive and Trident Basin Way the system branches with one feed extending southwest along Alimaq drive to feed Afognak Native Corporation near the small boat harbor and the other extending south to feed University of Alaska Fishery Industrial Technology Center and the Alaska Department of Fish and Game buildings.

It is anticipated that any additional development on Near Island which will require communication services could be accommodated by installing service feed from the already existing facilities located on the island.



LEGEND

- ▭ Parcels
- ▭ Leased Areas

Source: City of Kodiak GIS

FIGURE 5: Land Use and Ownership

Water System

The existing water system consists of a 16- inch ductile iron pipe extending from City of Kodiak running along the underside of the bridge to Near Island. At the intersection of Alimaq Drive and Trident Basin Way the water line reduces in size to a 12- inch ductile iron pipe, with one branch continuing southwest along Alimaq Drive and another 12- inch branch continuing south and running the entire length of Trident Basin Way. Along Alimaq Drive there are several water services feeding existing buildings and the small boat harbor as well as 6 service line stubs for future development. Approximately 10 fire hydrant assemblies provide fire protection along Alimaq drive and to the boat harbor, existing industrial activities and businesses. The 12- inch water line in Trident Basin Way feeds the research court and the float plane facilities at the end of the road. There are also existing fire hydrants along the length of Trident Way providing protection to existing development as well as any potential future development along the roadway. The existing water pipes are buried a minimum of 6 feet below existing grades.

The water system ranges in age from 22 to 28 years old with some individual service lines installed more recently. Watermains have sufficient capacity to meet existing demands. Ductile iron pipe has a very long life expectancy, approximately 50 years or more, as a result it is anticipated that the water system will be in good service condition for many years to come. It appears that during design the pipes were sized to accommodate future development and it is anticipated that they can provide sufficient water service capacity to Near Island and most future developments.

Sanitary Sewer System

There are two existing sanitary sewer basins on Near Island. The northern half of Trident Way and Alimaq Drive flow via gravity through a system of manholes and ductile iron pipes, ranging from 8 to 10 inches, to a lift station adjacent to the St. Herman's Harbor harbormaster's office. The southern portion of Trident Way gravity drains through 8-inch ductile iron pipes southwest to the float plane facilities where it is then pumped back to the northeast 4-inch HDPE force main and discharges to a manhole. The sanitary sewer flow generated on the island is pumped via a 6-inch HDPE force main to the northeast below Alimaq Drive and across the bridge where it is discharged into an 8 inch ductile iron pipe below the northwest end of the bridge and the old KEA substation.

The sanitary sewer system was constructed at the same time as the water system. The City of Kodiak has confirmed that the existing collection system has sufficient capacity to handle current demands as well as future growth. However, the lift station next to the Harbor Office was placed by the City from another location. The capacity is unknown in regards to future development.

Stormwater Drainage System

Kodiak is located in a coastal rainforest zone and receives more than 77 inches of precipitation annually. The storm drainage system on Near Island consists of a system of culverts and roadside ditches used to adequately convey surface water from the developed areas and roadways to several pipes that outfall directly to the surrounding ocean where dilution and dispersion quickly occurs.

It should be recognized that any future development or removal and replacement of pervious areas with impervious surfaces would trigger the need to determine the capacity of the existing culvert and ditch system and if it can handle additional runoff from newly developed impervious areas. If significant development is proposed capacity upgrades will likely be required. An adequate drainage plan should be completed so that sidewalks along the rights-of-way can be constructed with future development.

Lighting

Street Lighting is limited to only a few locations on Near Island. Light poles illuminate the bridge as well as Trident Basin Way to the Research Court driveway. The only other existing lighting along Trident Basin Way exists at the float plane facility. Alimaq Drive does not have any existing lighting, although both parking areas for the small boat harbor and the harbor floats are illuminated.



Image 9: Light poles on St. Herman Harbor floats



Public Involvement & Project Process

Technical Advisory Committee

A Technical Advisory Committee (TAC) was established as part of this project and included representatives from the: Kodiak Island Borough, Community Development Department, Alaska Fish & Game, City of Kodiak Public Works Department, Kodiak City Council, Parks & Recreation, Island Trails Network, and the Ports & Harbor Advisory Board. The role of this committee was to provide technical feedback regarding existing conditions, the practicality of moving forward specific ideas, and to provide insight to any known conflicts and/or opportunities. Two TAC meetings were held. The first meeting was on the morning of February 1, 2016 and was the first opportunity to introduce the project to the TAC, review the work done-to-date, and to get feedback on the accuracy of the existing conditions as presented. Comments from the TAC included suggestions for future presentation materials and addressed issues, opportunities and constraints. Meeting notes and list of attendees are included in Appendix A.

The second TAC meeting was held on the morning of May 5, 2016. The group discussed the three proposed Land Use Concepts and some feedback was provided. The majority of the conversation was in regards to recent trail disturbance and how the restoration would be completed and by whom.

Public Meetings

Two public meetings were held. Both followed a mixed format beginning with an open house, followed by a presentation, and ended with a question and answer period. The first public meeting was on the evening of February 1, 2016. This meeting was the first opportunity to introduce the project to the public, review the work done-to-date, and listen to the public's preferred areas for development. Project representatives worked with the 26 attendees to collect information on existing conditions, preferred areas for development, desired types of development, and areas reserved for conservation.

A second public meeting was held the evening of May 5, 2016 and followed the same format as the first. There were 33 attendees, many of whom had attended the first public meeting. The results from feedback at the first TAC and public meeting, online/e-mail comments, site investigations, and stakeholder discussions were used to develop three draft land use concepts. The three draft concepts were presented at the second TAC and public meetings. Figures 6, 7 & 8 represent each proposed Land Use Concept. A description for each concept is also provided. Each concept depicted various levels of land use designation changes to encourage feedback from the public.

Common themes derived from the findings and recommendations from past planning efforts were carried through on each concept. Each concept provided circular trail connections around Near Island, and promoted a vegetated buffer

between the roadways and development (images 10 & 11). A proposed coastal trail along the harbor is also included, which would allow for a vegetated buffer between the roadway and the water (Image 12). Additionally, the retail business (red designation) was increased to encourage tourism related business.

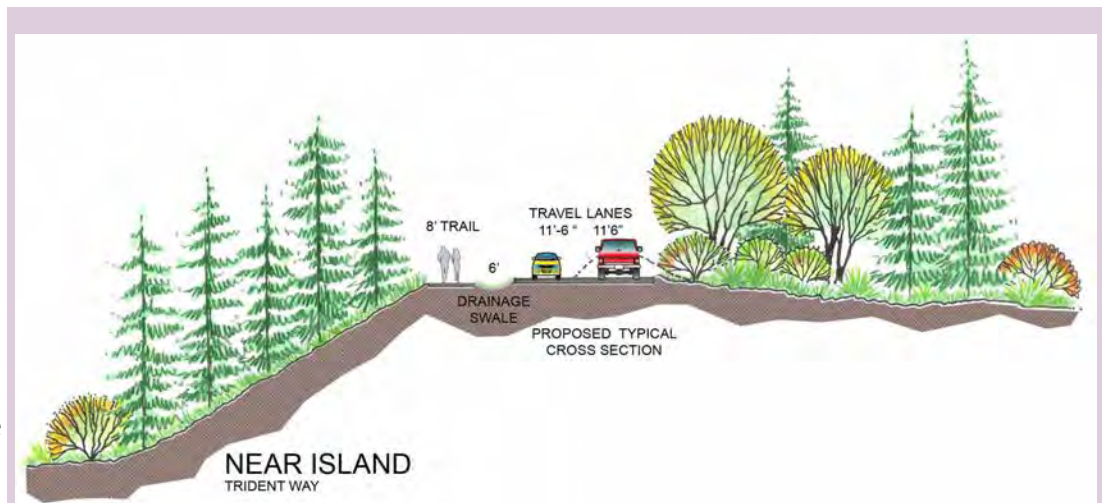


Image 10: Trident Way Proposed Typical Cross-Section Looking Northeast

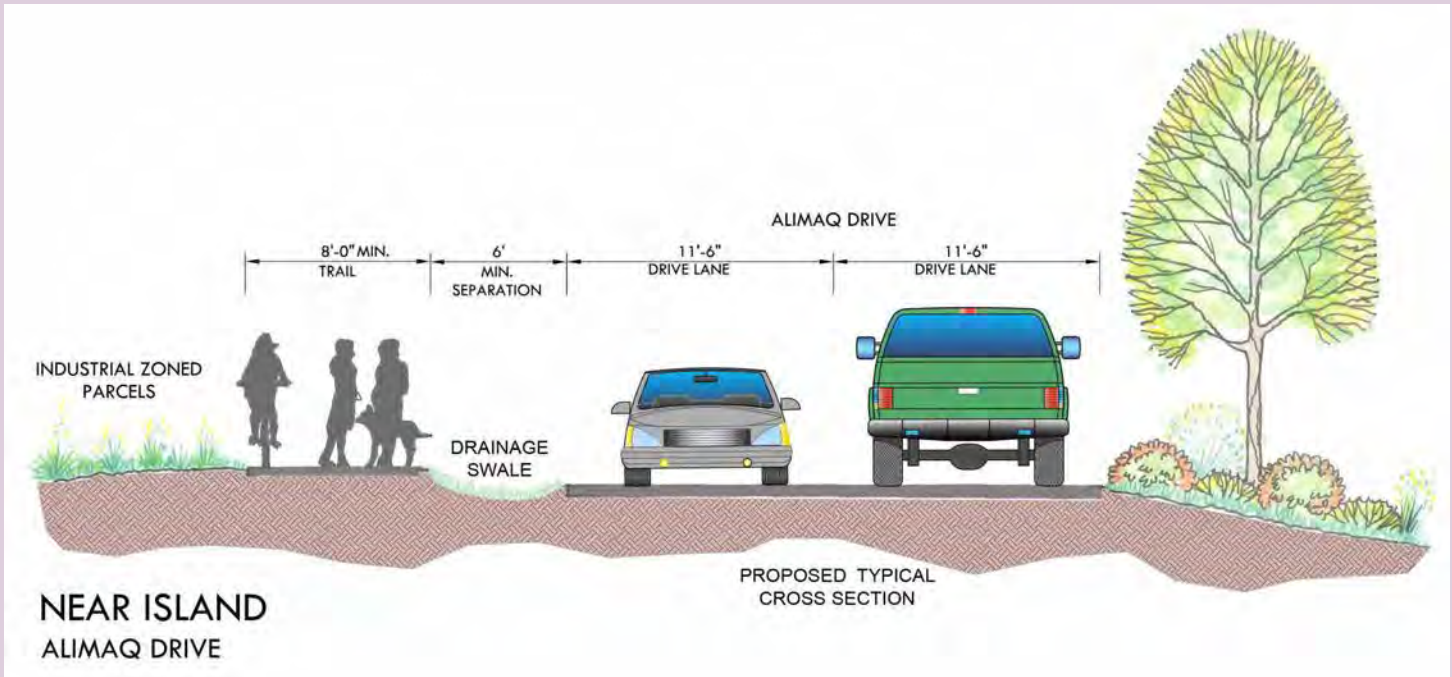


Image 11: Alimaq Drive Proposed Typical Cross-Section Looking Northeast

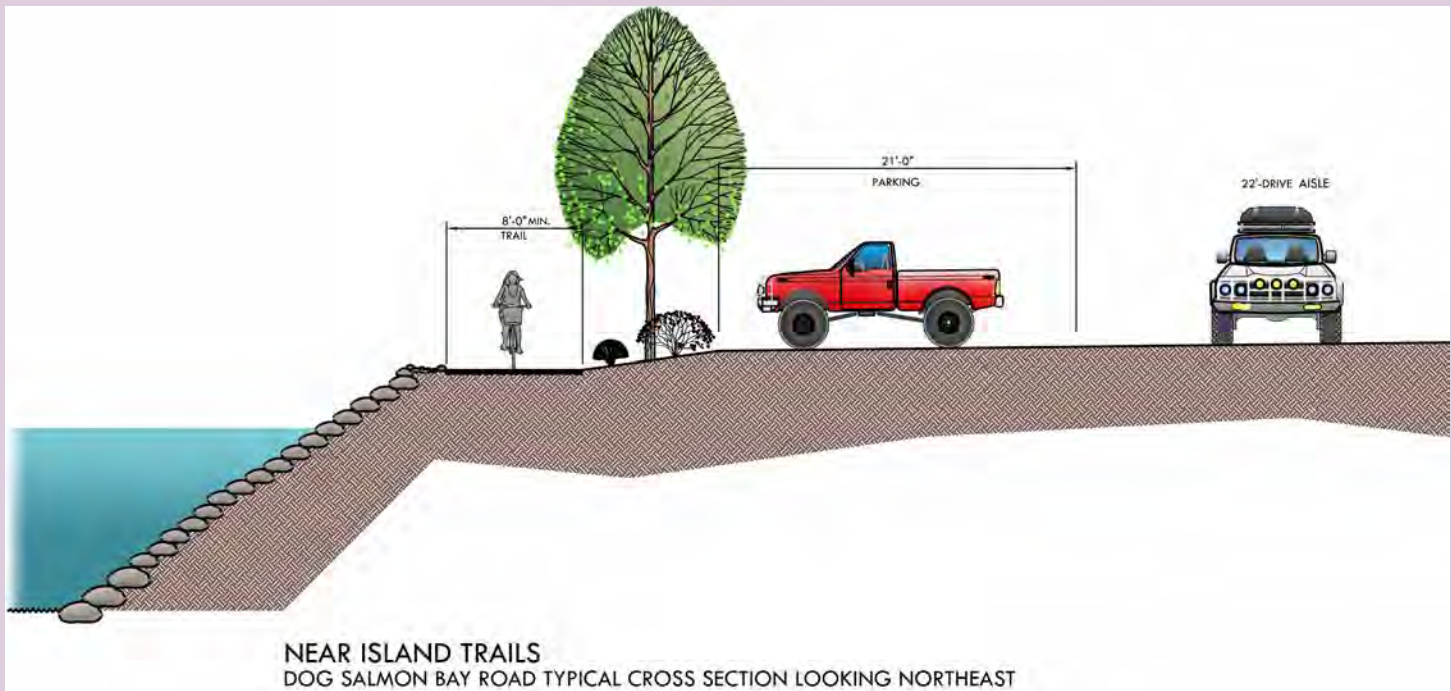


Image 12: Dog Salmon Bay Road Proposed Typical Cross-Section Looking Northeast

Concept A Minimized Development

This concept reflects public feedback to not expand the industrial area the original conditional use permit and recent amended boundary. Specifically it limits both the industrial area supporting the harbor and the float plane basin to their current areas of disturbance. This concept does not add any new commercial or institutional land uses.

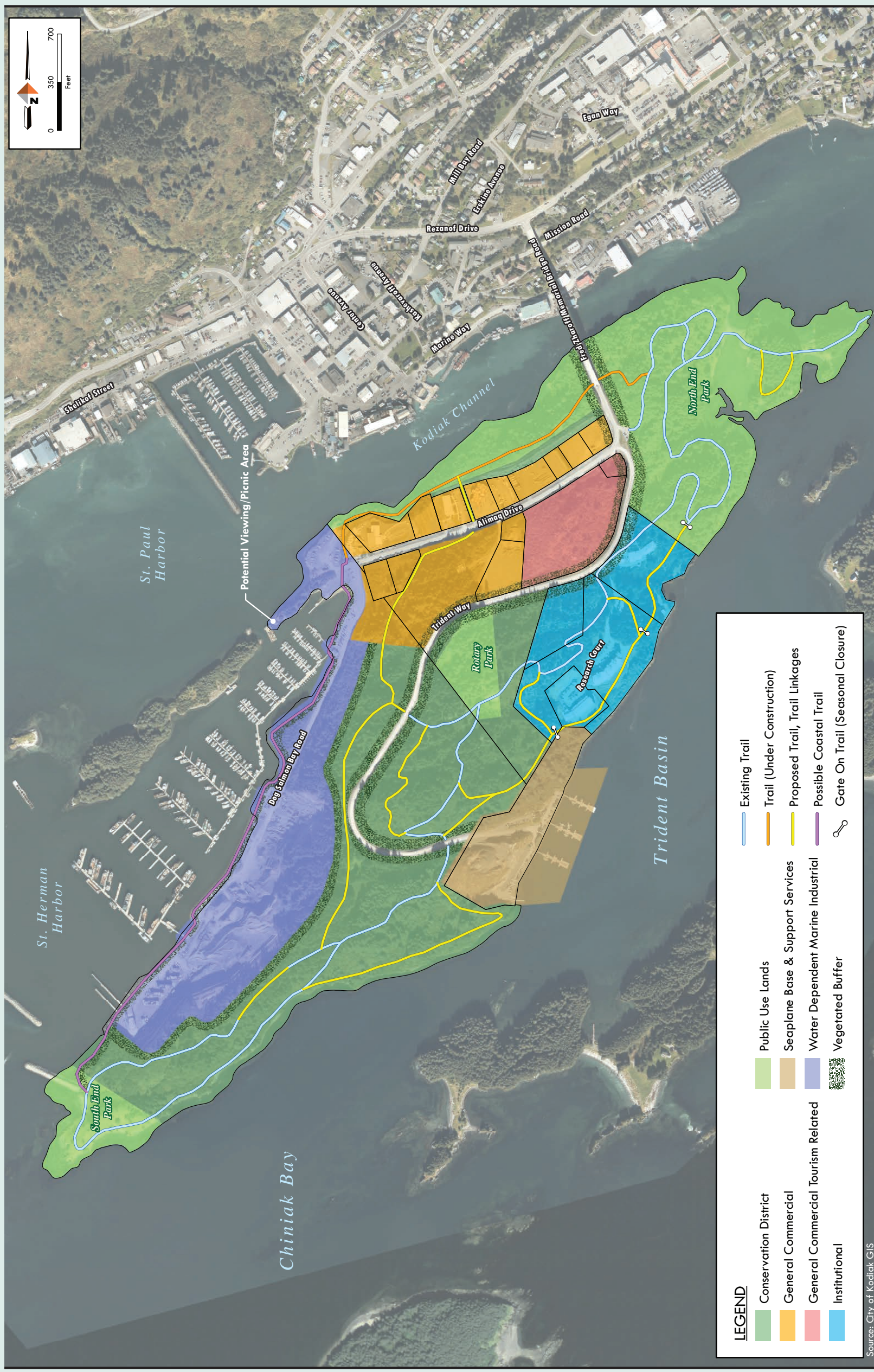
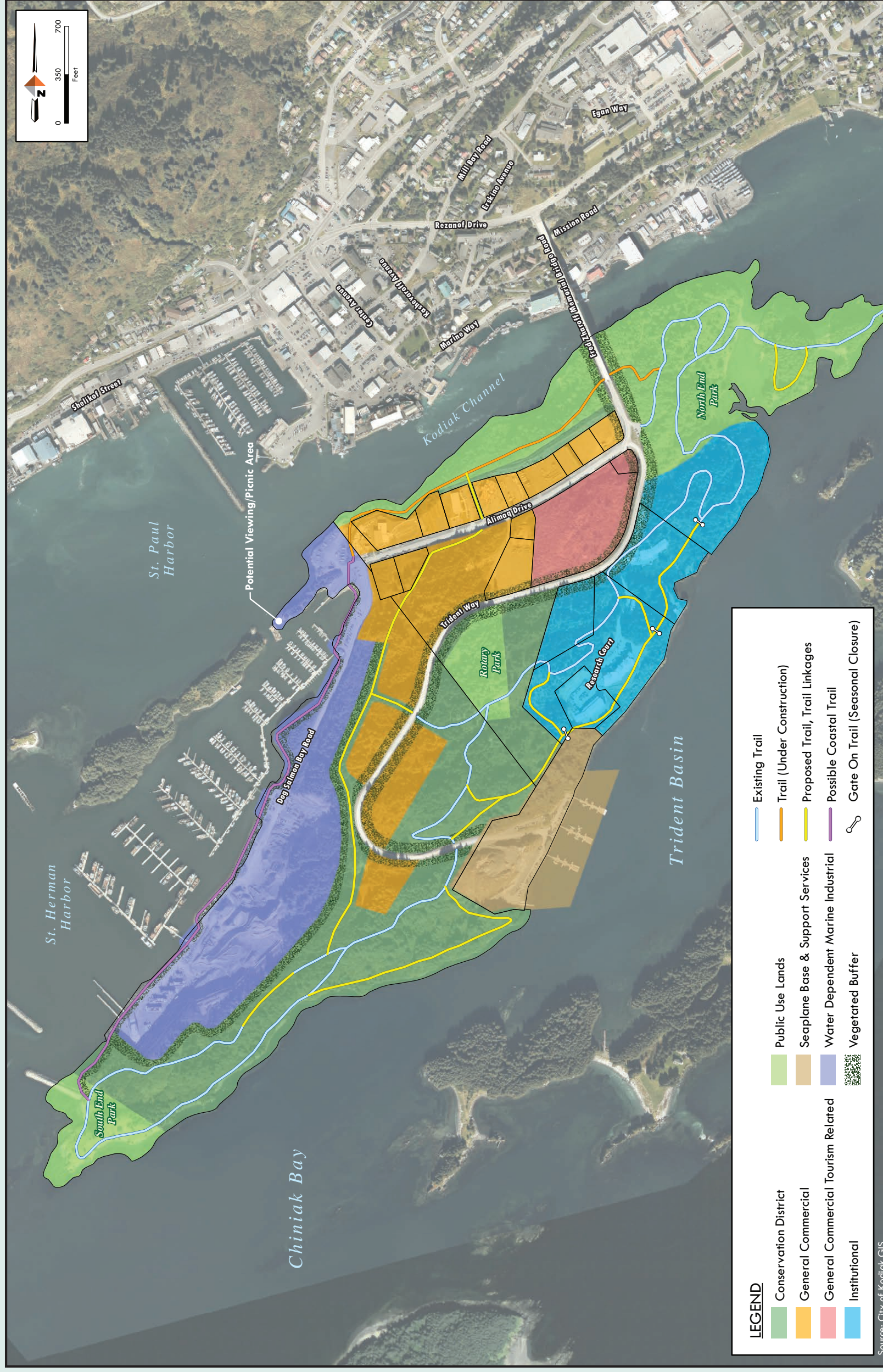


FIGURE 7: Concept A – Minimized Development

Concept B Moderate Development

This concept reflects public feedback to not expand the industrial area the original conditional use permit and recent amended boundary. The concept also considers concerns that there are limited industrial lands elsewhere. It was noted several times during public outreach that this may be the opportunity to secure additional industrial land needed to support the small boat harbor into the future but limits the area around the float plane basin to its current area of disturbance. This concept also looks at taking advantage of existing infrastructure by expanding general commercial by expanding general commercial southwest (towards Trident Basin) along Trident Way. This additional commercial land could provide tourism supported and/or enhanced business opportunities. This concept also extends the institutional land use designation to the east.



Source: City of Kodiak GIS

FIGURE 8: Concept B – Moderate Development

Concept C Maximum Development

This concept reflects public feedback to not expand the industrial area the original conditional use permit and recent amended boundary. The concept also reflects concerns heard that there are limited industrial lands elsewhere and that this may be the opportunity to secure additional water dependent marine and related industrial lands needed to support the small boat harbor into the future as well as providing tourism-related opportunities. This concept extends the industrial area supporting the harbor to the north and east (which would require approval of a conditional use permit), and adds additional general commercial along Trident Way, as well as provides general commercial (tourism related) adjacent to the float plane base and the institutional lands which could be developed to support either use. This concept also extends the institutional lands to the east.

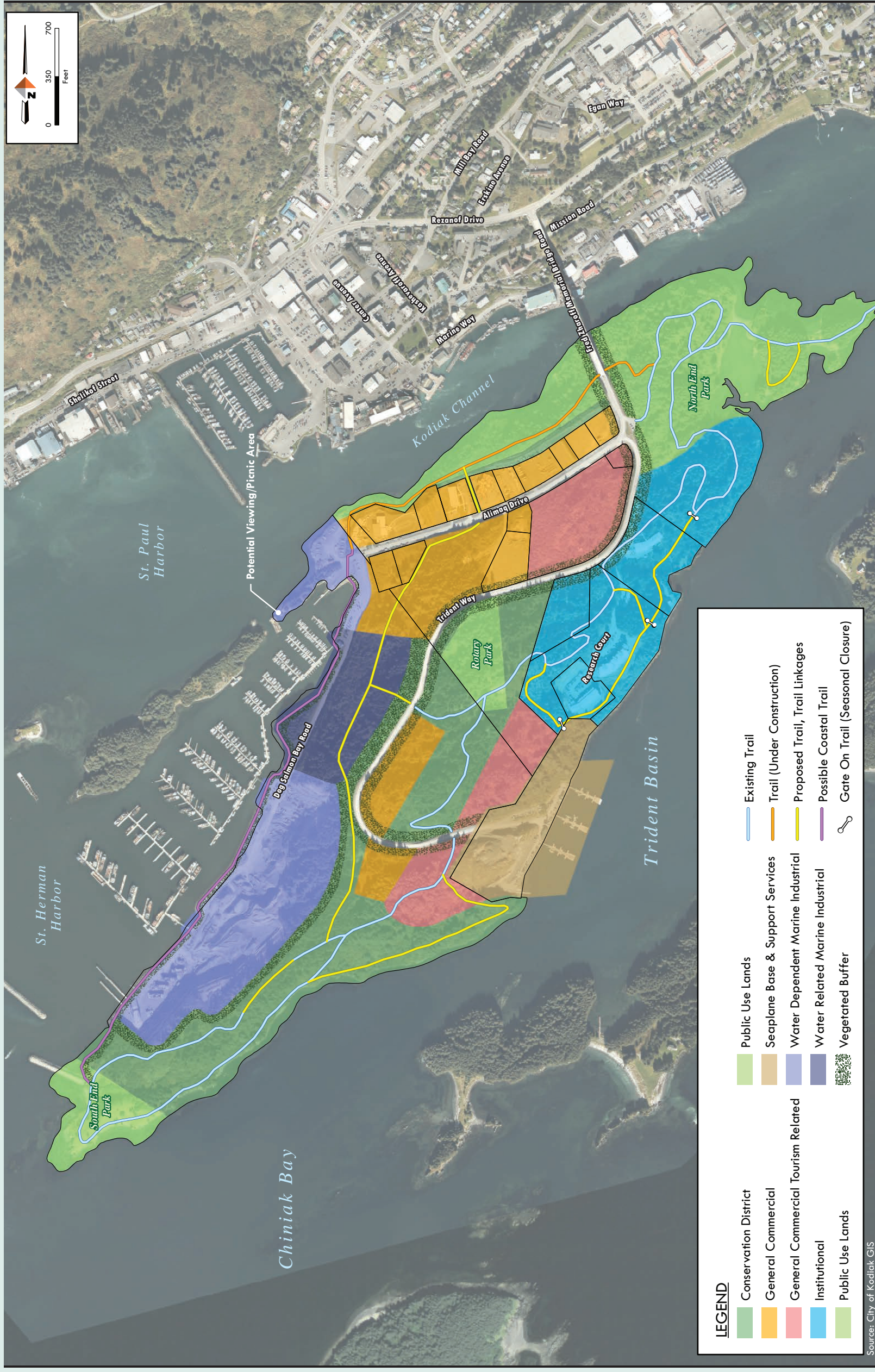


FIGURE 9: Concept C – Maximum Development

During the second public meeting attendees were given the opportunity to comment on each of the concepts. The following figures show consolidated comments on each concept (Figures 11, 12 & 13).

Public Comments - Minimum Development

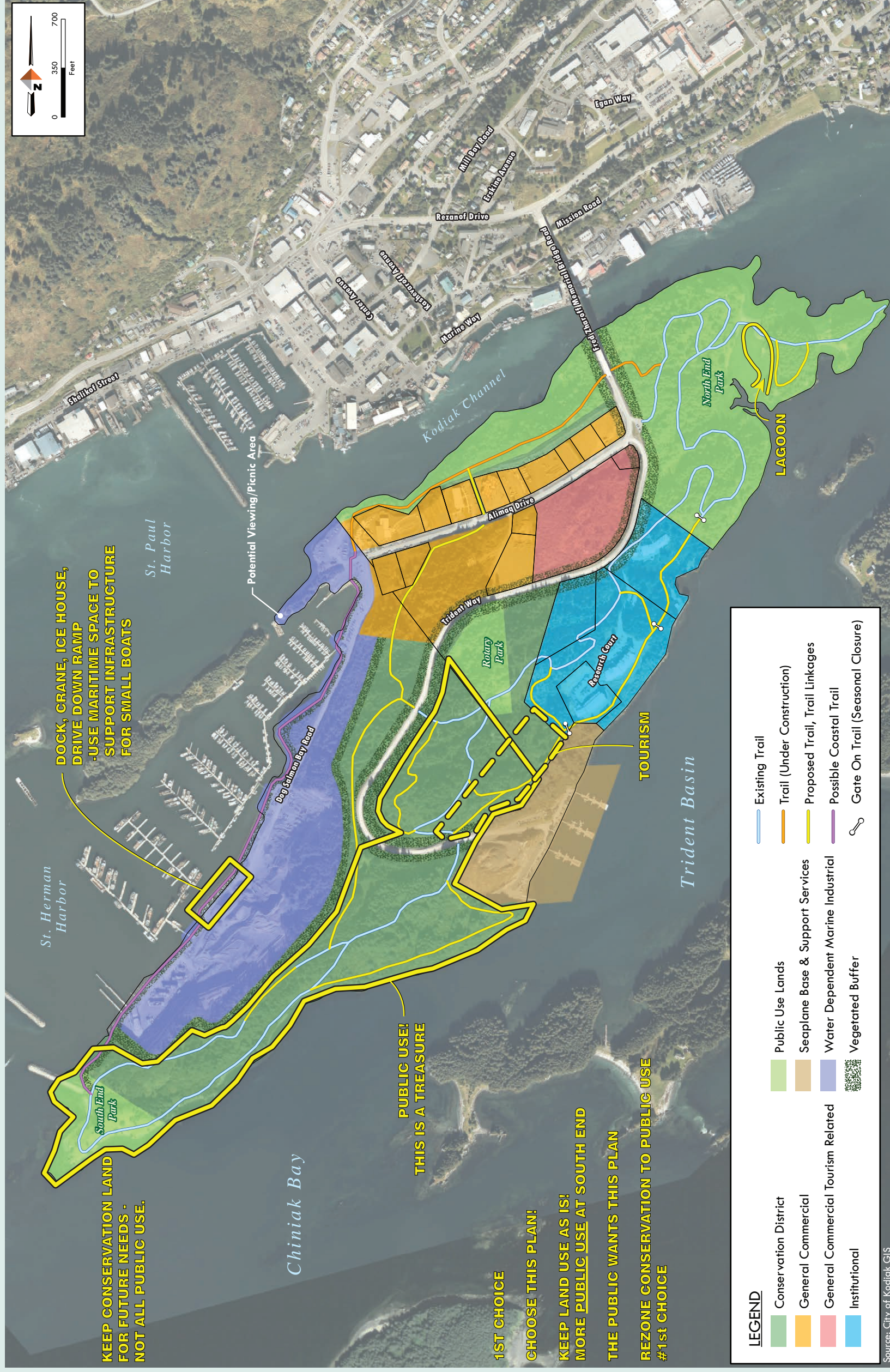


Figure 10: Concept A Public Comment

Public Comments - Moderate Development

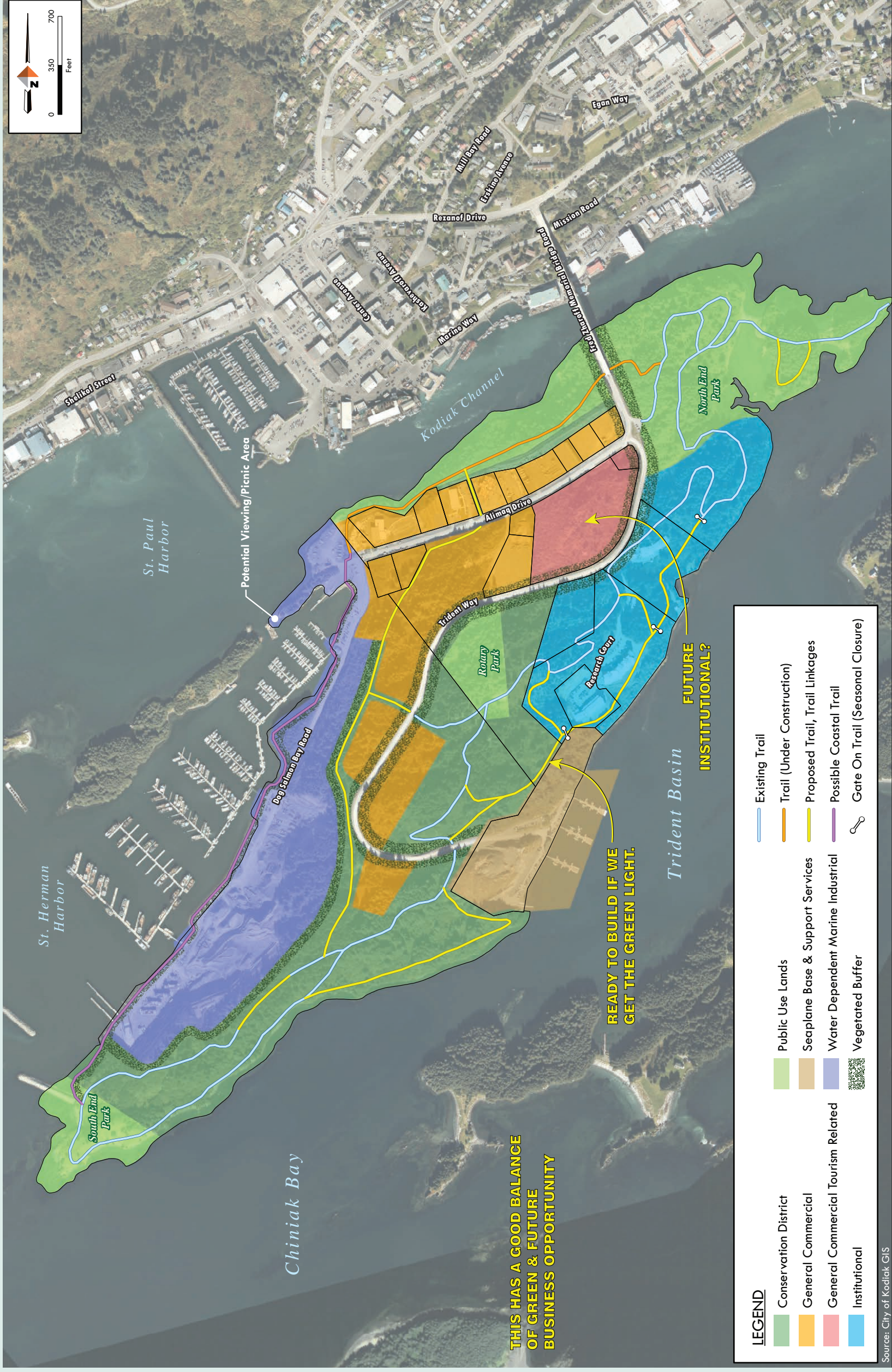
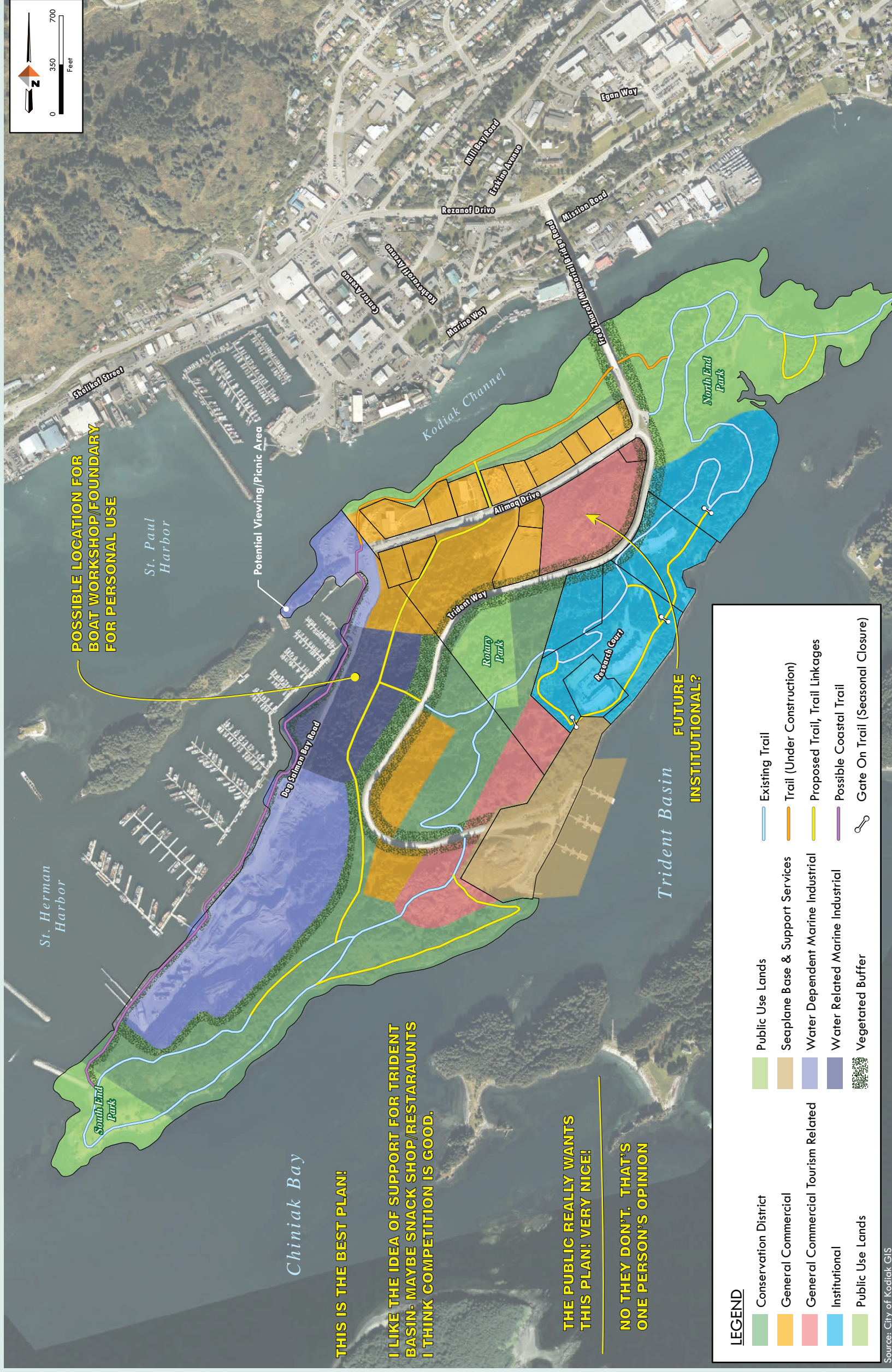


Figure 11: Concept B Public Comments

Public Comments - Maximum Development



Source: City of Kodiak GIS

Figure 12: Concept C Public Comments

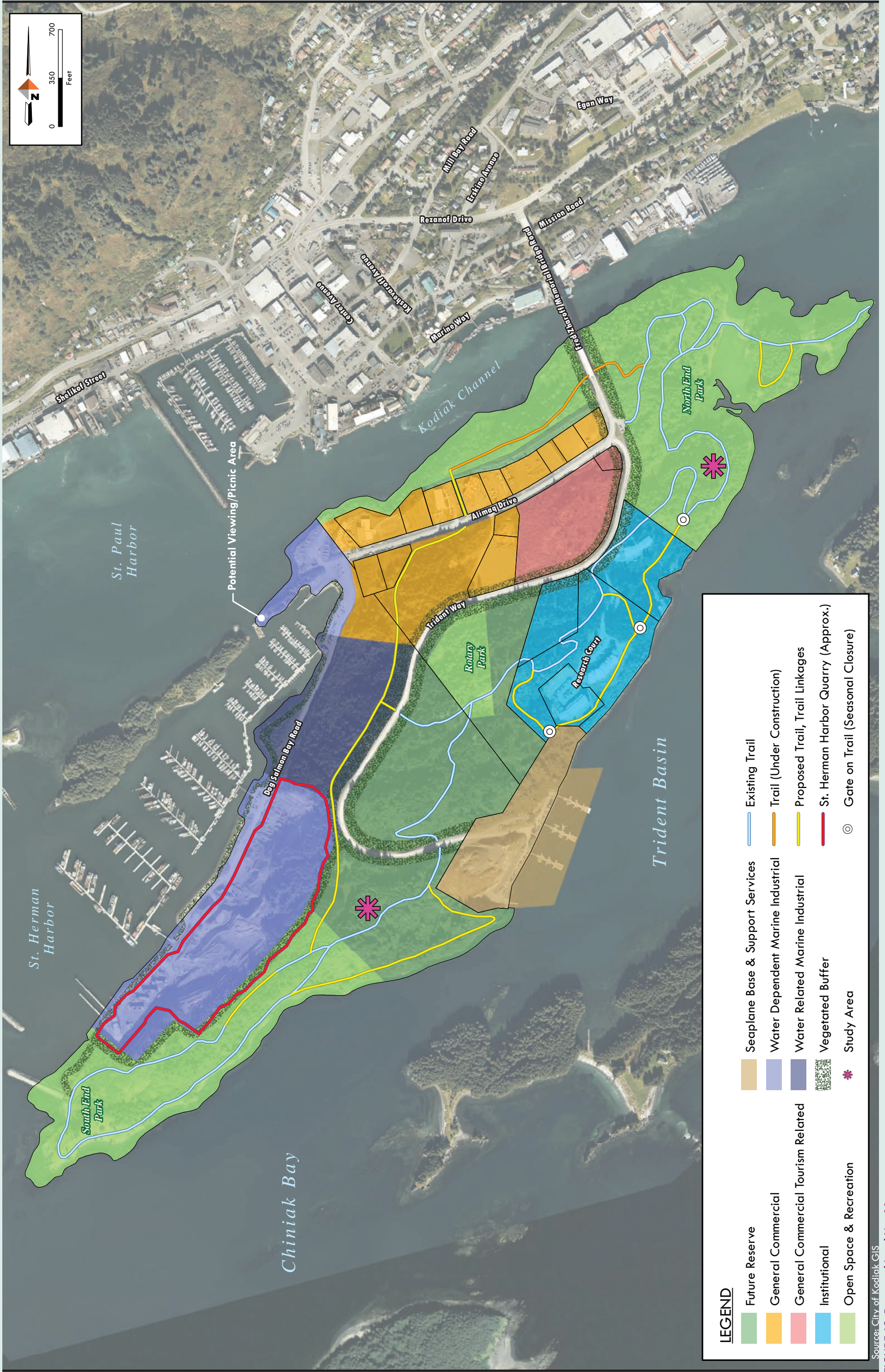
Recommendations

A proposed Draft Land Use Plan Map (Figure 13) and Proposed Zoning Map (Figure 14) have been developed based off of public comment and our understanding of the City's goal to have balanced growth that provides economic opportunities.

Proposed Land Use Plan Map: BALANCED GROWTH

The proposed land use plan map (Figure 13) reflects a balanced growth approach to developing Near Island. Specific items of emphasis include:

- Takes advantage of existing infrastructure by focusing expansion of industrial and commercial development adjacent to existing utilities and roadways.
- Extends the industrial area supporting the harbor to the east, to the end of Almaq Drive.
- Conservation land adjacent to South End Park is recommended to be converted to public use lands for open space/recreational resources. This area should remain undeveloped as it provides both recreational opportunities and important vegetation providing weather protection of the small boat harbor.
- Provides for completion of the looped trail system around the island.
- Allows for tourism related commercial opportunities near Trident Basin Seaplane Base.
- Allows for the institutional land use designation to be expanded to the northeast as necessary, contingent upon completion of a study justifying the need. This study is intended to demonstrate a need (i.e. house new program, deficient, outdated facilities, etc.), identify potential funding source(s) for construction and maintenance of the facility and, if applicable, for operating the new program).
- Allows for the commercial land use designation to be expanded to the southwest of Trident Basin Seaplane Base as necessary, based upon completion of a study justifying the need. This study is intended to include a market analysis demonstrating demand for commercial use and provide a business plan that demonstrates a feasible project and expected tax revenue generation).



LEGEND

- Future Reserve
- General Commercial
- General Commercial Tourism Related
- Institutional
- Open Space & Recreation
- Seaplane Base & Support Services
- Water Dependent Marine Industrial
- Water Related Marine Industrial
- Vegetated Buffer
- Study Area
- Existing Trail
- Trail (Under Construction)
- Proposed Trail, Trail Linkages
- St. Herman Harbor Quarry (Approx.)
- Gate on Trail (Seasonal Closure)

Source: City of Kodiak GIS

FIGURE 13: Proposed Land Use Map

Land Use Districts

The following land use designations and their intent are taken from the 1987 Near island Development Plan.

Future Reserve

This designation is intended to identify future reserve areas for development or preservation as the need arises. At present, no development other than the trail around the island would be allowed. Decisions on the appropriate use of reserve areas will be made in the future.

General Commercial

Areas designated for commercial development are intended to allow a broad range of retail and commercial activities. These activities could be oriented to the needs of the fishing fleet and the visitor industry. Specifically excluded from the commercial designations are all industrial land uses and residential development. Commercial and industrial activities carry the definitions of the existing KIB Zoning Code. Commercial areas should be designed to accommodate adequate off-street parking, limit the visibility of structures from Kodiak through height restriction, and provide sidewalks for pedestrians.

General Commercial Tourism Related

Areas designated for general commercial – tourism related development are intended to allow a broad range of retail and lodging oriented to the needs of the visitor industry. Specifically excluded from the commercial designations are all industrial land uses and residential development. Commercial and lodging activities carry the definitions of the existing KIB Zoning Code.

Institutional

This designation is intended to support the Fishery Industrial Technology Center by related development. This may include, but is not limited to, a museum, a convention center, multi-family residential, student-related activity buildings, and a possible area for commercial development.

Greenbelt Areas

Greenbelt designations are areas where no structural development is permitted and natural vegetation and landforms are left undisturbed. These are essentially natural areas with human activities limited to passive recreation, picnics, and the like. Possible exceptions to leaving greenbelt areas undisturbed would be the trail system around Near Island.

Open Space and Recreational

This designation is intended to be limited to park areas, greenbelts, and minor structural developments. Development would be limited to picnic facilities, restrooms, and recreational facilities such as a basketball hoop, volleyball net, horseshoes, etc.

Seaplane Base & Support Services

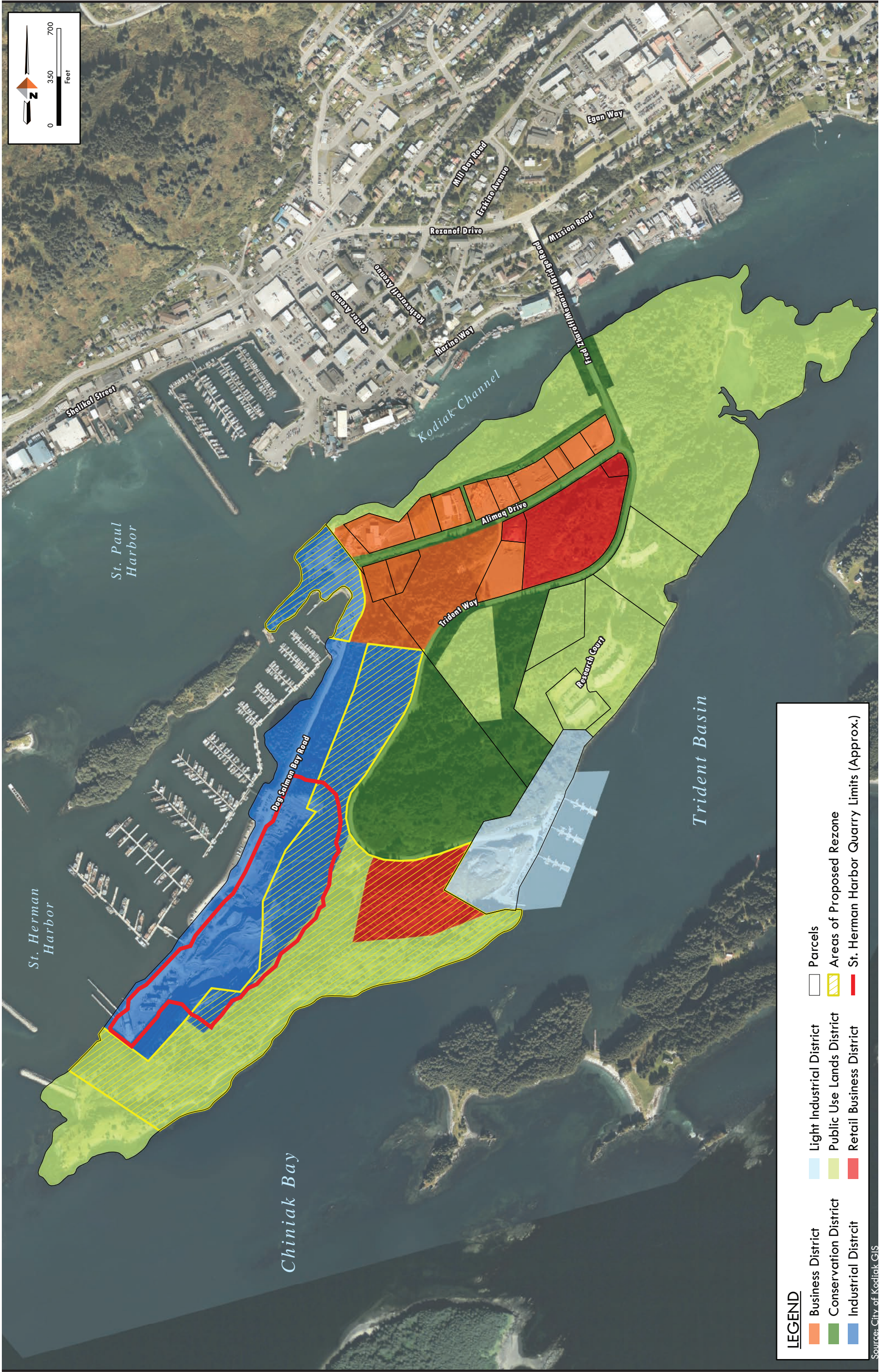
Areas identified as possible float plane facilities would include docking and tie-down areas, a shore-based haul out area for maintenance, and parking areas as identified in the Airport Layout Plan that was developed for Trident Basin as part of the Airport Master Plan.

Water Dependent Marine Industrial

The intent of this designation would be for the development of water dependent marine industrial land use. Development in this area should give priority to those types of businesses and services that are most affected by or dependent on their proximity to the water and harbor.

Water Related Marine Industrial

The intent of this designation would be for the development of water related marine industrial land use. This area could accommodate a variety of commercial marine related uses such as hardware and tackle, electronic shops, fishing gear supply outlets (both commercial and sport), net hanging and repair facilities, etc. Businesses such as welding and engine repair and sales should be considered. Restaurants, grocery and supply stores, and other public sales and services could help to maximize visitor attraction to the waterfront, while providing a convenience area for the users of the harbor.



Source: City of Kodiak GIS

FIGURE 14: Proposed Zoning Map

Implementation Plan

Implementation is an essential component of the planning process and is necessary for achieving the desired outcomes of this Near Island Development Plan. This plan includes goals in the form of proposed studies, policies, and projects. Some of these might be achievable in the near-term while others may require more time and/or funding to complete. As such, recommendations have been broken out into timeframes consisting of near-, mid-, and long-term.

The near-term timeframe is within the next 0 to 5 years and includes those projects that the City should consider focusing on first, as these goals emerged from the public participation process as most important to residents. They also tend to be low-cost and easily achievable.

The mid-term timeframe is within the next 5 to 10 years. These goals are important to the City and to residents and should be addressed as time, money and other resources allow.

The long-term timeframe is 10 years or more. These are goals that require more funding and time to complete. However, opportunities for funding or other factors such as political motivation may make long-term goals more feasible or desirable in the near- or mid-term. If such an opportunity arises, the City should not hesitate to shift the goal time frame.

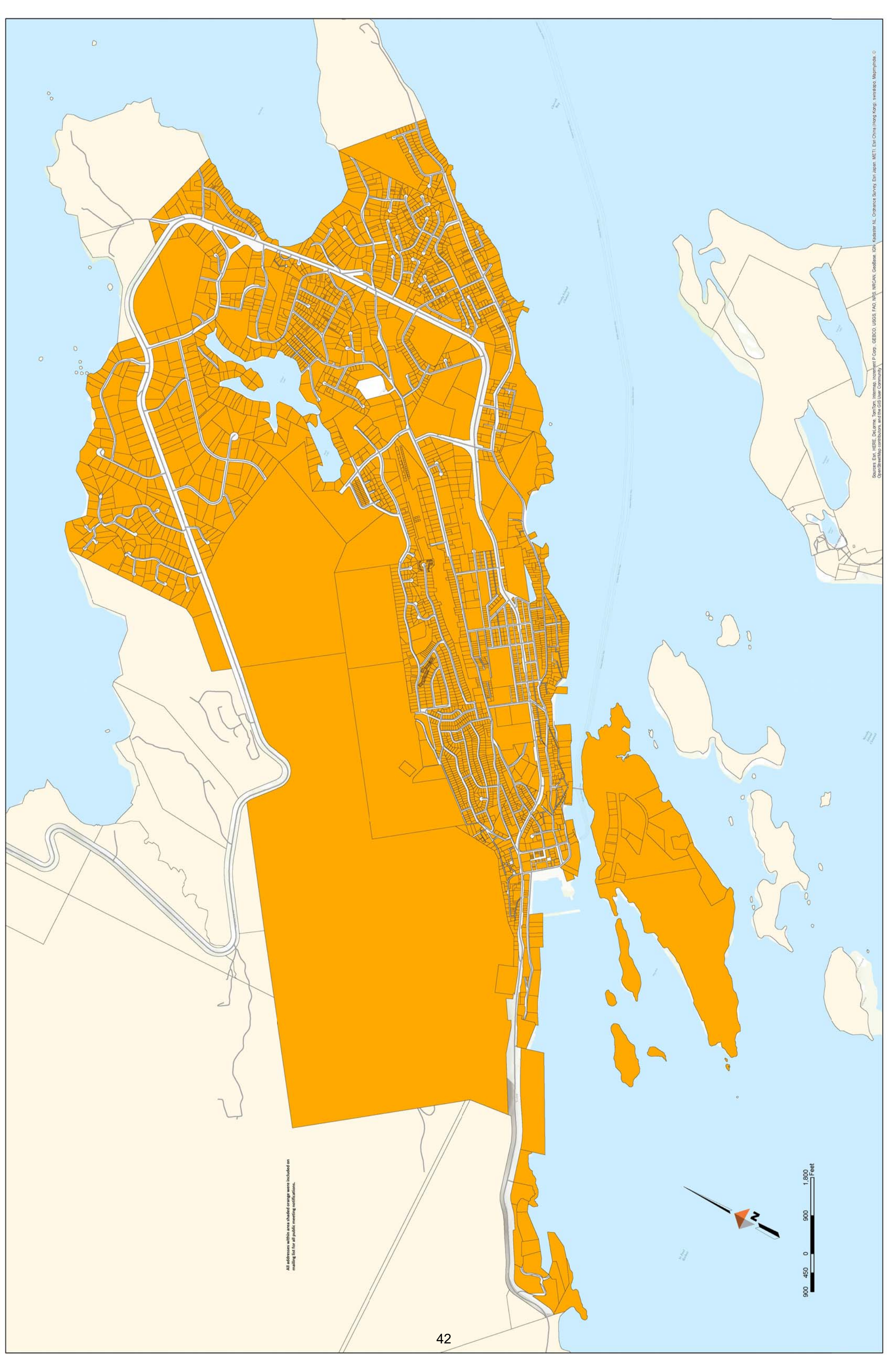
Table 1: Implementation Plan

| # | Goal | Priority-Level | Project Leader | Next Steps |
|---|---|--------------------|---|---|
| 1 | Adopt the Near Island Development Plan. Update as part of the Kodiak Island Borough Comprehensive Plan. | Short-term | City Manager | <ul style="list-style-type: none"> City Council approves 2017 Near Island Development Plan. Coordinate with the KIB Planning Department. |
| 2 | Formalize relationship with Island Trails Network (ITN) through a Memorandum of Agreement (MOA) which would allow for streamlined execution of trail construction as grant funding becomes available. The MOA should also provide guidance for roles and responsibilities of each organization. | Short-term | Parks & Recreation/ ITN | <ul style="list-style-type: none"> Parks & Recreation investigate legal issues and considerations of entering into an MOA with a non-City entity. Determine best framework for agreement. |
| 3 | Adopt standards for road improvements that consider drainage and trails along roadways. | Short-term | Public Works | <ul style="list-style-type: none"> Develop concept road design standards for City Council and public review (concepts provided in this plan). Incorporate public comments into proposed design standards. City Council approves and adopts design standards and incorporates into City Code, Title 12 Streets and Sidewalks. |
| 4 | Pursue revenue stream that would support trail maintenance on Near Island. | Short-term | Parks & Recreation / Island Trails Network | <ul style="list-style-type: none"> Investigate possible revenue making opportunities. These might include a public-private partnership, user fees, implementing a special tax, creation of an assessment district, or other alternatives. |
| 5 | Enhance entrance onto Near Island. | Short- to Mid-term | Parks & Recreation / City Engineer | <ul style="list-style-type: none"> Develop landscape design plan for entrance onto Near Island. Incorporate project (materials and labor) into the City capital improvement plan (CIP). Hire a landscaping company to install improvements. |
| 6 | Evaluate if highest return of investment is through retaining land ownership and providing long-term leases for development, or selling property and taxing. | Mid-term | City Manager | <ul style="list-style-type: none"> Incorporate project into the City CIP. Hire an economist to complete study that includes a land disposal plan. |
| 7 | Provide (1) light duty crane for small boats at the harbor. | Mid-Term | Ports & Harbors | <ul style="list-style-type: none"> Incorporate project into the City CIP. |

| # | Goal | Priority-Level | Project Leader | Next Steps |
|----|---|----------------|------------------------------|--|
| 8 | Analyze lighting levels at the transition from the Near Island Bridge onto Near Island to determine if adequate levels exist. | Mid-term | Public Works / City Engineer | <ul style="list-style-type: none"> • Incorporate project into the City CIP. • Hire an electrical engineer to complete an analysis which should include recommendations for improvements as necessary. • Depending on where deficiencies are found in relation to the ROW line, coordination with DOT&PF may be required to establish responsibility for providing improvements. |
| 9 | Replat island so that property lines follow zoning designations, and establish City of Kodiak right-of-way along road corridors. | Mid-term | City Engineer | <ul style="list-style-type: none"> • Incorporate project into the City CIP. • Contract out a surveyor to complete boundary survey and platting process. |
| 10 | Rezone lands to reflect the Land Use Plan Map, as necessary. | Mid-term | City Manager | <ul style="list-style-type: none"> • After replat of Near Island is complete coordinate with the KIB on an area-wide zoning amendment that reflects the 2017 Land Use Plan Map. |
| 11 | Complete study, as previously discussed, demonstrating the need for additional Institutional Land prior to development. | Long-Term | City Manager | <ul style="list-style-type: none"> • Incorporate project into the City CIP. • If study determines there is a need for additional Institutional Land, an amendment to the 2017 Land Use Plan Map and Zoning Map should be approved by the City Council and the KIB. |
| 12 | Complete a storm drain master plan for Near Island. | Long-Term | Public Works / City Engineer | <ul style="list-style-type: none"> • Incorporate project into the City CIP. • Hire an engineering consultant to complete plan which should include an implementation plan. |
| 13 | Develop a managed parking and/or dry storage plan for the land at the bottom of Alimaq Drive. This could include the relocation of storage to provide parking closer to the harbor. | Long-term | Public Works / City Engineer | <ul style="list-style-type: none"> • Incorporate project into the City CIP. • Hire a land use or transportation planner to develop plan which should include an implementation plan. |

| # | Goal | Priority-Level | Project Leader | Next Steps |
|----|--|----------------|-----------------|--|
| 14 | After quarrying activities have been completed, a needs analysis or similar study demonstrating the need for a waterfront trail should be completed. | Long-Term | Ports & Harbors | <ul style="list-style-type: none"> Following completion of quarrying near St. Herman Harbor, incorporate project into the City CIP. |
| 15 | Provide an additional (1 to 2) light duty cranes for small boats at the harbor. | Long-Term | Ports & Harbors | <ul style="list-style-type: none"> Incorporate project into the City CIP. |





All addresses within area shaded orange were included on mailing list for all public meeting notifications.





Public Meeting #1

Kodiak Harbor Convention Center

211 Rezanof Drive - Katurwik Room
Thursday, February 4, 2016
7:00 to 9:00 p.m.

| | |
|-------------|--------------|
| 7:00 – 7:30 | Open House |
| 7:30 – 8:00 | Presentation |
| 8:00 – 9:00 | Open House |

DOWL with the City of Kodiak is hosting a public meeting to kick off the planning efforts for the Near Island Development Plan. The objective of this plan is to allow the City of Kodiak to anticipate and plan for the future development of Near Island that encourages revenue generation while balancing development and land conservation. After the presentation we will return to an Open House format to get one-on-one feedback and answer questions.



We welcome your feedback!

There will be an opportunity to provide your comments and ask questions at the meeting.

You can also email comments /questions anytime by contacting

Michelle Ritter, AICP, Senior Planner, DOWL
nearislanddevplan@dowl.com

4041 B Street
Anchorage, AK 99503
(907) 562-2000



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Near Island
Development Plan

Michelle Ritter, AICP

DOWL
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Anchorage, AK 99503

Near Island
Development Plan

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DOWL
4041 B Street
Anchorage, AK 99503



Public Meeting #1 - February 4, 2016 Frequently Asked Questions



Q: *What is the objective of the Near Island Development Plan?*

A: To provide the City of Kodiak with a plan that encourages revenue generation while balancing development and land conservation. The plan will allow the City of Kodiak to anticipate and plan for the future development of Near Island. Specifically, the plan will identify which uses are desired for Near Island and where development should occur.

Q: *What is the objective of the Public Outreach process?*

A: To gather firsthand knowledge of opportunities, challenges, and needs on Near Island; to develop a vision of what Near Island user groups want to see for future growth; and to receive review and feedback from the public and agencies on whether proposed ideas are desirable and achievable.

Q: *What is the project schedule?*

A:

| | |
|--|---------------------------------|
| Collect initial feedback | February through Mid-April 2016 |
| Draft Development Plan for TAC Review | Mid-April 2016 |
| Second Technical Advisory Committee (TAC) Meeting and Public Meeting | Late-April 2016 |
| Collect feedback on Draft Development Plan | Late-April through Mid-May 2016 |
| Present to City Council | May 12, 2016 |
| Incorporate final feedback | Mid- through late-May 2016 |
| Final Development Plan | July 2016 |

Q: *How can I submit comments or get more project information?*

A: There will be an opportunity to provide your comments at any of the public meetings. Information will be made available on the City's website after each meeting. You can also email comments /questions anytime by contacting:

Michelle Ritter, AICP
 Email: nearislanddevplan@dowl.com
 DOWL ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ Phone: 907-562-2000





Please Sign In



| PRINT NAME | ORGANIZATION | TELEPHONE | E-MAIL |
|------------------------------|--------------------------|------------|------------|
| Tim Potter | DOWL | [REDACTED] | [REDACTED] |
| Aaron Christie | DOWL | " | [REDACTED] |
| Deb Houlden - Engvall | Citizen - ITN Member | [REDACTED] | [REDACTED] |
| Shelley Paulsen | CITIZEN | [REDACTED] | [REDACTED] |
| Oliver Holm | PHAB - boat owner - KRAP | [REDACTED] | [REDACTED] |
| ALAN SCIMMIE | PZ CITY REP | [REDACTED] | [REDACTED] |
| JACK MAKEE | FIB CND | [REDACTED] | [REDACTED] |
| MARK KOZAK | City of Kodiak | [REDACTED] | [REDACTED] |
| RICHAM SALTERSTON | CITIZEN | [REDACTED] | [REDACTED] |
| GLENN MELVIN | COK | [REDACTED] | [REDACTED] |
| RaeJean Anschutz | citizen | [REDACTED] | [REDACTED] |
| Michaela Kozak | DOWL | [REDACTED] | [REDACTED] |
| AIMEE KNIAZIQWASKI | CITY | [REDACTED] | [REDACTED] |
| NICHOLE RITNER | DOWL | [REDACTED] | [REDACTED] |
| Mike Singschuk | CITIZEN | [REDACTED] | [REDACTED] |
| Roban Ruoss | Sea Hawk Air | [REDACTED] | [REDACTED] |
| Sosh Anderson | | [REDACTED] | [REDACTED] |
| Christie & Rosmarie Levinson | | [REDACTED] | [REDACTED] |



Please Sign In



| PRINT NAME | ORGANIZATION | TELEPHONE | E-MAIL |
|------------------|--------------------|------------|------------|
| JACK MANN | CONCERNED CITIZEN | [REDACTED] | [REDACTED] |
| Bob Bowhay | Citizen | [REDACTED] | [REDACTED] |
| Darius Kasprzak | citizen, port user | [REDACTED] | [REDACTED] |
| PETER THOMPSON | | [REDACTED] | [REDACTED] |
| Howard Kelley | | [REDACTED] | [REDACTED] |
| Jill Withbrocker | Citizen | [REDACTED] | [REDACTED] |
| Corae Chernoff | citizen | [REDACTED] | [REDACTED] |
| Paul Yotsik | Captain | [REDACTED] | [REDACTED] |
| BOB PEDERSEN | KIB | [REDACTED] | [REDACTED] |
| /MAN SAAKE | | [REDACTED] | [REDACTED] |
| Kyle Crow | KIB | [REDACTED] | [REDACTED] |
| Eric Linscheid | — citizen | [REDACTED] | [REDACTED] |



AGENDA

Technical Advisory Meeting #1
February 4, 2016
Noon to 2PM

1. Introductions
2. Project Overview and Background
3. Plan Objective
 - a. Provide the City of Kodiak a plan that encourages revenue generation while balancing development and land conservation
 - b. Develop a plan with goals, policies, and recommendations that can be implemented.
 - c. Identify required steps to implement recommended goals and policies
 - d. Identify responsible parties for implementation
 - e. Identify potential funding sources and any intergovernmental coordination required for successful implementation
4. Objective of Public Outreach
 - a. Gather firsthand knowledge of opportunities, challenges, and needs on Near Island
 - b. Gain understanding of what Near Island user groups want to see for future
 - c. Receive feedback and review by technical experts/landowners on whether proposed ideas are achievable.
5. Issues, Opportunities, Considerations from around table
6. Schedule
 - a. Draft Development Plan for TAC Review April 18, 2016
 - b. Second TAC Meeting and Public Meeting April 27, 2016
 - c. Collect feedback from TAC #2 April 27 – May 12, 2016
 - d. Present to City Council May 12, 2016
 - e. Incorporate final feedback May 13-May 27, 2016
 - f. Final Development Plan July 7, 2016



TAC MEETING #1 MEETING NOTES



Date: February 4, 2016, Noon to 2PM

Location: Kodiak Public Library, Multi-Purpose Room

Attendees: Bob Pederson, Kodiak Island Borough Representative
Jack Maker, Kodiak Island Borough Representative
Andy Schroeder, Island Trails Network Representative
Oliver Holm, Ports & Harbor Advisory Board Representative
Natasha Hayden, Parks & Recreation Representative
Philip Tscherich, Alaska Fish & Game
Aimée Kniaziowski, City Manager
Mark Kozak, Public Works Representative
Glenn Melvin, City Engineer
Michaela Kozak, DOWL
Aaron Christie, DOWL
Tim Potter, DOWL
Michelle Ritter, DOWL

Project Background:

- Aimée provided background on need for updated plan
 - Previous City Council has made decision to dispose of land
 - City donated lands for research campus and sold lands to private entities
 - Started to see conflicts and determined should hold-off on disposal of additional lands
 - Last large piece of City-owned land, need to make sure they get development plan right before moving forward with land disposal / land use decisions

General Comments:

- In future presentation materials consider adding the following:
 - View shed analysis of Near Island from downtown Kodiak
 - Existing/Outdated Development Plan and the 2 items remaining
 - Define "conservation" in terms of zoning

- Pig Island (Uski Island) is heavily treed which provides protection to St. Herman's Harbor.
 - Trees should be protected from clear cutting

Issues, Opportunities, Considerations from around table:

- Preserve Light Industrial zoned area bordering the Harbor for water "dependent" and "related" businesses and tenants
 - Industrial land is hard/impossible to create
- Consider "hierarchy" zoning adjacent to port facility
 - Water Dependent – land uses that can only be conducted in, on, over, or adjacent to water (i.e. docks, piers, boat repair, short term parking for boaters, etc.)
 - Water related - land uses that are not required to be directly adjacent to water but that require close-proximity and direct access to water (i.e. dry storage, marine repairs, etc.)
 - Water enhanced –land uses that might be enhanced by proximity to the water but for which access is not essential (i.e. restaurants, hotels, etc.)
- Harbor facility tailored to larger vessels
 - City-owned lift more effective for boats that are about 58-foot long and larger
 - Capacity of harbor important because of limited window of opportunity to complete repairs because of timing of fishing fleets
- Create Parking
 - Current harbor parking is limited/full in summer
 - Trident Basin Float Plane parking is limited in summer and overflowing during hunting season (Oct-Nov)
- Ensure any new retail/commercial does not conflict with existing downtown retail
 - Counterproductive to downtown revitalization plan
- Development Plan should consider both near and distant future of Kodiak (20, 30, 50 year out)
- Preserve South End Park and restore social trail that was lost due to expansion of the quarry
- Minimize and or mitigate tree loss due to wind and erosion

- Achieve balance between property development and trails
 - Trail group would feel “better” if a trail around the island was memorialized and a permanent easement created even though there would be an overall loss in number of social trails
- Establish Trident Basin Road right-of-way as well as along the harbor
- Need to have public process for project wrapped up by third week in May or will lose a lot of the community as they start to prepare for start of fishing season (first week of June)



| Comment Summary | Response to Comment |
|--|---|
| LIMITED AVAILABLE LANDS | |
| Near Island has limited land left to develop and/or protect so we need to get this plan right. | |
| What is left on Near Island is near and dear to citizens now and in the future. | |
| Does the City have land elsewhere that less desirable uses, like residential, could go on? The city only has so much land. | The City of Kodiak owns about 12 acres of residentially zoned land on Kodiak. |
| We write to encourage you to take steps to protect the remaining undeveloped areas on Near Island. We have been disappointed to see the encroachment that has occurred in the haul out area across from the harbor, as well as the area adjacent to the float plane facility. Near Island is the only large wilderness area remaining within the City of Kodiak, an area that is used extensively by Kodiak citizens as an easily and quickly accessible place for hiking and other activities. It would be a tragedy to see additional sections of it used for industrial purposes such as gravel extraction. | This has been considered in the draft conceptual land use plans. |
| Near Island has been rather haphazardly developed since the bridge went in and I am glad to see that the City is making an effort to develop a plan for future development. The gravel pit has become an expanding eyesore that got out of control without adequate permitting. | Comment noted. |
| The City should retain ownership of lands on Near Island and lease land for commercial and industrial uses. | |
| It is in city's best interest to keep and lease all industrial and commercial lands. Do not sell land. | Will be considered as a recommendation in plan. |
| Limited available ground on waterfront. Hold onto commercial lands, don't sell them - lease instead. | Will be considered as a recommendation in plan. |
| The City of Kodiak should not sell any more land outright on Near Island. All remaining commercial and light industrial land should be leased only. | Will be considered as a recommendation in plan. |
| Any land that the city has should be leased instead of sold. | Will be considered as a recommendation in plan. |
| I don't think the City of Kodiak should sell any more land on Near Island. What remains as commercial and light industrial should be leased. | Will be considered as a recommendation in plan. |
| ECONOMIC DEVELOPMENT | |
| There is value in setting aside natural areas for residents and visitors. | |
| There is a real value, both economic and aesthetic, in a community setting aside natural areas for their citizens enjoyment and use. We encourage you to take this opportunity to do so while you still can. | Each draft conceptual land use plan includes maintaining large areas of open space. |



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| While development and services are foundation to a strong community, so are recreational opportunities and parks. Near Island, in particular, offers amazing hiking, picnicking, and subsistence activities right in town! Being able to hike from Northend Park, to Rotary Park, and then to the south end of the island with the extraordinary wildflower meadow is awesome. I also gather spruce tips and salmonberries on Near Island. It is great to have a place to enjoy nature and hike right in town with no bears! | Each draft conceptual land use plan includes maintaining large areas of open space. |
| The trident float plane facility is important asset for Near Island. | |
| Good thing to have float plane facility. | Comment noted. |
| Float plane base has economic value for the city. | Comment noted. |
| There are only 3 airstrips on Kodiak. | Comment noted. |
| Near Island provides only float plane access that is accessible by road (ice-free road access), surface water (ice-free year round), and is sheltered. | Comment noted. |
| Development on Near Island should generate revenues for the City. | |
| How much money currently generated from uses? | <i>Aimee confirmed property tax is 2 mils.</i> |
| How much property tax for Near Island? | <i>Less than \$1 million annually.</i> |
| Development should not be a bunch of monuments (large buildings). Boat lift, etc. is an encroachment on private industry. Cost to tax payers not considered. | Comment noted. |
| Large part of fishing fleet at St. Herman Harbor, fishing tax (raw fish tax), and Borough landing tax. | Comment noted. |
| PARKS, TRAILS, and OPEN SPACE | |
| Land zoned Conservation Area should be rezoned to Natural Use. | |
| Rezone dark green color on zoning map to preservation open space; keep green space for enjoyment of all. | The plan does propose for more lands to be rezoned to public use lands for the use of trails and recreation. |
| Would like to see the entire island under a conservation easement, a little piece of bear-free heaven. Near Island is the only bear-free zone for people to recreate. | The island provides important and necessary commercial and marine dependent industrial lands. T |
| The expanded gravel operations have already severely degraded these areas, and the trails and wildlife habitat in the area. I request that the remaining land that is zoned "Conservation" be rezoned to "Natural Use" and that the South End be officially designated as an official park. | Each draft conceptual land use plan includes maintaining large areas of open space. |
| Specifically, we ask that you rezone land that is currently zoned "Conservation" to "Natural Use". Doing so would ensure that the remaining undeveloped areas would be preserved as they are, protecting the natural environment and trails as well as fishing and wildlife habitat. | Each draft conceptual land use plan includes maintaining large areas of open space. |



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| <p>I would like to see the north and south ends zoned from "Conservation" to "Natural Use". I know there are people who don't like to see land tied up for natural use. They prefer to leave it open for development or resource mining as in the current gravel pit. However, I am involved in the tourism industry and see a value in keeping the Near Island lands undeveloped and more protected than they are now. Many tourists visit Near Island and use those trails. I have had B&B clients and cruise ship passengers use those trails and comment on their beauty and accessibility.</p> | <p>Currently, North and South End Parks are zoned Public Lands.</p> |
| <p>I ask that the remnant, unencumbered area within the southern end of Near Island, and that area between the North End and South End be rezoned to "Natural Use". My request is motivated by the need to protect and keep these areas as undisturbed as possible. The above request includes the need to terminate the existing potential for use of Near Island lands for the mining of materials such as gravel with the zoning designation of "Conservation".</p> | <p>Each draft conceptual land use plan includes maintaining large areas of open space.</p> |
| <p>All land zoned "Conservation" should be rezoned to "Natural Use". The only development on the lands currently zoned "Conservation" and "Natural Use" should be foot trails or parks.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>The majority of the "Conservation" use land in the middle of the island should be converted to "Natural Use" land.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>Retain natural area identified as green on the zoning map under a conservation easement (strengthens tourism).</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>Gravel pit conflict, remaining "Conservation" zoned lands should be rezoned to "Natural Use". Excavation has negative impact on harbor windbreak.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>All the land presently zoned "Conservation" should be rezoned to "Natural Use" and the only development on the land zoned "Conservation" and "Natural Use" should be hiking trails or parks.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>The area known as South End should be designated as official park.</p> | |
| <p>We ask that you designate the area known as "South End" an official park.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>Would like to see South End Park dedicated as official park land.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>The expanded gravel operations have already severely degraded these areas, and the trails and wildlife habitat in the area. I request that the remaining land that is zoned "Conservation" be rezoned to "Natural Use" and that the South End be officially designated as an official park.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>Preserve greenbelt connecting South End to North End.</p> | |
| <p>I feel it is important that the remaining areas of south end area and those connecting north to south are preserved in perpetuity.</p> | <p>Will be considered as a recommendation in plan.</p> |
| <p>Trail system should be completed and should be protected.</p> | |
| <p>The pristine Near Island trails are within walking distance of town and are used by elders like myself and hikers of all ages. Friends and visiting guests always use these trails for a hike and enjoy the pristine</p> | <p>Will be considered as a recommendation in plan.</p> |



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| beauty of views, flowers, and wildlife. | |
| Trails shown as "proposed" should be constructed, including a reroute of the trail that used to go through where the gravel pit now exists. | Construction dependent on funding. A reroute has been proposed in the draft conceptual land use plans. |
| Further develop/improve the foot trails on the island. | Will be considered as a recommendation in plan. |
| Limit to pedestrian trail access only | |
| Recreational trails must be a priority, as they allow people that live in town or visitors staying in town, access to lovely hiking and views without having to drive miles to state parks or other trails. Proposed trails should be constructed. | Will be considered as a recommendation in plan. |
| There should be balanced growth on Near Island. | |
| Please keep a balance between industrial use and access to hiking trails and natural beauty. | Noted. |
| ZONING and LAND USE | |
| Existing gravel extraction boundary should be limited to what is approved and not expanded. | |
| The gravel pit should not be allowed to extend beyond the boundaries that are currently approved. | Expansion of the quarry is recommended, if needed, to provide additional water-dependent- or related- industrial lands. This would be subject to approval of a conditional use permit. |
| I believe enough gravel excavation has already occurred on Near Island and it should not be allowed to extend any farther. It has already encroached upon the trails, obliterated one, and greatly impacted the scenic beauty of the island. Enough is enough. | Expansion of the quarry is recommended, if needed, to provide additional water-dependent- or related- industrial lands. This would be subject to approval of a conditional use permit. |
| We write to encourage you to take steps to protect the remaining undeveloped areas on Near Island. We have been disappointed to see the encroachment that has occurred in the haul out area across from the harbor, as well as the area adjacent to the float plane facility. Near Island is the only large wilderness area remaining within the City of Kodiak, an area that is used extensively by Kodiak citizens as an easily and quickly accessible place for hiking and other activities. It would be a tragedy to see additional sections of it used for industrial purposes such as gravel extraction. | A large portion of the undeveloped lands behind the quarry and South End Park are recommended to be designated as Public Use Lands. |
| Near Island has been rather haphazardly developed since the bridge went in and I am glad to see that the City is making an effort to develop a plan for future development. The gravel pit has become an expanding eyesore that got out of control without adequate permitting. | Expansion of the quarry is recommended, if needed, to provide additional water-dependent- or related- industrial lands. This would be subject to |



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| | approval of a conditional use permit. |
| The expanded gravel operations have already severely degraded these areas, and the trails and wildlife habitat in the area. I request that the remaining land that is zoned "Conservation" be rezoned to "Natural Use" and that the South End be officially designated as an official park. | Expansion of the quarry is recommended, if needed, to provide additional water-dependent- or related- industrial lands. This would be subject to approval of a conditional use permit. However, a large portion of the undeveloped lands behind the quarry and South End Park are recommended to be designated as Public Use Lands. |
| I ask that the remnant, unencumbered area within the southern end of Near Island, and that area between the North End and South End be rezoned to "Natural Use". My request is motivated by the need to protect and keep these areas as undisturbed as possible. The above request includes the need to terminate the existing potential for use of Near Island lands for the mining of materials such as gravel with the zoning designation of "Conservation". | A large portion of the undeveloped lands behind the quarry and South End Park are recommended to be designated as Public Use Lands. |
| The expanded gravel operations have already severely degraded these areas, and the trails and wildlife habitat in the area. I request that the remaining land that is zoned "Conservation" be rezoned to "Natural Use" and that the South End be officially designated as an official park. | Expansion of the quarry is recommended, if needed, to provide additional water-dependent- or related- industrial lands. This would be subject to approval of a conditional use permit. However, a large portion of the undeveloped lands behind the quarry and South End Park are recommended to be designated as Public Use Lands. |
| Trident Basin area should retain light industrial zoning designation, but the area should not be expanded. | |
| The area of Trident Basin zoned "light industrial" should retain that zoning. The current area should not be expanded. | Noted. Any future rezone is subject to a study justifying the request. |
| Trident Basin should retain zoning of "light industrial" and should only be expanded with a thorough environmental review. | Noted. Any future rezone is subject to a study justifying the request. |
| Land zoned commercial should be limited to existing area and no more. | |
| The land that is currently zoned "commercial" should stay "commercial". No more land should be zoned "commercial" beyond what is already designated. | Noted. Any future rezone is subject to a study justifying the request. |



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| Land that is currently zoned "commercial" should stay "commercial" and no additional land should be zoned "commercial" beyond what already is. | |
| Consider the potential for creating conflicting uses prior to new residential development. | |
| No residential living units on the island. | Noted. No additional residential is proposed. |
| I do not support subdividing and the selling of individual lots of any Near Island land for housing. Private housing would not be appropriate there. | Noted. No additional residential is proposed. |
| There is a residential subdivision plat that exists. Float plane operations make a lot of noise, trees help buffer noise. Adjacent businesses and residential development may be in conflict with float plane base. Reduce possibilities for conflict of uses. | Noted. No additional residential is proposed. |
| HARBOR NEEDS | |
| Industrial lands to support the harbor area needed. | |
| Allow some fishing related/fishing support businesses to lease the land where the quarry is, once operations stop there. | Noted. |
| Agreement had been made by Kodiak Fisheries Work Group long-term plan was to reserve lands for infrastructure in industrial zone. | Noted and reflected in the plan. |
| Keep flexibility to accommodate expansion, as it may be needed and desired in the future. | Noted and reflected in the plan. |
| Specifically, we ask that you rezone land that is currently zoned "Conservation" to "Natural Use". Doing so would ensure that the remaining undeveloped areas would be preserved as they are, protecting the natural environment and trails as well as fishing | The plan recommends rezoning a large portion of the "Conservation" District to "Public Use Lands" District. Some land is being held as "Conservation" District to ensure there are adequate lands to support the needs of Kodiak. |
| Utility Systems need to be sized appropriately. | Noted and reflected in the plan. |
| Facilities to support small boat owners is needed. | |
| Island needs a co-op processing facility. Small boat owners have to travel to Oscar's dock - ice house. There is need for a personal crane (electric) - use for gill nets, etc. | Noted and reflected in the plan. |
| Icehouse much needed. | Noted and reflected in the plan. |
| Not all boats have access to RSW system. | Noted. |
| Downtown Waterfront Plan (1987) demonstrates uses that are needed. | Noted. |
| I support development of the area near the boat lift for commercial and subsistence fishermen. A small crane, buildings for boat maintenance and repair, and cold storage are all appropriate for this area. | Noted and reflected in the plan. |
| Need to support small fisherman needs (laundromat, shower, cold storage, etc.). | Noted and reflected in the plan. |
| Could develop a kayak put-in area. | Noted and reflected in the plan. |

General Theme
 Summary Comment
 Actual Comment



| | |
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| I am not opposed to development of Near Island and support more infrastructure for small boat users such as a small crane, a maintenance building, cold storage, and ice facility. | Noted and reflected in the plan. |
| Lack of infrastructure to support port, rural designated community, and no crane for industrial use. | Noted. |
| Smaller boat and subsistence users should be considered. | Noted and reflected in the plan. |
| GENERAL COMMENTS | |
| Ethnic/low-income residents not represented on TAC or at meeting. This is a user group who uses the area. | |
| Sold Development of Near Island to get bridge. | |
| Supports institutional corridor. | |
| Has there been any consideration to how the homeless camps can be incorporated into the plan. | |
| | |



Open House #2

Kodiak Harbor Convention Center

211 Rezanof Drive - Pavilion Room

Tuesday, May 17, 2016

6:00 to 9:00 p.m.

| | |
|-------------|--------------|
| 6:00 – 6:30 | Open House |
| 6:30 – 7:00 | Presentation |
| 7:00 – 9:00 | Open House |

The City of Kodiak with DOWL is hosting the second open house to provide an update on the planning efforts for the Near Island Development Plan. The objective of this plan is to allow the City of Kodiak to anticipate and plan for the future development of Near Island that encourages revenue generation while balancing development and land conservation. After the presentation we will return to an Open House format to get one-on-one feedback and answer questions.



We welcome your feedback!

There will be an opportunity to provide your comments and ask questions at the meeting.

You can also email comments /questions anytime by contacting:

Michelle Ritter, AICP, Senior Planner, DOWL
nearislanddevplan@dowl.com

4041 B Street
Anchorage, AK 99503
(907) 562-2000



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Near Island
Development Plan

Michelle Ritter, AICP

DOWL
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Anchorage, AK 99503

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Development Plan

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Office Locations

ALASKA

Anchorage
Juneau
Fairbanks
Ketchikan
Kodiak
Palmer

ARIZONA

Tempe
Tucson

COLORADO

Golden
Montrose

MONTANA

Billings
Bozeman
Butte
Great Falls
Helena
Miles City

NORTH DAKOTA

Dickinson

OREGON

Bend
Portland

WASHINGTON

Redmond
Seattle

WYOMING

Gillette
Lander
Laramie
Sheridan

MEETING MINUTES

| | | | |
|---------------------------|-----------------------------|------------------------|--|
| Date: | 5/17/2016 | Time: 12 – 2 pm | |
| Meeting called by: | Michelle Ritter | Attendees: | |
| Project: | Near Island Development lan | See below | |
| Project Number: | 1132.61974.01 | | |
| Subject: | TAC #2 | | |

Attendees:

Mark Kozak, City of Kodiak Public Works Director
 Glenn Melvin, City of Kodiak Engineer
 Bob Pederson, Kodiak Island Borough
 Jack Maker, Kodiak Island Borough
 Andy Schroeder, Island Trails
 Natasha Hayden, City of Kodiak Parks and Recreation
 Michelle Ritter, DOWL
 Tim Potter, DOWL
 Aaron Christie, DOWL
 Michaella Kozak, DOWL

Meeting Notes:

- Michelle ran through the first few general slides of the powerpoint presentation providing project background and objectives.
- Bob Pederson mentioned that for this development plan to have any “teeth” it will need to be adopted into the Borough Comp Plan
 - Michelle mentioned that it is likely that the plan will recommend the City’s first step be getting the plan adopted by the Borough
- Group discussed that Public Meeting #2 will not be the community’s last opportunity to comment on the plan.
 - The community will have an opportunity to comment during the City Council meeting and adoption process as well as during the Borough process
- Glenn mentioned that the City is obligated to reestablish the trail lost during quarrying operations

- Glenn requested Andy's (Kodiak Island Trails) and Natasha's (Park & Rec) assistance in identifying potential location
- Mark clarified that Brechan and Dehart are only obligated to reconnect the existing trail and make it passable not construct final location with natural "feel"
- Natasha emphasized that Parks & Rec would like a loop established considering the trail system is about traversing the island not reaching a particular destination
- Concepts A, B and C Overview
 - Tim and Michelle mentioned a possibility of placing fill in location of existing gravel ramp to construct additional parking
 - It was suggested that the long term trailer parking be used for overflow parking
 - Mark mentioned that it is easier to park a truck and trailer along the road vs. parking in the trailer storage area because it is so constrained/confined
 - It was suggested that during the establishment of ROW along Trident Basin Way the city retains enough ROW width to include and maintain a vegetated buffer zone
 - It was pointed out that the coastal trail conflicts with the existing boat launch
 - Its recommended that the community is reminded that the trails on Near Island are "fluid" and not set in stone
 - Michelle recommended that the plan include language that requires certain trail connections be maintained as development occurs
 - It was mentioned that water dependent, related and enhanced land use designations are pretty refined for Kodiak
 - It was recommended that a Parks Plan be developed for the entire City including the parks on Near Island
 - It was recommended South End, North End and Rotary Parks be dedicated/designated possibly by ordinance
 - City should consider employing expert to evaluate and maximize use of commercial properties
 - It was stated that land should only be leased, no land disposal



MEMORANDUM

TO: The City of Kodiak City Council
FROM: Michelle J. Ritter, AICP, Senior Planner 
DATE: September 20, 2016
SUBJECT: Near Island Development Plan Update Summary

DOWL presented an update on the Near Island Development Plan to the Kodiak City Council on August 9, 2016. The purpose of the presentation was to provide a briefing on project progress, answer City Council questions, and determine next steps. The briefing reviewed work completed to date, summarized public outreach efforts, and provided recommendations to the City Council for moving forward with the Plan.

The City Council requested additional information in order to provide better guidance. Below is the requested additional information.

Additional Materials Provided

In addition to this memo and the Community Council Summary prepared for the August 9, 2016 work session, attached are 11X17 versions of the following figures:

- Conceptual Land Use Plan A
- Conceptual Land Use Plan B
- Conceptual Land Use Plan C
- 1974 Land Use Map
- 1987 Land Use Map
- KIB Proposed Future Land Use Map
- Proposed Land Use Plan
- Existing Zoning Map
- Proposed Zoning Map

NOTE: Additional materials not included in appendix due to being located within this Development Plan.

Land Use Versus Zoning Designations

There was some conversation regarding zoning designations versus land use designations. To clarify, zoning designations dictate the variety of allowable uses on a property and are regulated by the Kodiak Island Borough (KIB). Land use designations indicate the desired type of use the community would like to see at a specific location. Approval and adoption of the Near Island Development Plan Update will not rezone property, but will provide guidance for where and what types of development occur. If the desired uses are not in line with the underlying zoning designation then an adopted land use map may be used to support a zoning map amendment request, which would need to be recommended for approval by the City Council and approved by the KIB Planning and Zoning Commission.

Intent of Land Use Designations

Please note, the following land use designations and their intent are taken from the 1987 Near island Development Plan.

Future Reserve

This designation is intended to identify future reserve areas for development or preservation as the need arises. At present, no development other than the trail around the island would be allowed. Decisions on the appropriate use of reserve areas will be made in the future through completing special studies and/or market analysis to determine the highest and best use of the parcel.

General Commercial

Areas designated for commercial development are intended to allow a broad range of retail and commercial activities. These activities could be oriented to the needs of the fishing fleet and the visitor industry. Specifically excluded from the commercial designations are all industrial land uses and residential development. Commercial and industrial activities carry the definitions of the existing KIB Zoning Code. Commercial areas should be designed to accommodate adequate off-street parking, provide alleys at rear property lines, limit the visibility of structures from downtown Kodiak through height restriction, and provide sidewalks for pedestrians.

General Commercial Tourism Related

Areas designated for general commercial – tourism related development are intended to allow a broad range of retail and lodging oriented to the needs of the visitor industry. Specifically excluded from the commercial designations are all industrial land uses and residential development. Commercial and lodging activities carry the definitions of the existing KIB Zoning Code.

Institutional

This designation is intended to support the Fishery Industrial Technology Center by providing additional lands for related development. This may include, but is not limited to, a museum, a convention center, multi-family residential, student-related activity buildings, and a possible area for commercial development.

Open Space and Recreational

This designation is intended to be limited to park areas, greenbelts, and minor structural developments. Development would be limited to picnic facilities, restrooms, and recreational facilities such as a basketball hoop, volleyball net, horseshoes, etc.

Seaplane Base & Support Services

Areas identified as possible float plane facilities would include docking and tie-down areas, a shore-based haul out area for maintenance, and parking areas.

Water Dependent Marine Industrial

The intent of this designation would be for the development of water dependent marine industrial land use. Development in this area should give priority to those types of businesses and services that are most affected by or dependent on their proximity to the water and harbor.

Water Related Marine Industrial

The intent of this designation would be for the development of water related marine industrial land use. This area could accommodate a variety of commercial marine related uses such as hardware and tackle, electronic shops, fishing gear supply outlets (both commercial and sport), net hanging and repair facilities, etc. Businesses such as welding and engine repair and sales should be considered. Restaurants, grocery and supply stores, and other public sales and services could help to maximize visitor attraction to the waterfront, while providing a convenience area for the users of the harbor.



Near Island Development Plan Update

Revised City Council Summary
September 2016

Project Overview

The Near Island Development Plan Update is intended to provide the City of Kodiak a plan that encourages revenue generation while balancing development and land conservation. The plan will allow the City of Kodiak to anticipate and plan for the future development of Near Island. Specifically, which types of uses are desired and where development should occur. Overall the project's goal is to develop a plan with goals, policies, and recommendations that can be implemented, including:

- Identifying required steps to implement recommended goals and policies.
- Identifying responsible parties for implementation.
- Identifying potential funding sources and any intergovernmental coordination required for successful implementation



Figure 1 - Project Study Area

Initial Site Visit & Review of Previous Plans

Before the initial public meeting we walked Near Island in order to best understand the issues and opportunities of the area. We looked at terrain, topography, existing trails, existing development, views, and other opportunities. We also reviewed existing plans and zoning regulations and determined the locations of existing utilities. From this research we developed an existing zoning map, existing conditions

map, slope analysis map, and utilities map (figures 2, 3, 4, & 5). These became the materials presented at the first public Open House used to solicit public input.

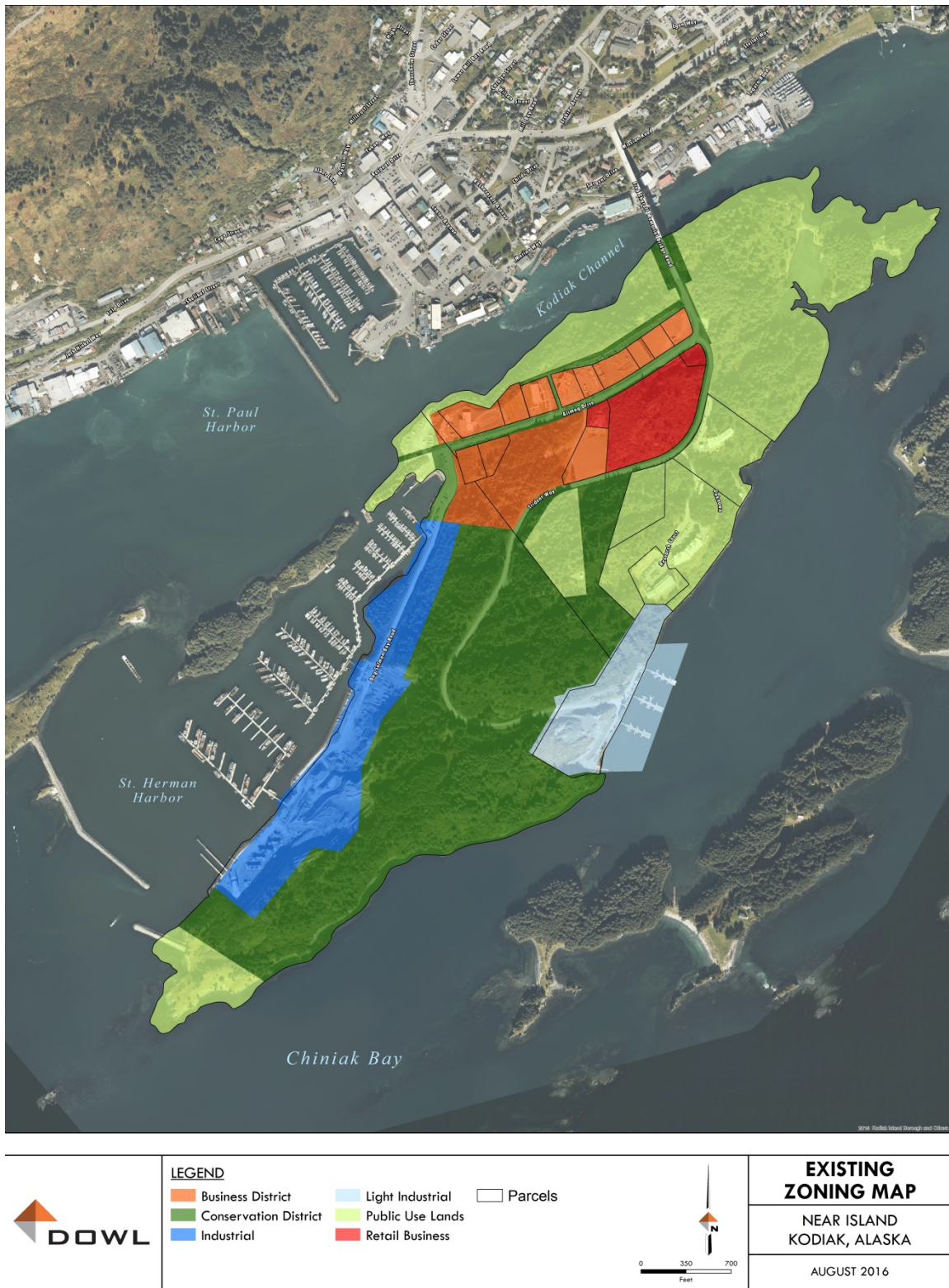


Figure 2 – Existing Zoning Map




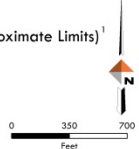







| | | | | |
|---|---|--|---|---------------------------------------|
|  | LEGEND |  | EXISTING CONDITIONS | |
| | Trails  Existing  Under Construction  Affected by Quarry Operations  Proposed ² | |  St. Herman Harbor Quarry (Approximate Limits) ¹  Parcels  Leased Areas | NEAR ISLAND KODIAK, ALASKA |
| | <small>Notes: 1. KIB Case No. 14-001 2. Island Trails Network</small> | | AUGUST 2016 | |

Figure 3 - Existing Conditions Map



Figure 4 – Slope Analysis Map



Figure 5 – Utility Map

Collecting Initial Feedback

Technical Advisory Committee Meeting #1

A Technical Advisory Committee (TAC) was established as part of this project and includes representatives from the: Kodiak Island Borough, Community Development Department , Alaska Fish & Game, City of Kodiak Public Works Department , City of Kodiak City Council, City of Kodiak Parks & Recreation, Island Trails Network, and the Ports & Harbor Advisory Board. The role of this Board is to provide technical feedback regarding existing conditions, the practicality of moving forward specific ideas, and to provide insight to any known conflicts and/or opportunities. The first TAC meeting was held on February 1, 2016. This meeting was the first opportunity to introduce the project to the TAC, review the work done-to-date, and to get feedback on the accuracy of the existing conditions as presented.

Comments from the TAC included suggestions for future presentation materials and addressed issues, opportunities and constraints.

Open House #1

The first public meeting was an Open House that took place on February 1, 2016. This meeting was the first opportunity to introduce the project, review the work done-to-date, and listen to the public's preferred areas for development and to hear what type of development is needed. Project representatives from DOWL worked with the 26 attendees to collect information on existing conditions, preferred areas for development and for conservation, and the types of desired development. The evening was divided into three segments:

- 6:00 – 6:30 People arrived and reviewed posters that covered previous projects, the current project and work done to date (summary of site inventory, site opportunities and constraints, and bulkhead parking design).

- 6:30 – 7:00 DOWL team gave a presentation that reviewed the project background, project schedule, and what information we were looking for from the public.

- 7:00 – 9:00 For the remainder of the evening attendees worked one-on-one and in small groups with project representatives to discuss existing conditions and desired improvements. We collected feedback by forming several small groups around tables to get input on provided maps. Figures 6, 7 & 8 show the comments received. A detailed list of comments will be provided with the Draft Plan.



| | | | | | |
|--|---|---|--|------|--|
| | LEGEND Trails Existing Under Construction Affected by Quarry Operations Proposed ² | St. Herman Harbor Quarry (Approximate Limits) ¹ Parcels Leased Areas | Notes: 1. KIB Case No. 14-001 2. Island Trails Network | | DRAFT EXISTING CONDITIONS NEAR ISLAND KODIAK, ALASKA FEBRUARY 2016 |
| | | | | | |

Figure 6 – Comments from Open House #1 – Part 1



Figure 7 – Comments from Open House #1 – Part 2



| | | | | | | |
|--|---|--|---|--|------|---|
| | LEGEND Trails Existing Under Construction Affected by Quarry Operations Proposed ² | | St. Herman Harbor Quarry (Approximate Limits) ¹ Parcels Leased Areas | Notes: 1. KIB Case No. 14-001 2. Island Trails Network | | DRAFT EXISTING CONDITIONS NEAR ISLAND KODIAK, ALASKA |
| | | | | | | FEBRUARY 2016 |

Figure 8 – Comments from Open House #1 – Part 3

Development of Draft Land Use Concepts

The results from feedback at the first TAC and Open House, online/e-mail comments, site investigations, and stakeholder discussions helped us develop three draft land use concepts to be presented at the TAC and Public Meeting #2. Figures 9, 10 & 11 represent each proposed Land Use Concept. A description for each concept is also provided.

Each concept depicted various levels of land use designation changes to encourage feedback from the public on what was most important to them. Each concept also provided circular trail connections around Near Island, and promoted providing a vegetated buffer between the roadways and development. A proposed coastal trail along the harbor is also included, which would allow for a vegetated buffer between the roadway and the water. Additionally, the retail business (red designation) has been modified to encourage tourism related business.

CONCEPT A: MINIMIZED DEVELOPMENT

This concept reflects public feedback that we heard about not expanding the industrial area by more than what has recently been approved under the conditional use permit. Specifically it limits both the industrial area supporting the harbor and the float plane basin to their current areas of disturbance. This concept does not add any new commercial or institutional land uses.



Figure 9 – Land Use Concept A (larger version appended)

CONCEPT B: MODERATE DEVELOPMENT

This concept reflects public feedback that we heard about not expanding the industrial area by more than what has recently been approved under the conditional use permit, but considers concerns heard that there are limited industrial lands elsewhere and that this may be the opportunity to secure additional industrial land needed to support the small boat harbor into the future. This concept extends the industrial area supporting the harbor to the east, to the end of Almaq Drive, but limits the area around the float plane basin to its current area of disturbance. This concept also looks at taking advantage of existing infrastructure by expanding general commercial northwest (towards the harbor) along the existing road. This additional industrial and commercial land could provide marine supported and/or enhanced business opportunities. This concept also extends the institutional land use designation to the east.



Figure 10 – Land Use Concept B (larger version appended)

CONCEPT C: MAXIMUM DEVELOPMENT

This concept considers the public feedback that we heard about not expanding the industrial area by more than what has been approved by the recently approved conditional use permit, but reflects concerns heard that there are limited industrial lands elsewhere and that this may be the opportunity to secure additional industrial lands needed to support the small boat harbor into the future. This

concept extends the industrial area supporting the harbor to the east, to the end of Almaq Drive, and adds additional general commercial along the existing roadway, as well as provides general commercial (tourism related) between the float plane base and the institutional lands which could be developed to support either use. This concept also extends the institutional lands to the east.



Figure 11 – Land Use Concept C (larger version appended)

TAC Meeting #2

The second TAC meeting was held on May 5th. The group discussed the three proposed Land Use Concepts and some feedback was provided. The majority of the conversation was in regards to recent trail disturbance and how the restoration would be completed and by whom.

Open House #2

A second Open House was held on May 5th. There were 33 attendees, most had been to the first Open House, but a few were joining us for the first time. Using the same meeting format as past meetings, this Open House included:

- An initial Open House
- A brief presentation going over work completed to date, a summary of the findings from first public meeting, and the draft improvement projects

- A final Open House format with individual and group discussions

During the Open House portion attendees were provided markers and asked to make comments on each of the concepts. Below are consolidated comments shown on each concept (Figures 12, 13 & 14).



Figure 12 –Proposed Land Use Concept A Comments – Open House #2



| | | | | |
|--|--|---|--|--|
| | LEGEND | | | CONCEPTUAL LAND USE PLAN CONCEPT B NEAR ISLAND KODIAK, ALASKA MAY 2016 |
| | <ul style="list-style-type: none"> Conservation District General Commercial General Commercial Tourism Related Institutional | <ul style="list-style-type: none"> Public Use Lands Seaplane Base & Support Services Water Dependent Marine Industrial Vegetated Buffer | <ul style="list-style-type: none"> Existing Trail Trail (Under Construction) Proposed Trail, Trail Linkages Possible Coastal Trail Gate On Trail (Seasonal Closure) | |

Figure 13 – Proposed Land Use Concept B Comments – Open House #2



| | | | | |
|--|---|--|--|--|
| | LEGEND | | | CONCEPTUAL LAND USE PLAN CONCEPT C NEAR ISLAND KODIAK, ALASKA MAY 2016 |
| | <ul style="list-style-type: none"> Conservation District General Commercial General Commercial Tourism Related Institutional Public Use Lands | <ul style="list-style-type: none"> Public Use Lands Seaplane Base & Support Services Water Dependent Marine Industrial Marine Related Marine Industrial Vegetated Buffer | <ul style="list-style-type: none"> Existing Trail Trail (Under Construction) Proposed Trail, Trail Linkages Possible Coastal Trail Gate On Trail (Seasonal Closure) | |

Figure 14– Proposed Land Use Concept C Comments – Open House #2

Recommendations

A proposed Draft Land Use Plan Map and Proposed Zoning Map have been developed based off of public comment and our understanding of the City's goal to have balanced growth that provides economic opportunities (Figures 12 & 13).

Proposed Land Use Plan Map: BALANCED GROWTH

The proposed land use plan map (Figure 15) reflects a balanced growth approach to developing Near Island.

- It takes advantage of existing infrastructure by focusing expansion of industrial and commercial development to where existing utilities and roadway are located.
- Extends the industrial area supporting the harbor to the east, to the end of Almaq Drive.
- Conservation land adjacent to South End Park is recommended to be converted to public use lands for open space/recreational resources. This area should remain undeveloped as it provides important vegetation providing weather protection the small boat harbor.
- The map also reflects looping the trail system around the island as well as a potential coastal trail along the harbor.
- Allows for tourism related commercial opportunities near the float plane basin.
- The area reserved for institutional uses is expanded to the northeast as additional lands may be necessary for future opportunities.



Figure 15– Proposed Land Use Map (larger version attached)

Proposed Zoning Map

The zoning map should be updated to reflect the proposed land uses, to provide better direction on location and type of development and to protect open space areas. The proposed zoning map (Figure 16) reflects the recommended land use plan map.

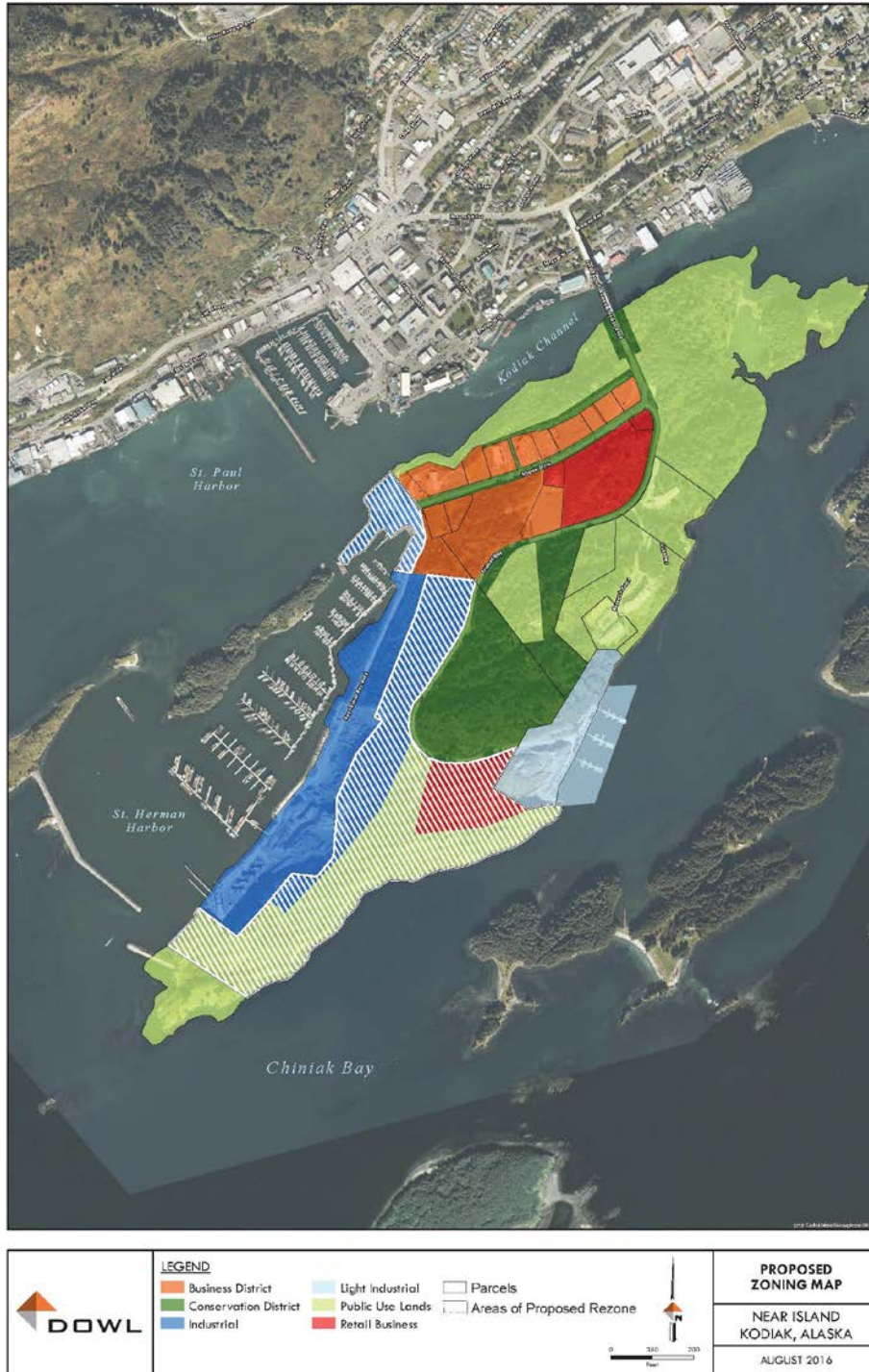


Figure 16– Proposed Land Use Map (larger version attached)

Proposed Action Items

In addition to updates to the before mentioned figures, following are a list of recommended action items that will be incorporated into the implementation plan section of the Near Island Development Plan.

- Adopt the Near Island Development Plan Update as part of the Kodiak Island Borough Comprehensive Plan.
- Replat island so that property lines follow zoning designations, and establish City of Kodiak right-of-way along road corridors.
- Rezone lands to reflect the Land Use Plan Map, as necessary.
- Enhance entrance onto Near Island.
- Evaluate if highest return of investment is through retaining land ownership and providing long-term leases for development, or selling property and taxing.
- Formalize relationship with Island Trails Network through a Memorandum of Agreement which would allow for streamlined execution of trail construction as grant funding becomes available. As well it could provide guidance for roles and responsibilities of each organization.
- Pursue revenue stream that would support trail maintenance on Near Island.
- Complete a storm drain master plan for Near Island.
- Adopt standards for road improvements that consider drainage and trails along roadways.
- Provide light duty cranes for small boats at the harbor.
- Analyze lighting levels at the transition from the Near Island Bridge onto Near Island to determine if adequate levels exist.
- Develop a managed parking and/or dry storage plan for the land at the bottom of Alimaq Drive. This could include the relocation of storage to provide parking closer to the harbor.

Next Steps

Since the second Open House we have been collecting and reviewing feedback on the draft pedestrian improvement projects. The next steps include:

1. Draft Near Island Development Plan Update (complete mid-December)
2. Update City Council & Post Draft Plan for Public Review (mid-January)
3. Incorporate Final Feedback (through February)
4. Final Near Island Development Plan (March)

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Section I: Executive Summary

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2002 Community Design Workshop

Kodiak Island Borough Comprehensive Plan

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Section IV: Project Process and Public Involvement

Stakeholder Groups

Project Website

Public Meetings

Section V: Conclusions and Recommendations

Description of Development Categories and Allowable Land Uses

Other Recommendations

Section VI: Implementation Plan

Implementation

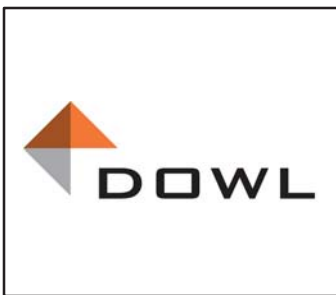
Potential Project Lead and/or Partners

Potential Funding

Next Steps



9918 District Island Group and Other

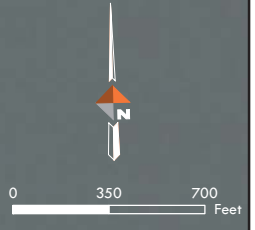


| LEGEND | | | |
|--------|------------------------------------|--|-----------------------------------|
| | Future Reserve | | Existing Trail |
| | General Commercial | | Seaplane Base & Support Services |
| | General Commercial Tourism Related | | Water Dependent Marine Industrial |
| | Institutional | | Vegetated Buffer |
| | | | Proposed Trail, Trail Linkages |
| | | | Gate On Trail (Seasonal Closure) |

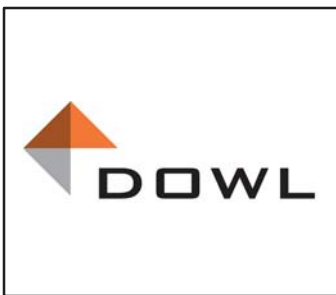
CONCEPTUAL LAND USE PLAN CONCEPT A

NEAR ISLAND KODIAK, ALASKA

AUGUST 2016



9918 District Island Group and Other



| LEGEND | | | |
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| | Future Reserve | | Existing Trail |
| | General Commercial | | Trail (Under Construction) |
| | General Commercial Tourism Related | | Proposed Trail, Trail Linkages |
| | Institutional | | Possible Coastal Trail |
| | Vegetated Buffer | | Gate On Trail (Seasonal Closure) |
| | Open Space & Recreation | | |
| | Seaplane Base & Support Services | | |
| | Water Dependent Marine Industrial | | |

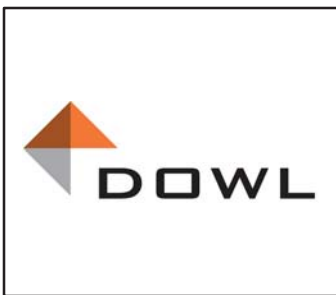
**CONCEPTUAL
LAND USE PLAN
CONCEPT B**

**NEAR ISLAND
KODIAK, ALASKA**

AUGUST 2016



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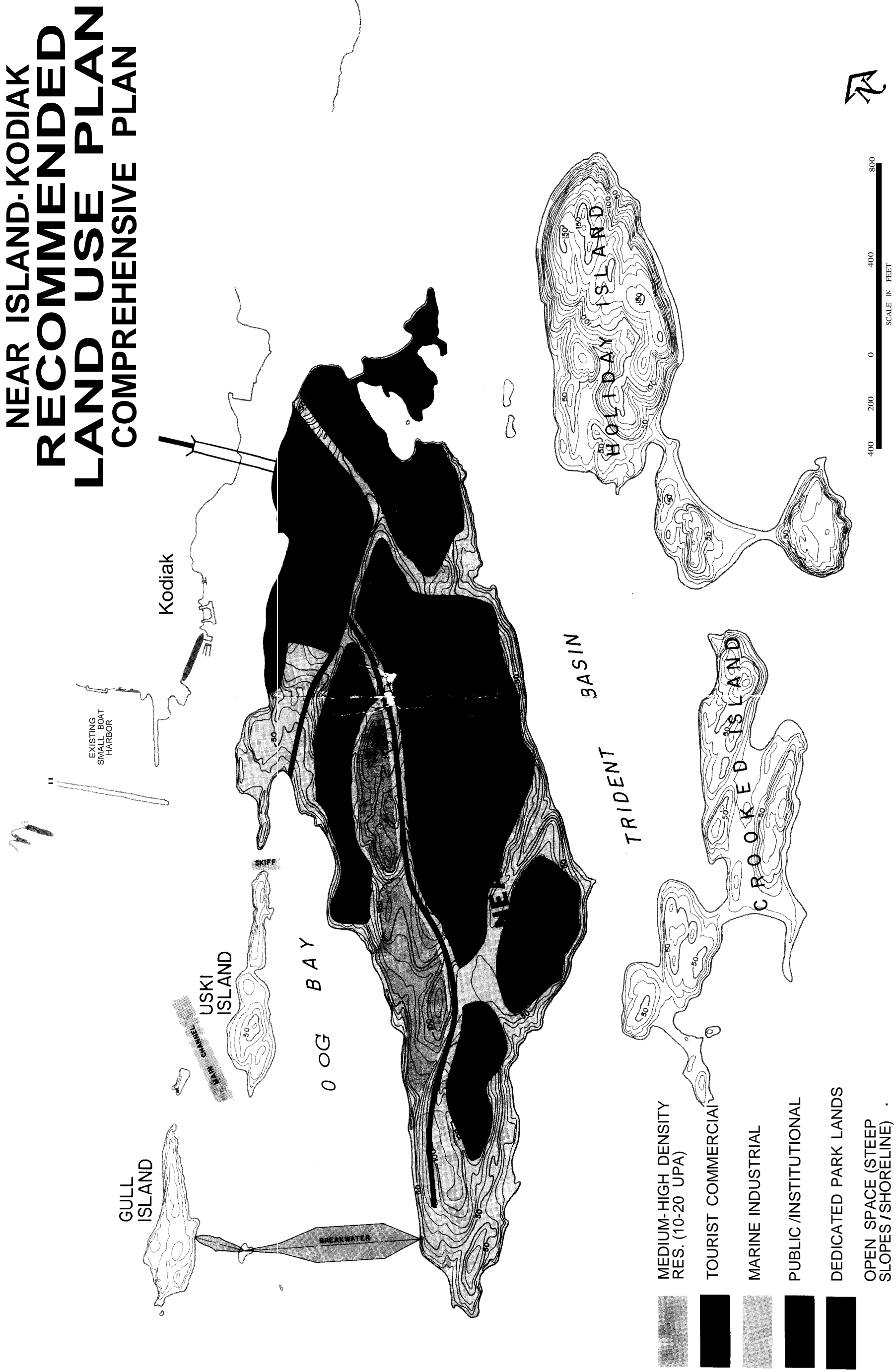
| LEGEND | | | |
|--------|------------------------------------|---------------|-----------------------------------|
| | Future Reserve | | Existing Trail |
| | General Commercial | | Seaplane Base & Support Services |
| | General Commercial Tourism Related | | Water Dependent Marine Industrial |
| | Institutional | | Marine Related Marine Industrial |
| | | Vegetated BGO | |
| | | | Trail (Under Construction) |
| | | | Proposed Trail, Trail Linkages |
| | | | Possible Coastal Trail |
| | | | Gate On Trail (Seasonal Closure) |

**CONCEPTUAL
LAND USE PLAN
CONCEPT C**

**NEAR ISLAND
KODIAK, ALASKA**

AUGUST 2016

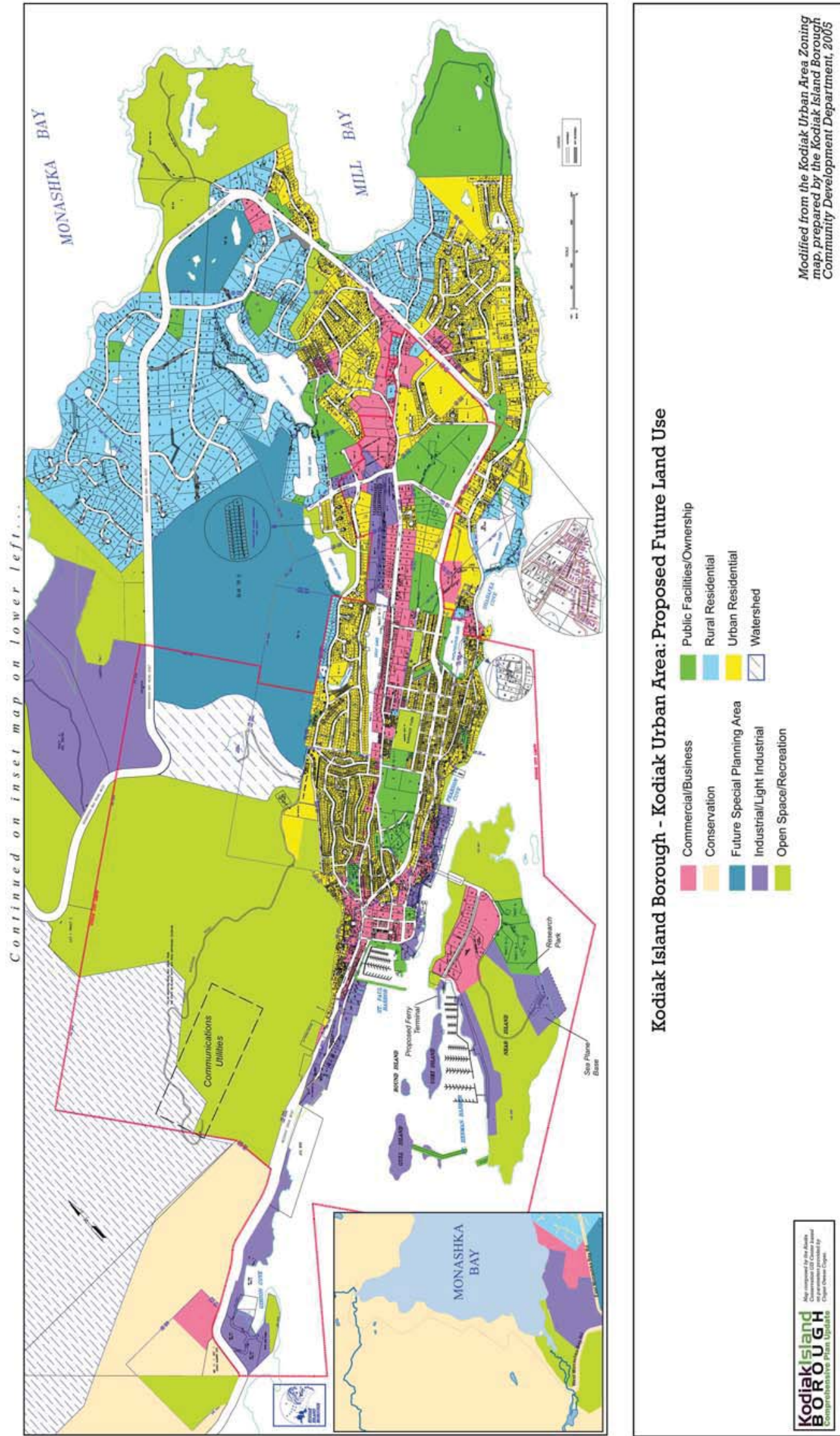
NEAR ISLAND-KODIAK RECOMMENDED LAND USE PLAN COMPREHENSIVE PLAN



- MEDIUM-HIGH DENSITY RES. (10-20 UPA)
- TOURIST COMMERCIAL
- MARINE INDUSTRIAL
- PUBLIC /INSTITUTIONAL
- DEDICATED PARK LANDS
- OPEN SPACE (STEEP SLOPES /SHORELINE)

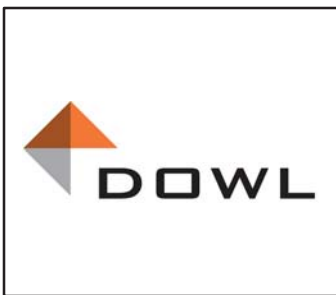


Figure 4.2





9918 Kodiak Island Borough and Cities

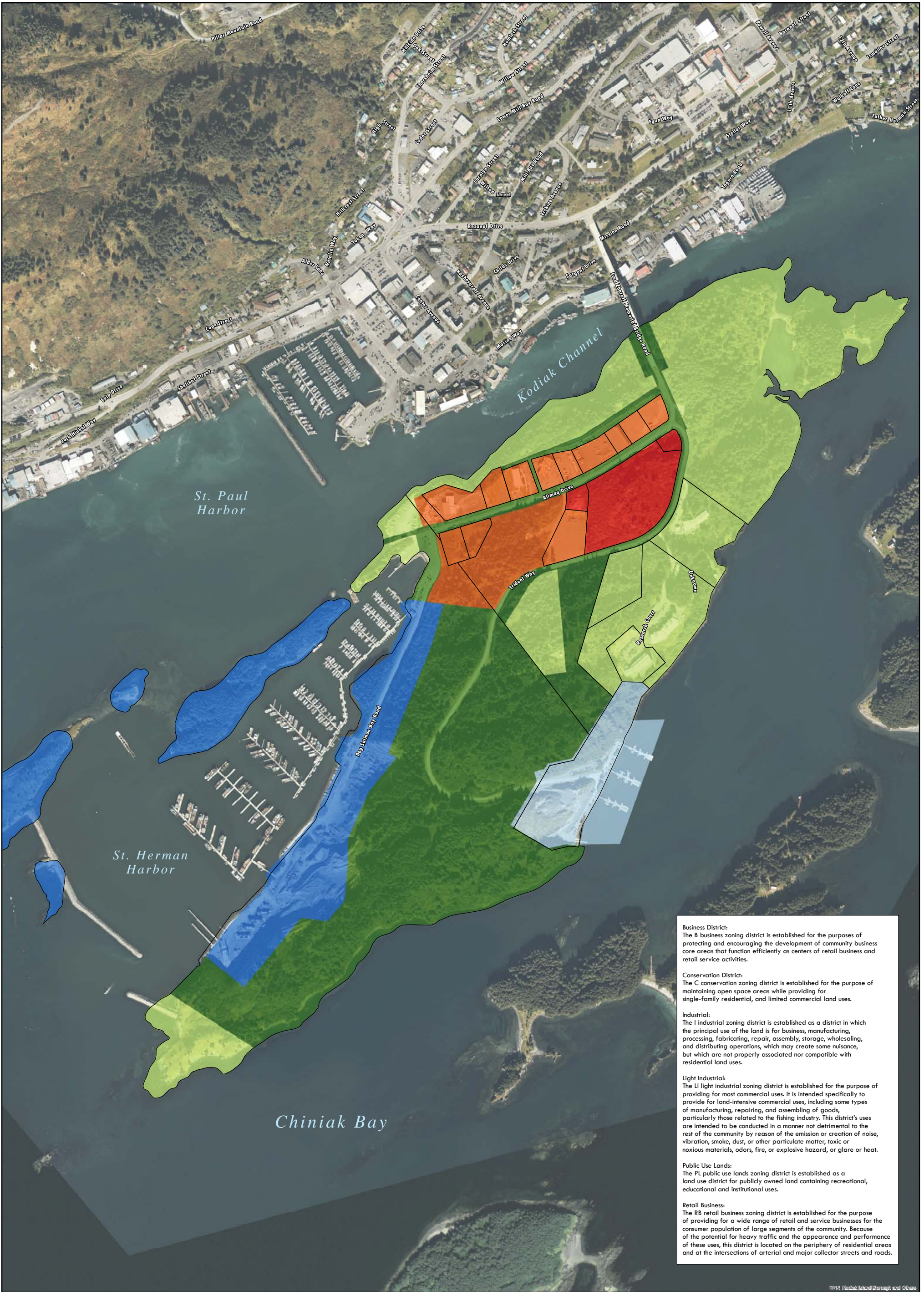


| LEGEND | | |
|--|---|--|
| Future Reserve | Seaplane Base & Support Services | Existing Trail |
| General Commercial | Water Dependent Marine Industrial | Trail (Under Construction) |
| General Commercial Tourism Related | Water Related Marine Industrial | Proposed Trail, Trail Linkages |
| Institutional | Vegetated Buffer | Possible Coastal Trail |
| Open Space & Recreation | ✱ Special Study Area | Gate On Trail (Seasonal Closure) |

**PROPOSED
LAND USE PLAN**

**NEAR ISLAND
KODIAK, ALASKA**

AUGUST 2016



Business District:
The B business zoning district is established for the purposes of protecting and encouraging the development of community business core areas that function efficiently as centers of retail business and retail service activities.

Conservation District:
The C conservation zoning district is established for the purpose of maintaining open space areas while providing for single-family residential, and limited commercial land uses.

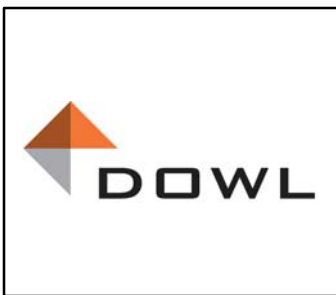
Industrial:
The I industrial zoning district is established as a district in which the principal use of the land is for business, manufacturing, processing, fabricating, repair, assembly, storage, wholesaling, and distributing operations, which may create some nuisance, but which are not properly associated nor compatible with residential land uses.

Light Industrial:
The LI light industrial zoning district is established for the purpose of providing for most commercial uses. It is intended specifically to provide for land-intensive commercial uses, including some types of manufacturing, repairing, and assembling of goods, particularly those related to the fishing industry. This district's uses are intended to be conducted in a manner not detrimental to the rest of the community by reason of the emission or creation of noise, vibration, smoke, dust, or other particulate matter, toxic or noxious materials, odors, fire, or explosive hazard, or glare or heat.

Public Use Lands:
The PL public use lands zoning district is established as a land use district for publicly owned land containing recreational, educational and institutional uses.

Retail Business:
The RB retail business zoning district is established for the purpose of providing for a wide range of retail and service businesses for the consumer population of large segments of the community. Because of the potential for heavy traffic and the appearance and performance of these uses, this district is located on the periphery of residential areas and at the intersections of arterial and major collector streets and roads.

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LEGEND

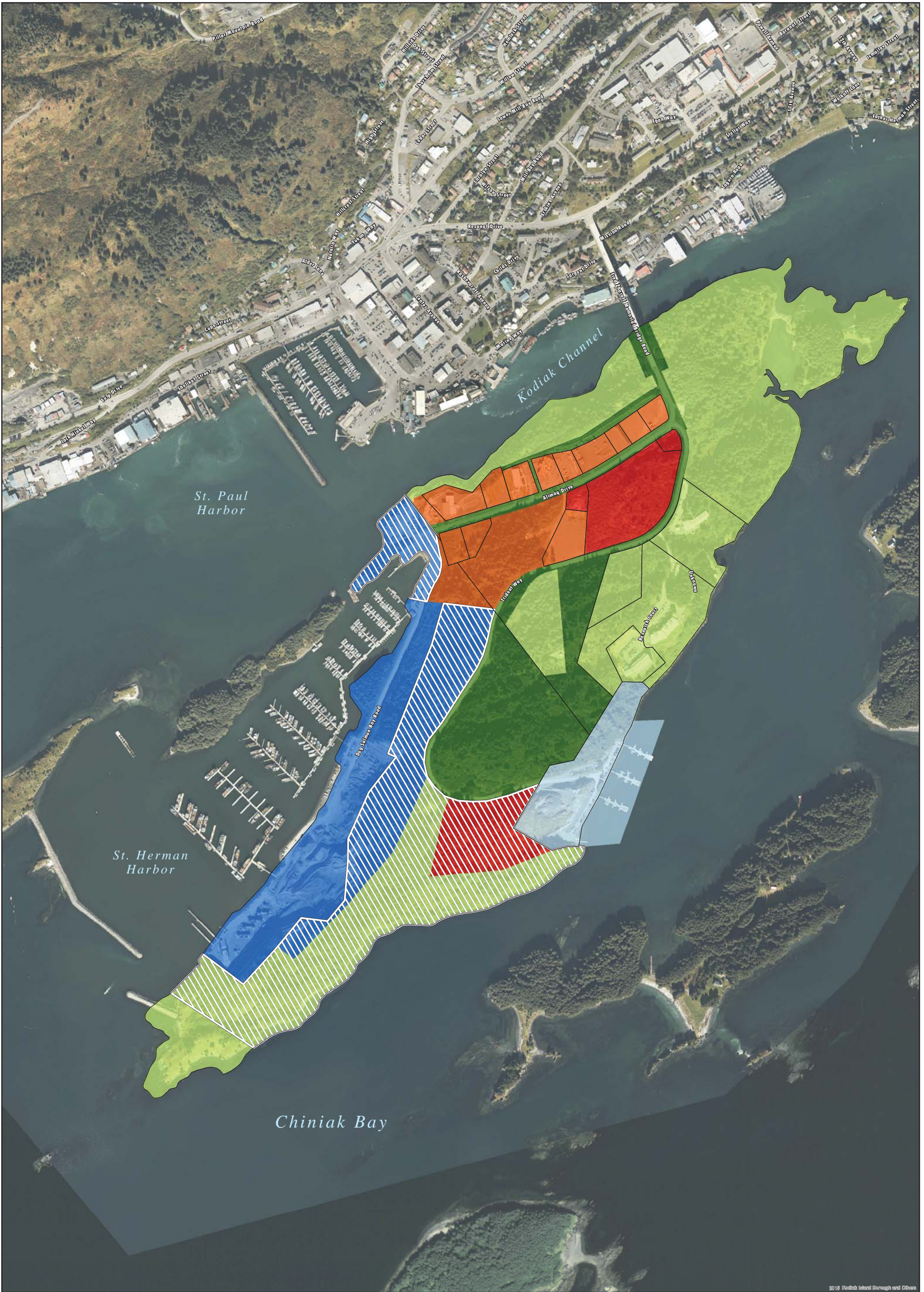
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|-----------------------|------------------|---------|
| Business District | Light Industrial | Parcels |
| Conservation District | Public Use Lands | |
| Industrial | Retail Business | |

95

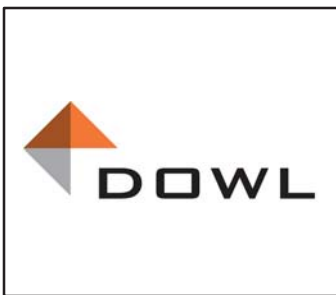
ZONING MAP

**NEAR ISLAND
KODIAK, ALASKA**

FEBRUARY 2016



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LEGEND

| | | |
|-----------------------|------------------|--------------------------|
| Business District | Light Industrial | Parcels |
| Conservation District | Public Use Lands | Areas of Proposed Rezone |
| Industrial | Retail Business | |

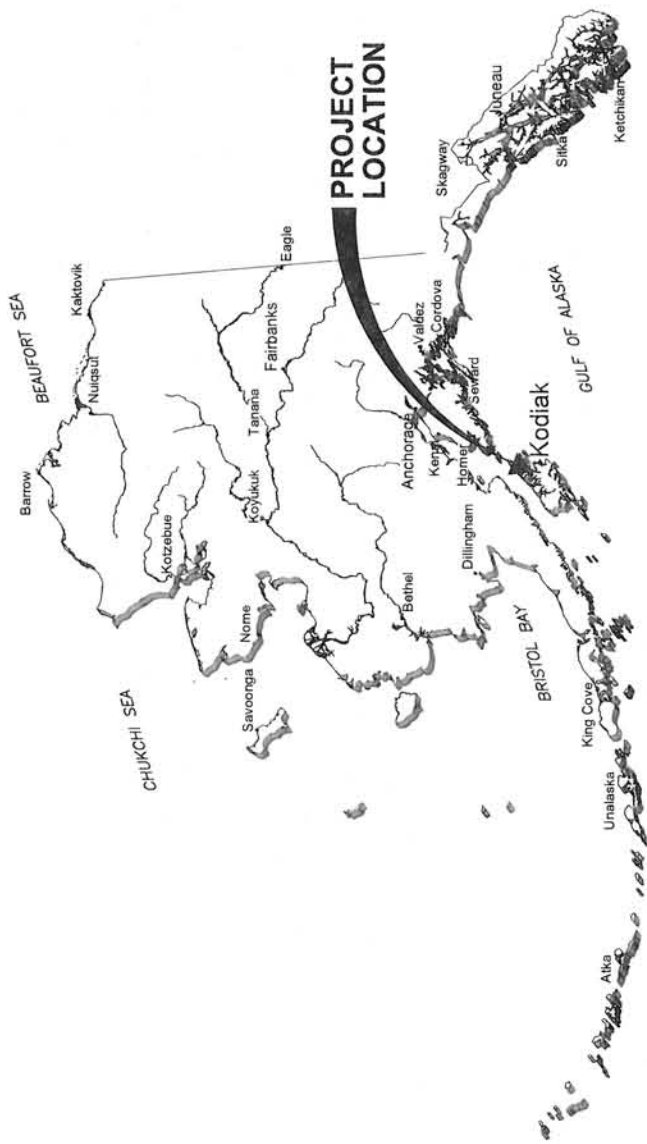
PROPOSED ZONING MAP

NEAR ISLAND
KODIAK, ALASKA

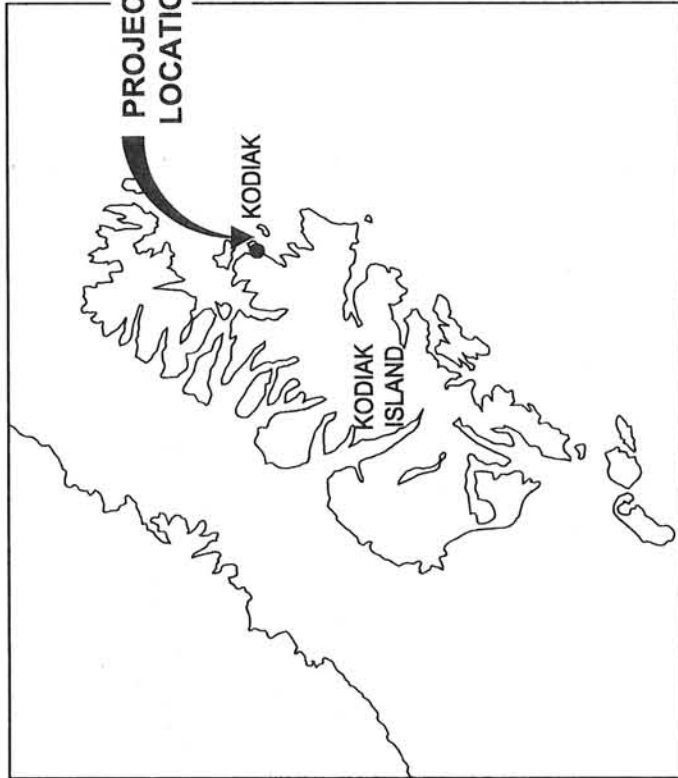
AUGUST 2016

ST. HERMAN HARBOR QUARRY EXPANSION

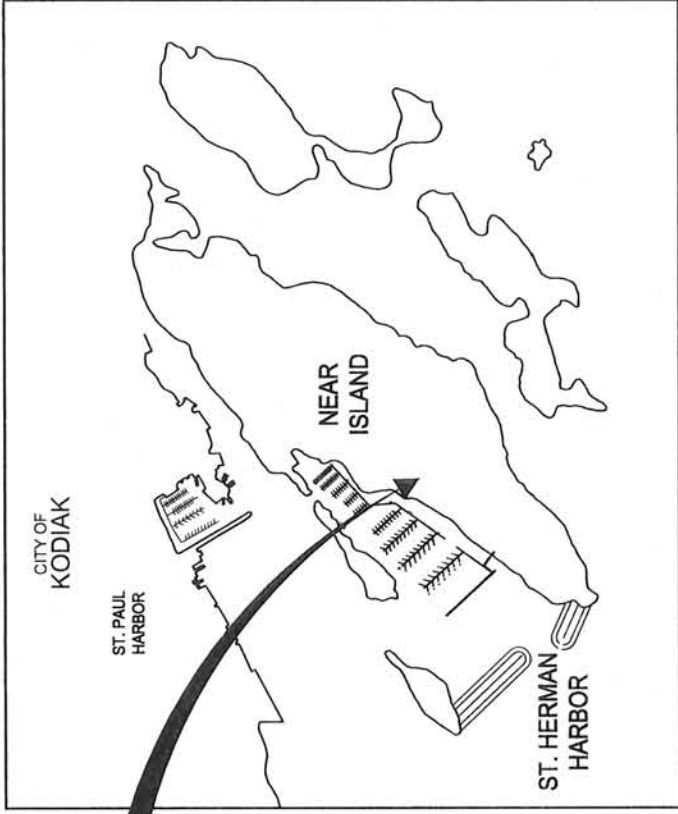
KODIAK, ALASKA FEBRUARY 2010



STATE OF ALASKA



KODIAK ISLAND



ST. HERMAN HARBOR VICINITY

| SHEET INDEX | |
|----------------------------------|---|
| TITLE SHEET & INDEX | 1 |
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| SECTIONS AND DETAILS | 3 |
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| QUARRY EXPANSION LAYOUT (2 OF 2) | 5 |
| GRADING PLAN (1 OF 2) | 6 |
| GRADING PLAN (2 OF 2) | 7 |

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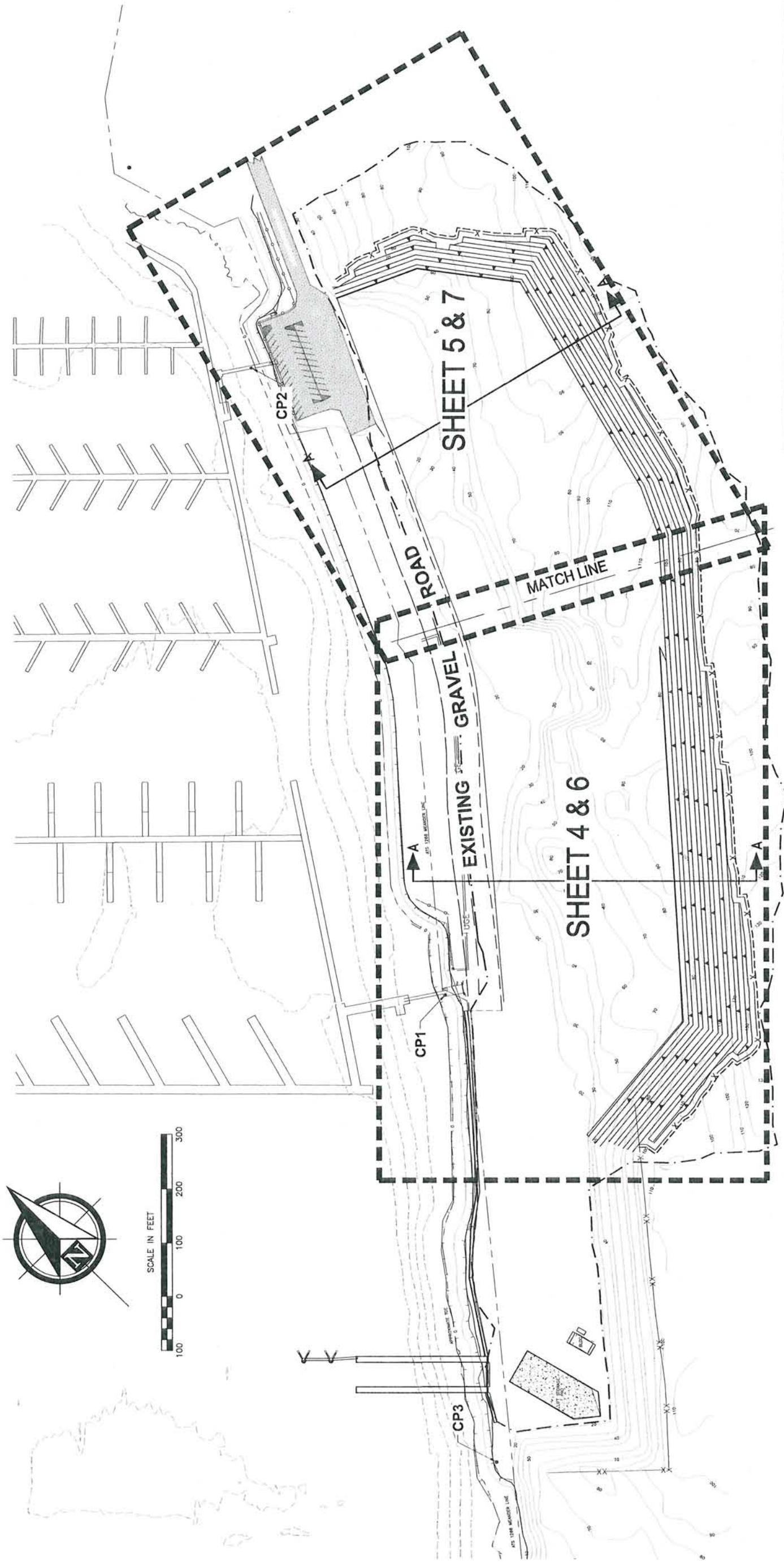
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Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com



**KODIAK ST HERMAN HARBOR
QUARRY EXPANSION**

TITLE SHEET AND INDEX

| | | | | | | | |
|--------------|----|--------------|---------|-----------|---|----|---|
| DESIGNED BY: | ZC | DATE: | 2/09/10 | SHEET NO. | 1 | OF | 7 |
| CHECKED BY: | KB | PROJECT NO.: | 091114 | | | | |



| PROJECT CONTROL | | | | |
|-----------------|-------------|-------------|-----------|-------------------|
| POINT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
| CP1 | 1382897.332 | 1950302.766 | 16.83 | SET NAIL & SHINER |
| CP2 | 1383963.989 | 1950873.474 | 23.96 | SET NAIL & SHINER |
| CP3 | 1382222.667 | 1949758.384 | 16.08 | SET REBAR W/ YPC |

- NOTES:**
- CONTOURS DEVELOPED FROM SURVEY PERFORMED APRIL 11-20, 2006 AND NOVEMBER 3-6, 2009 BY PND ENGINEERS, INC.
 - VERTICAL DATUM IS MEAN LOWER LOW WATER (MLLW = 0.00')
 - THE ELEVATION FOR THE C.O.E. CONTROL MONUMENT "SYLVA" IS 21.62' MLLW (SEE NOTE 1). FOR LOCATION AND DESCRIPTION REFER TO THE CORPS OF ENGINEERS JUNE 2002 CONDITION SURVEY OF THE ST. HERMAN'S HARBOR. A TIE WAS MADE TO SEVERAL BENCH MARKS WITHIN THE AREA INCLUDING "HARBOR MASTER" LOCATED AT THE BASE OF THE FLAG POLE NEAR THE HARBOR MASTER BUILDING. THE ELEVATION FOR "HARBOR MASTER" BASED ON THIS DATA IS 20.18'
 - BATHYMETRY SHOWN ON THIS DRAWING WAS TAKEN FROM THE C.O.E. JUNE 2002 CONDITION SURVEY. NO ATTEMPT WAS MADE BY PND SURVEYORS TO VERIFY THE C.O.E. DATA. EXPANSION OF THE UPLANDS AFTER THE 2002 CONDITION SURVEY REQUIRED MODIFYING THE BATHYMETRY IN ORDER TO BEST FIT THE EXISTING CONDITIONS.

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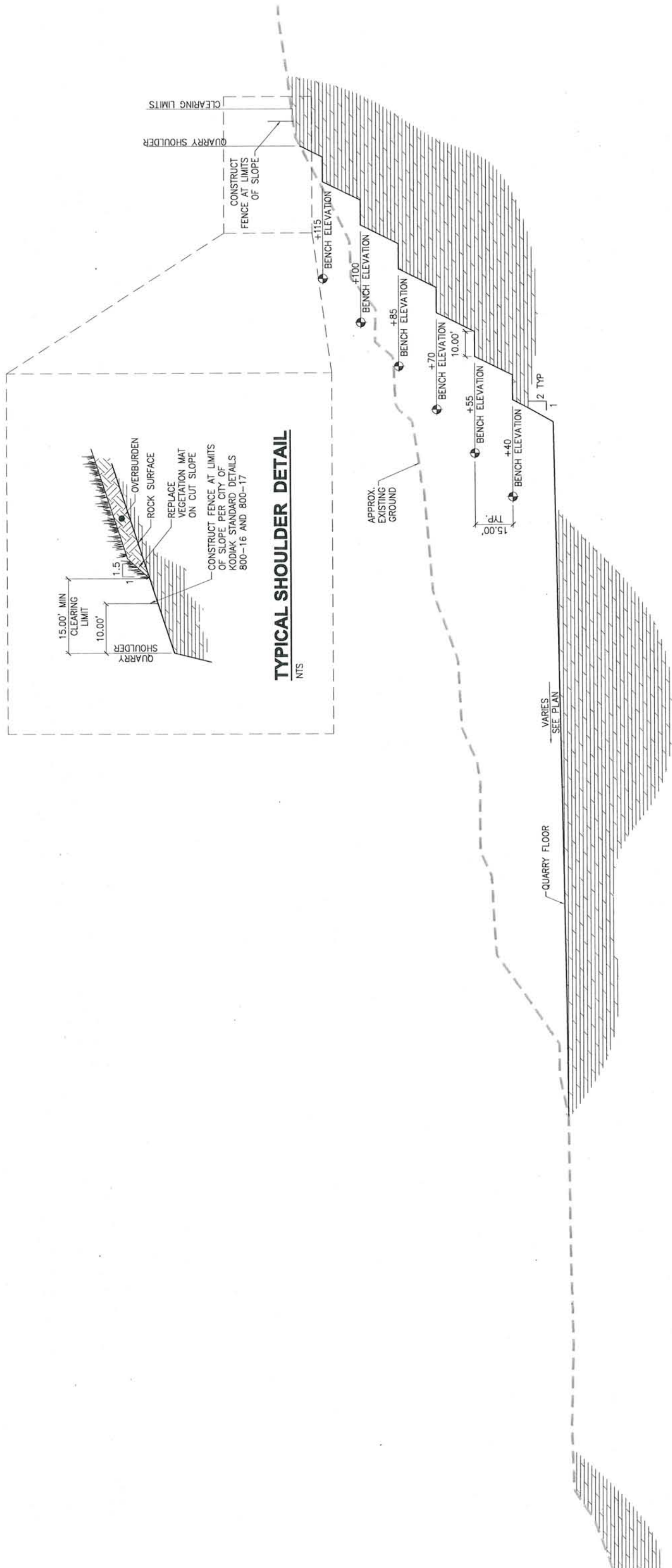
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**KODIAK ST HERMAN HARBOR
QUARRY EXPANSION**

**SUMMARY AND
PROJECT CONTROL**

| | | | | | | | |
|--------------|----|--------------|---------|------------|---|----|---|
| DESIGNED BY: | ZC | DATE: | 2/09/10 | SHEET NO.: | 2 | OF | 7 |
| CHECKED BY: | KB | PROJECT NO.: | 091114 | | | | |



QUARRY SECTION A-A
NTS

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DATE: 2/9/10

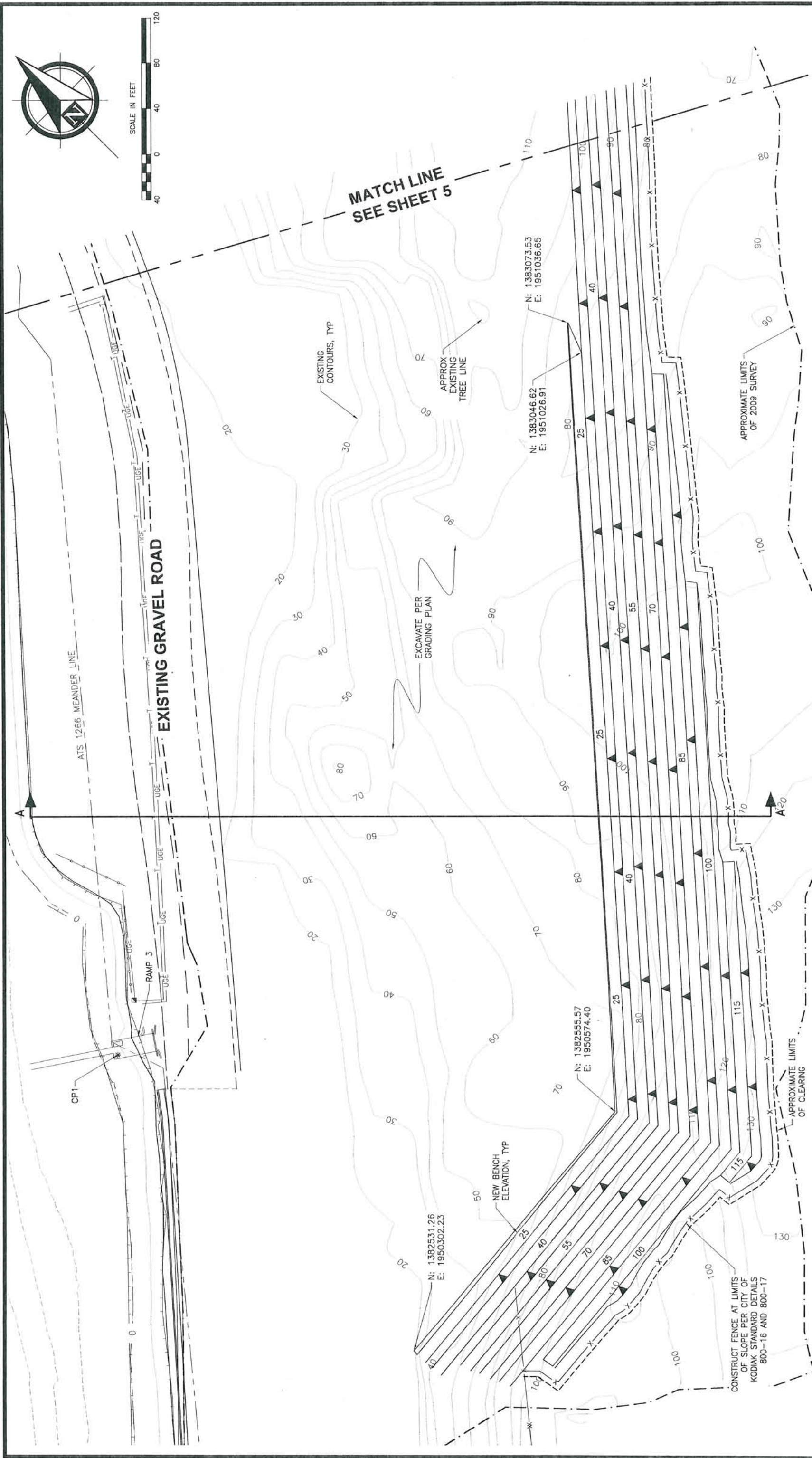
1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com



**KODIAK ST HERMAN HARBOR
QUARRY EXPANSION**

SECTIONS AND DETAILS

| | | | |
|-----------------|--------------------|--------------------|------|
| DESIGNED BY: ZC | DATE: 2/09/10 | SHEET NO. 3 | OF 7 |
| CHECKED BY: KB | PROJECT NO: 091114 | | |



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| REV | DATE | DESCRIPTION |
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NOTES:

1. CONTOURS DEVELOPED FROM SURVEY PERFORMED APRIL 11-20, 2006 AND NOVEMBER 3-6, 2009 BY PND ENGINEERS, INC. VERTICAL DATUM IS MEAN LOWER LOW WATER (MLLW = 0.00')
2. THE ELEVATION FOR THE C.O.E. CONTROL MONUMENT "SYLVA" IS 21.62' MLLW (SEE NOTE 1). FOR LOCATION AND DESCRIPTION REFER TO THE CORPS OF ENGINEERS JUNE 2002 CONDITION SURVEY OF THE ST. HERMAN'S HARBOR. A TIE WAS MADE TO SEVERAL BENCH MARKS WITHIN THE AREA INCLUDING "HARBOR MASTER" LOCATED AT THE BASE OF THE FLAG POLE NEAR THE HARBOR MASTER BUILDING. THE ELEVATION FOR "HARBOR MASTER" BASED ON THIS DATA IS 20.18'.
3. BATHYMETRY SHOWN ON THIS DRAWING WAS TAKEN FROM THE C.O.E. JUNE 2002 CONDITION SURVEY. NO ATTEMPT WAS MADE BY PND SURVEYORS TO VERIFY THE C.O.E. DATA. EXPANSION OF THE 2002 CONDITION SURVEY REQUIRED MODIFYING THE BATHYMETRY IN ORDER TO BEST FIT THE EXISTING CONDITIONS.



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ENGINEERS, INC.

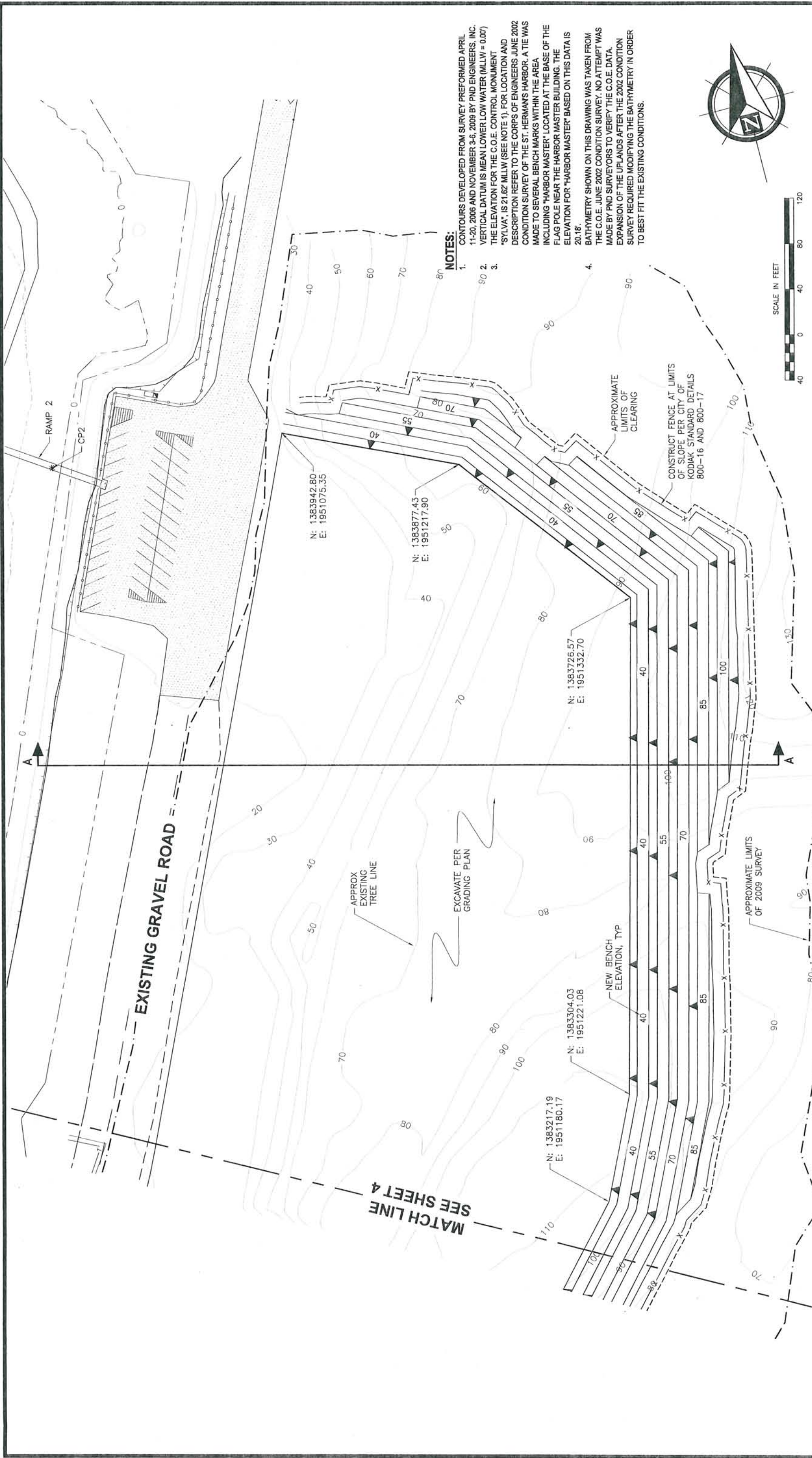
**KODIAK ST HERMAN HARBOR
QUARRY EXPANSION**

QUARRY PLAN AND
LAYOUT

PROJECT: _____
FILE: _____

DESIGNED BY: ZC DATE: 2/09/10
CHECKED BY: KB PROJECT NO: 091114

SHEET NO. **4** OF **7**



- NOTES:**
1. CONTOURS DEVELOPED FROM SURVEY PERFORMED APRIL 11-20, 2006 AND NOVEMBER 3-6, 2009 BY PND ENGINEERS, INC. VERTICAL DATUM IS MEAN LOWER LOW WATER (MLLW = 0.00')
 2. THE ELEVATION FOR THE C.O.E. CONTROL MONUMENT "SYLVA", IS 21.62' MLLW (SEE NOTE 1). FOR LOCATION AND DESCRIPTION REFER TO THE CORPS OF ENGINEERS JUNE 2002 CONDITION SURVEY OF THE ST. HERMAN'S HARBOR. A TIE WAS MADE TO SEVERAL BENCH MARKS WITHIN THE AREA INCLUDING "HARBOR MASTER" LOCATED AT THE BASE OF THE FLAG POLE NEAR THE HARBOR MASTER BUILDING. THE ELEVATION FOR "HARBOR MASTER" BASED ON THIS DATA IS 20.18'.
 3. BATHYMETRY SHOWN ON THIS DRAWING WAS TAKEN FROM THE C.O.E. JUNE 2002 CONDITION SURVEY. NO ATTEMPT WAS MADE BY PND SURVEYORS TO VERIFY THE C.O.E. DATA. EXPANSION OF THE UPLANDS AFTER THE 2002 CONDITION SURVEY REQUIRED MODIFYING THE BATHYMETRY IN ORDER TO BEST FIT THE EXISTING CONDITIONS.
 - 4.



**KODIAK ST HERMAN HARBOR
QUARRY EXPANSION
LAYOUT**



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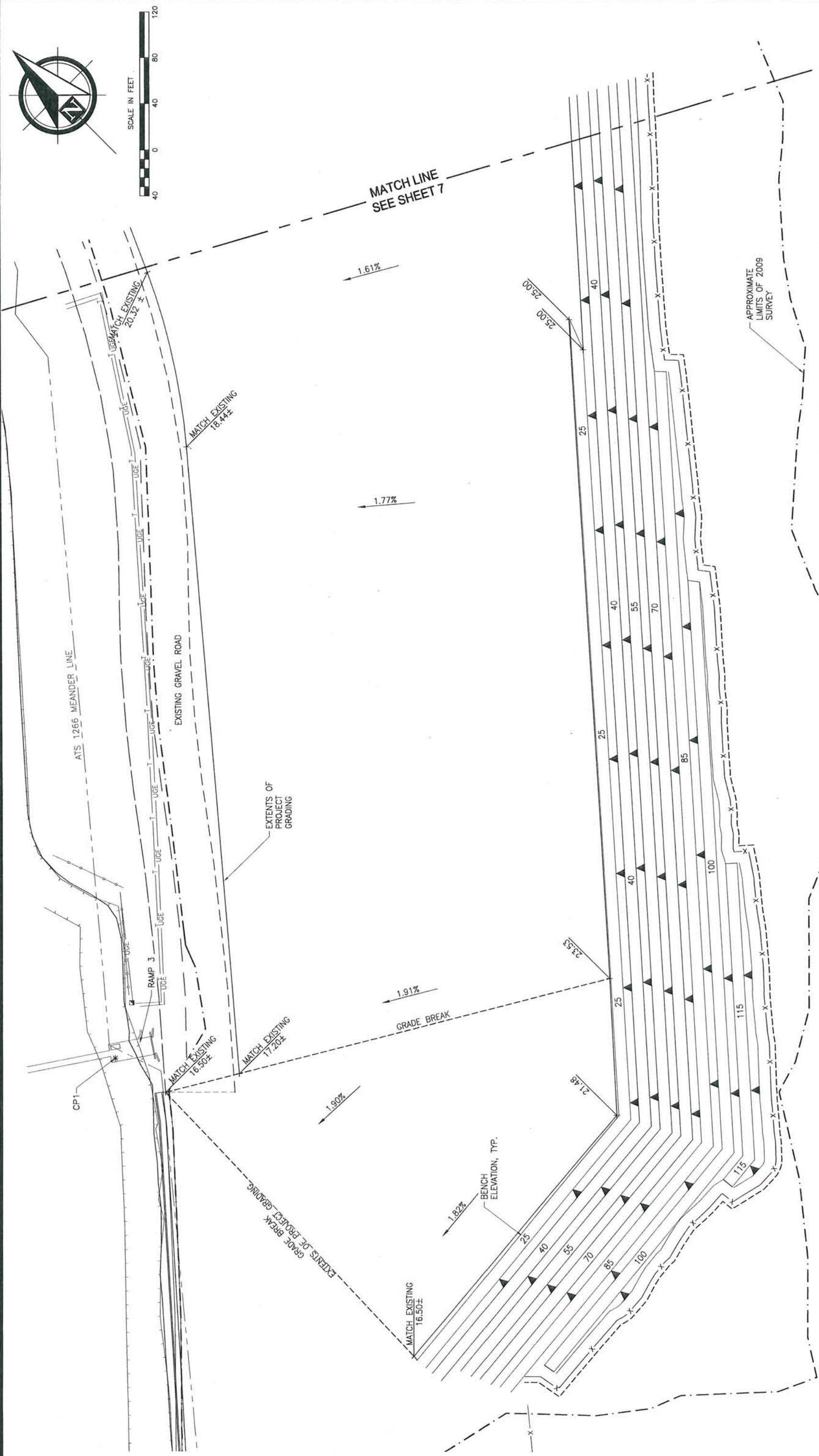
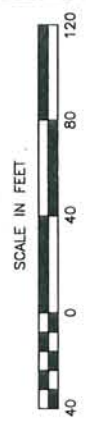
DATE: 2/9/10

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| REV | DATE | DESCRIPTION |
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DESIGNED BY: ZC DATE: 2/09/10
CHECKED BY: KB PROJECT NO: 091114

SHEET NO: 5 OF 7



**KODIAK ST HERMAN HARBOR
QUARRY EXPANSION**

FINISH GRADING PLAN

DESIGNED BY: ZC DATE: 2/09/10
 CHECKED BY: KB PROJECT NO: 091114

SHEET NO: **6** OF **7**

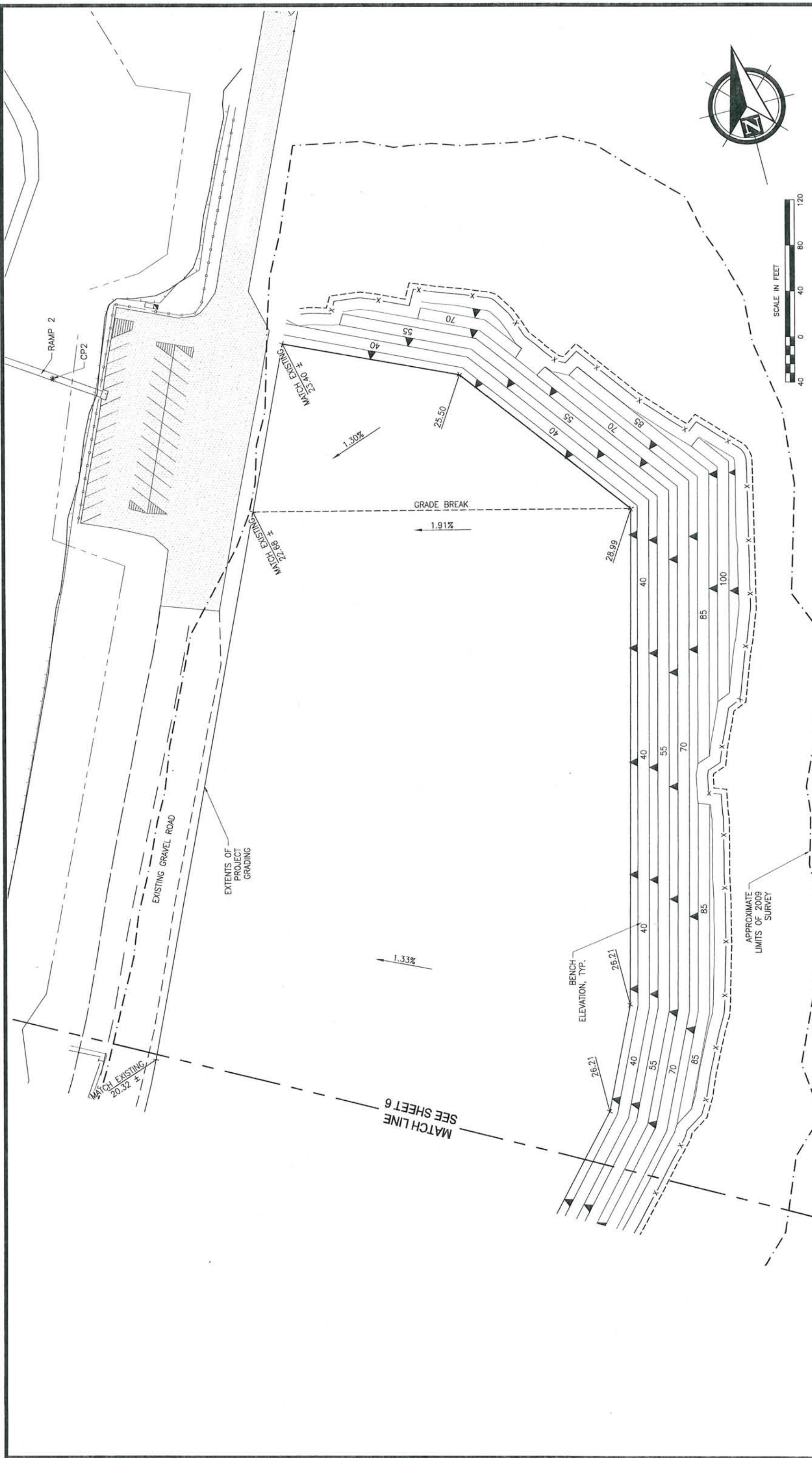
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**KODIAK ST HERMAN HARBOR
QUARRY EXPANSION**

FINISH GRADING PLAN

DESIGNED BY: ZC DATE: 2/09/10
 CHECKED BY: KB PROJECT NO: 091114

SHEET NO: **7** OF **7**

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| REV | DATE | DESCRIPTION |
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Potential Impact to Fund Balance

| | Potential Increase / (Decrease) | FY 2018 Budgeted Revenues \$17,345,660 | FY 2018 Budgeted Expenses of \$19,592,187 Plus \$4,000,000 | Increase / (Decrease) to Fund Balance |
|---|---------------------------------|--|--|---------------------------------------|
| # 1 – Senior Rebate Program at \$200 | 794,013 | 18,139,673 | 23,592,187 | (5,452,514) |
| # 2 – ST Rate 7% Increase Cap to \$3,000 | 5,903,330 | 23,248,990 | 23,592,187 | (343,197) |
| # 3 – ST Rate 7% Eliminate Cap | 6,586,975 | 23,932,635 | 23,592,187 | 340,448 |
| # 4 – ST Rate 7% Increase Cap to \$3,000 – Rentals Remain \$750 | 5,653,094 | 22,998,754 | 23,592,187 | (593,433) |
| #5 – ST Rate 7% Eliminate Cap – Rentals Remain \$750 | 6,228,048 | 23,573,187 | 23,592,187 | (18,479) |
| # 6 Alcohol Tax at 5% | 446,792 | 17,792,452 | 23,592,187 | (5,799,735) |
| # 7 Tobacco Tax at 8% | 176,995 | 17,522,655 | 23,592,187 | (6,069,532) |
| # 8 Est Marijuana Tax Based on Population | 18,431 | 17,364,091 | 23,592,187 | (6,228,096) |
| # 9 Eliminate 2% Discount for Timely Filers | 229,197 | 17,574,857 | 23,592,187 | (6,017,330) |

3.08.055 Senior citizen exemption

(a) A person 65 years of age or older who has resided in the Kodiak Island Borough for a continuous period of 30 days or more may obtain a senior citizen sales tax exemption certificate by submitting a completed application to the finance director on a form provided by the city. The application must be signed by the applicant under oath and shall contain information relating to the applicant's residence, marital status, rental or ownership of occupied dwelling, persons occupying the dwelling, and other information reasonably necessary to determine the applicant's eligibility and monitor the use of the exemption certificate. The applicant shall also submit for inspection and copying a birth certificate, or other evidence determined by the finance director to be adequate, to establish the applicant's age. The exemption certificate shall be issued without charge in the name of the applicant and shall be valid for a period of three years.

(b) An exemption certificate issued to a person who is prevented or impaired from personally making purchases or payments by a physical or mental infirmity may designate not more than two other persons who shall be authorized to utilize the certificate when making purchases and payments on behalf of and for the sole use and benefit of the certificate holder or the certificate holder's spouse.

(c) (1) No person may utilize a senior citizen tax exemption certificate to purchase or acquire property or rentals that are to be consumed or utilized by a person or persons other than the certificate holder, the certificate holder's spouse, a dependent of the certificate holder, or another person or persons who would be qualified to have a senior citizen exemption certificate issued to them under this section. As used in this section, "dependent" means a child of the certificate holder or the certificate holder's spouse who resides with the certificate holder when not attending school and who receives more than one-half of his or her support from the certificate holder.

(2) Notwithstanding any other provisions of this chapter no person may utilize a senior citizen tax exemption certificate to purchase or rent an item or service which will be used or consumed in a commercial business or enterprise or for the production of income.

(d) Persons making sales or rentals to or for the benefit of a senior citizen which are exempt from tax under the provisions of this section shall confirm the identity of the person or persons presenting an exemption certificate, if not personally known to them, by requesting identification and shall maintain records of each such exempt sale with an appropriate reference to the senior citizen exemption certificate number. If the person making the sale or rental has reason to believe that it is not for use or consumption by a senior citizen or other qualified user, because of the volume, type of purchase, or other facts, that person shall promptly report the possible fraudulent use of the exemption certificate to the city finance director. The finance director shall investigate the sale or sales, and if the finance director determines that the exemption certificate is being

abused, the matter shall be referred to the city manager, who shall conduct such further investigation as is determined necessary and present the facts to the council for authorization to initiate prosecution or revocation action, or both.

(e) Senior citizen exemption certificates shall be subject to revocation as provided in KCC 3.08.070. [Ord. 983 §2, 1994; Ord. 703, 1983; Ord. 568 §1, 1979]