

HB

589

THE FOLLOWING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

Near Island Bridge
HB 589 - Zharoff

HOUSE BILL 589

ZHAROFF

House Bill 589 would make a special appropriation to the Department of Transportation in the amount of \$12,600,000 and would provide for the construction of a bridge from Kodiak Island to Near Island. The construction of the bridge would provide access to two (2) badly needed harbor sites: Dog Bay and Trident Basin. Not only would the avenue for access be provided, but it would open Near Island to residential, recreational, and industrial development.

Funding Information
General Fund \$12,600,000
Other Funds -0-
\$12,600,000

Introduced: 1/22/80
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY ZHAROFF

2 HOUSE BILL NO. 589

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities for con-
8 struction of the Near Island bridge; and providing for
9 an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 * Section 1. The sum of \$12,600,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities for construction of
13 the Near Island bridge.

14 * Sec. 2. The appropriation made by this Act is for a capital project and
15 is subject to the provisions of AS 37.25.020.

16 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
17 070(c).

GOALS AND OBJECTIVES

Following is a delineation of goals and objectives to be considered by the community as a basis for this plan and use a means for determining proper methods of implementing the plan. The goals presented herein generally apply to the community as a whole and are designed to represent methods by which the citizens and local governments can improve their community and its components. The objectives should be viewed as statements of intent, and the direction towards which efforts will be expended in trying to achieve the goals. As presented below, the goals are not arranged in any particular order of importance or priorities. The objectives apply those goals to possible methods of development of Near Island, in other words, how can the community achieve its goals, either in part or in total, through the development of Near Island. It should be remembered that these goals do not represent hard and fast rules but rather they should act as general guidelines in helping the community to determine the direction of their efforts in trying to improve the quality of the community.

GOAL: To provide adequate accessory facilities needed to help maintain and foster the growth of the fishing industry in the Kodiak area.

OBJECTIVE: Provide a small boat harbor and ancillary facilities on Near Island at Dog Bay adequate to handle the existing and future harbor facility demands generated in the Kodiak area.

GOAL: To protect and strengthen the business core of the City of Kodiak.

OBJECTIVE: Restrict general commercial development on Near Island that might compete with the position of downtown area of Kodiak as the commercial center of the community with the exception of those uses needed to serve development on the Island.

GOAL: To foster the logical, controlled development of the tourism industry in the Kodiak area.

OBJECTIVE: To provide tourist-oriented facilities that will take advantage of the natural amenities provided by Near Island and the Kodiak area.

GOAL: To protect and enhance the aesthetic qualities of the Kodiak community.

OBJECTIVE: To provide park land and open space on Near Island that will contribute to its desirability as a place to live and visit and that will preserve the natural beauty of the Island as it is viewed from the developed portions of the City of Kodiak.

GOAL: To insure that development and land use in the Kodiak community is of such quality that it will enhance rather than detract from the quality of life in Kodiak.

OBJECTIVE: To enact and administer land use controls on the development of Near Island that will insure the quality of development is such that the entire community will benefit from it.

These goals and objectives are presented as a part of the plan. They should be carefully considered in order to determine the degree to which they conform to the community's desires to determine whether or not they can be realistically implemented.

There are a variety of means available to the community for accomplishing the goals and objectives as well as the specific land use recommendations proposed herein. First the City is in an excellent position to help realize the maximum benefits from the planning process due to the municipal ownership of Near Island. Obviously there is no more direct control of land than ownership. Through this authority, attention should be paid to how and in whom future control of the land involved is vested. Of equal importance is the purpose for which the land is likely to be used. Also, through ownership of the land, there are several land use controls that most municipalities do not have an opportunity to exercise. Through the sale of the land, subdivision covenants and deed restrictions can be placed upon it that can determine the type of quality of development placed thereon. If portions of the land are disposed of through the use of long-term leases, conditions can be included in such a lease that will again give the community

a certain amount of control over the ensuing land use patterns.

There is, of course, the conventional land use controls that are vested in any Alaskan municipality or local government that exercises planning and zoning powers. Zoning controls placed on the land will obviously restrict the use of the land to those developments allowed within the specific zoning district utilized. If portions of the land are subdivided prior to its disposal by the City, the design of that subdivision can help dictate the way in which the property is used. Other land use controls such as special exceptions, conditional use permits, and planned unit developments can also be utilized. These types of controls will be discussed later and should be given careful consideration as to their ability and applicability in this instance. Finally, priorities set within the community is Capital Improvements Program which can have a great and lasting effect upon the development pattern that takes place on the Island.

All of these controls should be considered. Many of them or combinations thereof will undoubtedly be appropriate for use in helping to implement the goals and objectives described above.

CITY OF KODIAK
RESOLUTION NUMBER 5-80

A RESOLUTION OF THE CITY OF KODIAK REQUESTING GOVERNOR JAY HAMMOND AND THE ALASKA STATE LEGISLATURE TO FUND BOAT HARBOR EXPANSION (DOG BAY OR TRIDENT BASIN) AND THE NEAR ISLAND BRIDGE AND FURTHER PLACING THESE PROJECTS AS THE CITY'S TOP PRIORITY CAPITAL CONSTRUCTION PROJECTS.

WHEREAS, the Kodiak Boat Harbor has been greatly overcrowded for many years, making it extremely frustrating, time consuming, dangerous, expensive and often impossible for commercial fishermen to safely moor their vessels; and,

WHEREAS, Kodiak is one of the nation's principal sources of seafood and boat harbor facilities are woefully inadequate to accommodate this ever expanding growth; and,

WHEREAS, Kodiak has been identified as a prime center for bottom-fish development; and,

WHEREAS, many fishermen have to waste expensive fuel running auxiliary engines because of lack of access to electrical shore power; and,

WHEREAS, oversized vessels (such as 108 footers in 75 foot stalls) are repeatedly causing expensive damage to the floats and pilings in the present harbor; and,

WHEREAS, vessels tied many deep outside cannery docks because of lack of space in the boat harbor have done extensive damage to cannery docks and pilings, and made normal loading and unloading operations extremely time consuming, frustrating and expensive for both vessel and cannery personnel; and,

WHEREAS, over the past Christmas holidays the inevitable happened during a windstorm and three vessels with a total value well over one million dollars were tied abreast at King Crab, Inc. dock and broke loose, drifting along the waterfront and damaging vessels moored at other cannery docks before finally hitting the harbor breakwater; and,

WHEREAS, the Kodiak fishing fleet has been paying large and increasing amounts of Motor Marine Fuel Tax and Raw Fish Tax dollars to the State of Alaska coffers and some of those revenues are dedicated to boat harbors; and,

WHEREAS, the City of Kodiak increased the sales tax last fall by two percent with these additional revenues dedicated to harbor development and roads, thereby showing a financial commitment of our community; and,

WHEREAS, the voters of the Kodiak Island Borough recently passed a twenty-nine million dollar bond issue to improve schools throughout our island, making it particularly important that our economy not stagnate or decline; and,

WHEREAS, the Kodiak City Council recognizes Dog Bay is the larger of two prime alternative boat harbor sites and it will accommodate in a greater capacity larger vessels as projected for the future in bottomfish development; and,

WHEREAS, alternative consideration must be given to Trident Basin if it will, in fact, accommodate the projected fleet and be substantially faster to build; and,

WHEREAS, any development of boat harbors on Near Island will be more cost effective through the early construction of a bridge; and,

WHEREAS, this bridge will provide the essential links for municipal services which will accommodate Dog Bay or Trident Basin boat harbors, from fire protection to utilities,

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Kodiak, Alaska, that Governor Jay Hammond and the Alaska State Legislature be strongly urged to assist in the immediate development of Kodiak harbors to accommodate fleets necessary for fishery expansion.

FURTHER BE IT RESOLVED that the State planning and construction of a bridge and road system for Near Island are essential to the City of Kodiak and the development of expanded fishery resources.

PASSED AND APPROVED this 29th day of January, 1980.

CITY OF KODIAK

By: Alan J. Beardsley

MAYOR

ATTEST:

Ray M. Baker
CITY CLERK

CITY OF KODIAK

RESOLUTION NUMBER 29-75

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KODIAK REQUESTING THE STATE OF ALASKA, DEPARTMENT OF HIGHWAYS TO CONSTRUCT A VEHICLE AND PEDESTRIAN BRIDGE ACROSS NEAR ISLAND CHANNEL

WHEREAS, the existing Kodiak Small Boat Harbor was originally designed to accommodate 210 boats and is now attempting to handle over 500 boats and there are 350 vessels on the waiting list for additional mooring space, and

WHEREAS, the City of Kodiak desires to expand its small boat mooring capabilities to serve the rapidly expanding fishing industry in the Kodiak area, and

WHEREAS, a comprehensive development plan has been prepared under the authority of the State of Alaska, Office of the Governor, Division of Planning and Research under Comprehensive Planning Contract Number Ak-CPA-10-19-100, and

WHEREAS, the Anchorage District, United States Corps of Engineers has held public hearings in Kodiak on the development of the Near Island Dog Bay Small Boat Harbor, and

WHEREAS, the Department of the Army, North Pacific Division Corps of Engineers has issued a Notice of Completion of Feasibility Report on Kodiak Harbor Alaska, Small Boat Harbor Improvement on October 8, 1975 for the development of Dog Bay Harbor in Kodiak, and

WHEREAS, the adoption of the project is subject to the provision that prior to construction local interests furnish assurances satisfactory to the Secretary of the Army that they will provide and maintain, without cost to the United States, adequate means of access between the Harbor and Community open to all on equal terms, and

WHEREAS, the City of Kodiak expects the construction phase of this project to commence sometime in the period 1978 to 1979;

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Kodiak hereby requests the State of Alaska, Department of Highways construct a vehicle and pedestrian access bridge across Near Island Channel connecting Near Island and the Dog Bay Small Boat Harbor with the State Highway system within the City of Kodiak, thereby establishing Near Island as origin and destination points within the Community.

PASSED AND APPROVED this 26th day of November, 1975

ATTEST:

CITY CLERK

John Forest
CITY CLERK

Telegram
City of Kodiak
October 11, 1979

TO: Senator Mike Gravel
3121 Dirksen Senate Office Bldg.
Washington, D. C. 20510

Senator Ted Stevens
260 Russell Building
Washington, D. C. 20510

The City of Kodiak is awaiting immediate congressional action on Dog Bay. The City Council understands that the bill is being held up in the Senate Water Resources Committee. Your help is needed.

Kodiak is behind this project 100%, as evidenced by 1,500 signatures on petitions in support of Dog Bay which have been forwarded to your office, plus City implementation of additional sales tax to pay our share of harbor development.

This is a vital economic and political issue for Kodiak.

Alan Beardsley
City Mayor

cc: Representative Young
Governor Hammond
State Senator Mulcahy
State Representative Zharoff
Anchorage Times
Kodiak Daily Mirror
Kodiak Times
Radio Station KMXT
Radio Station KVOK

DOG BAY HARBOR

STATUS

1/30/80

Representative Zharoff's office received a telephone call from Phylis Myrte in Senator Ted Steven's Juneau office 1/29/80 informing us that the U.S. Senate had passed 5872, a public works project bill for California to which the Dog Bay Harbor had been attached in the amount of \$8,597,000. It now goes back to the House for final approval.



Sugg. Leg. file

October 10, 1979

Representative Fred Zharoff
P.O. Box 405
Kodiak, AK 99615

Dear Fred:

Per your request of the Kodiak City Council, I am setting forth the City's legislative priorities. Some of the items have received attention with back up information in the past and, of course, we will want to expand on each one as time goes on.

PILLAR MOUNTAIN/PORT EXPANSION. Pillar Mountain remains a critical issue facing the City of Kodiak. Of course, through your good offices as well as Senator Mulcahy's, we have received half a million dollars to study the mountain. However, we are now looking not only at the solution of the Pillar Mountain slide problem, but more positively at new port expansion and development.

Lois Kramer of Community and Regional Affairs is currently working on a draft report of which you have received, concerning the major fishing ports in Alaska with recommendations of where the State might concentrate port development monies. We suggest that with the Pillar Mountain situation being resolved through the expansion of port facilities (beneath the slide area) that Kodiak's viability as a major port in her analysis ranks strongly with Dutch Harbor.

The sketch rendering of Pillar Mountain and new dock facilities (forwarded to your office in earlier correspondence) shows how 800,000 cubic yards of material can be removed from the surface of Pillar Mt. with half of that material going as fill borrow material creating an eight acre expanded container storage area with a complimentary addition of two docks and one full scale container crane. As it is, our container storage areas are now over crowded with APL and Sea-Land vans. Under our arrangements with Alaska Terminal and Stevedoring (Bob Washburn) there has been some interest shown by Foss Tug and Barge to bring in domestic freight also in competition with Sea-Land.

All projections for growth in Kodiak, plus the above evidenced competitive activity between shipping carriers, substantiates the need for expanded port facilities.

Alaska's renewable resources should be paramount in State concern. These Kodiak dock expansions will emphasize the needed attention to developing and adequately handling the renewable fisheries resources, and accommodate potential oil development.

We are not advocating development of oil resources, but are fully aware of the impact this sort of development will have on our port facilities should the 1980 oil leases at Chiniak go through. Just the exploratory drilling done a few years ago, I am told, tied up existing docks substantially and conflicted with the adequate and timely shipment of fish product, the life blood of this port.

WATER RESOURCES. The City Council asked that adequate money be available for expanded water resources. As you know, the Monashka Dam was designed as a temporary dam with plans to develop a larger dam at that site which would provide for an additional 488,776,500 gallon storage capacity. Because of the delays caused by the Native Settlement Act, which now may be in the process of settlement through the Udahl Bill, costs have substantially risen so that a dam that was funded for \$900,000 would now cost 1.5 million. The City needs an additional \$600,000 to build the same dam at the end of next year.

Also, the City will be looking to develop backup systems to avoid potential break downs such as the collapse of the water system a few weeks ago. That was a particularly minor problem brought about by an unusual blossoming of algae which we can take care of through an annual inspection system. But, it does demonstrate that water can be cut off, even when it is there, by various means. We are looking to develop bypass systems at the upper reservoir so Monashka and Pillar Creek water can continue to come over the hill, as well as new and larger water mains servicing primarily our industry. We also hope to be able to install generator systems at Monashka and electronic pump signalling circuits to provide protection against loss of power at those sites and as a hedge against a system which currently relies on daily manual turn-on of those pumping stations.

TRAFFIC. Already the Director of Transportation has begun implementation of some of the City's request for traffic improvement. We are awaiting his exact written correspondence regarding the matter which we will forward to your office. The priorities that the City has established include the following: 1) traffic signals at Center and Benson and at Benson and Marine Way; 2) stop signs at Birch and Mill Bay; 3) State maintenance of the Pillar Mountain road; 4) flashing red light in front of the Fire Station; 5) upgrading of Mill Bay with widening considerations between Center and Birch; 6) greater emphasis on dust control through use of oil additives and/or calcium chloride treatments.

SEWER TREATMENT PLANT. There are approximately \$450,000 of modifications needed for the sewer treatment plant. We are currently dealing with DEC for more grant money to accomplish these. Currently we have made application before the deadline to convert the plant from a secondary to a primary plant. This will have the effect of eliminating some of the steps now employed in the plant and thus reduce the need for some expanded modifications. We are also in litigation with designers, Kramer, Chin and Mayo, and we may receive some relief. Your continued interest in this program will be greatly appreciated as the sewer treatment plant is designed to handle the needs of not only the City but the surrounding area which was encompassed within the proposed legislative annexation a year ago.

✓ NEAR ISLAND. The City is extremely anxious to develop a new boat harbor on Near Island whether it be Dog Bay and/or Trident Basin. However, it is of primary concern in either case that access be provided through State bonding of a high suspension bridge and primary road system for the island.

We would hope that this project could be added to a State bond election and/or funded from current State surpluses. We will be forwarding to your office a copy of the Trident Basin Feasibility Study under progress which should wrap all these costs together.

Kodiak has a lot of need, but we suspect part of the answer is that Kodiak has traditionally been bypassed in past years by many State appropriations which other cities have enjoyed. With the large surplus of State revenue this year we hope Kodiak will substantially benefit through these public works programs and therefore affect the future health of the State in the proper development of renewable resources.

Most sincerely,

CITY OF KODIAK

Clair W. Harmony
City Manager

CWH:k

cc: Senator Bob Mulcahy
Kodiak City Council

STATE OF ALASKA

J. S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER - DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

January 18, 1980

RE: Kodiak to Near
Island Bridge

Senator Bob Mulcahy
Alaska State Senate
Pouch V
Juneau, Alaska 99811

Dear Senator Mulcahy:

As requested, I am attaching a breakdown of the presently estimated 1980 costs for a bridge from Kodiak to Near Island. Since no detailed foundation investigations or right-of-way appraisals have been done, the estimates must be considered quite preliminary. Depending on these and other unknown variables, I would expect that the actual cost in 1980 dollars could vary up or down by \$2,000,000 or so. Please note that the Supplemental Capital Program submitted by the Governor includes \$400,000 for Planning and Preliminary Engineering.

Please let me know if you have further questions.

Sincerely,



R. D. Shumway, P. E.
Deputy Commissioner

Attachment

January 18, 1980

Preliminary Cost Estimate For
Bridge from Near Island to Kodiak

Note: All costs are in 1980 dollars.
To cover costs of inflation, add 10% per year, Compounded
annually, for costs incurred after 1980.

Preliminary Engineering, Studies & Permits	\$ <u>400,000</u>
Right of Way and Utilities	\$ <u>500,000</u>
Construction	\$ <u>9,000,000</u>
Construction Supervision @ 12%	\$ <u>1,080,000</u>
Subtotal	\$ <u>10,980,000</u>
Plus 15% Contingencies	\$ <u><u>1,647,000</u></u>
TOTAL (1980 dollars)	\$12,627,000

Near Island Bridge costs -
current DOT Figure -
Roy Shumway

13.2 million

break down costs -

engineering	400,000
rightaway + clearance	500,000
construction costs	9,000,000
constructual engineering	1,080,000
contingencies	1,700,000
	<hr/>
you for	12,680,000
	13,200,000
	12.6



LOCATION MAP

THE PRECEDING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.